

Chelan County County-Wide Planning Policies

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POLICY 1 POLICIES TO IMPLEMENT RCW 36.70A.110 RELATING TO THE ESTABLISHMENT OF URBAN GROWTH AREAS

- I. Each city within Chelan County will be included within a designated urban growth area.
- II. Designated urban growth areas should include an adequate amount of undeveloped area to adequately accommodate forecasted growth and development for the next 20 years.
- III. Designated urban growth areas should include those portions of our communities already characterized by urban growth that have existing public facilities and service capacities to serve such developments as well as those areas projected to accommodate future growth.
- IV. The formal designation of urban growth areas should be accomplished as a part of the comprehensive planning process. The size of designated urban growth areas should be based on projected population, existing land use, the adequacy of existing and future utility and transportation systems, the impact of second home demand, viable economic development strategies and sufficient fiscal capacity within the capital facilities plan to adequately fund the appropriate infrastructure necessitated by growth and development. Consideration should also be given to regularize grossly irregular corporate boundaries during the process of designating urban growth boundaries.
- V. Communities should consider the development and use of ten and twenty-year population forecast to assist in the process of preparing plans for growth management. Such forecast would provide substantial benefit, particularly in the preparation of utility and transportation plans and for the capital improvement plans to implement the same.
- VI. In recognition of the potential for the development of new fully contained communities Chelan County may reserve a portion of the twenty-year population project and offset urban growth areas accordingly for allocation to a new fully contained community.
- VII. Community comprehensive plans should contain annexation and/or incorporation elements. Areas for potential annexation or potential incorporation should be designated in portions of urban growth areas outside of cities.
- VIII. When the county has adopted a comprehensive plan and development regulations under the Growth Management Act, the Board of County Commissioners should evaluate any future need for the boundary review board.

POLICY 2 POLICIES FOR PROMOTING CONTIGUOUS AND ORDERLY DEVELOPMENT AND THE PROVISIONS OF URBAN GOVERNMENTAL SERVICES TO SUCH DEVELOPMENT.

- I. For proposed developments which are within the urban growth boundary, but beyond municipal boundaries, the following policies should be considered:
 - A. Improvement standards for new developments proposed within urban growth areas should be jointly developed by the county and appropriate city. Standards should address such improvements as street alignment and grade, public road access, right-of-way, street improvements (which may include street width, curbs gutters, and sidewalks, etc.), sanitary sewer, storm water improvements, park and recreation facilities.

- B. All projects will be reviewed to ensure compatibility with urban density projections of the urban comprehensive plan.
- C. The timing of utility extensions into the urban growth area shall be consistent with the adopted capital facilities plan of the utility purveyor.
- II. Policies and procedures for establishing and monitoring level of service standards.
 - A. Existing level of service standards will be evaluated by each jurisdiction and locally acceptable level of service standards will be developed in each comprehensive pan area.
 - B. Level of service standards may differ between service areas within a given jurisdiction.
 - C. Level of service standards should be coordinated at the interface between adjacent jurisdictions.
 - D. Annual review of current levels of service and capital facilities will be made by jurisdictions.

POLICY 3 POLICIES FOR SITING PUBLIC CAPITAL FACILITIES (INCLUDING LULU’S/NIMBY’S) THAT ARE OF A COUNTY WIDE OR STATE WIDE NATURE.

- I. Essential public facilities which are identified by the county, by regional agreement, or by the Office of Financial Management should be subject to the following siting process. When essential public facilities are proposed the local government(s) will:
 - A. Appoint an advisory County Wide Project Analysis and Site Evaluation Committee composed of citizen members selected to represent a broad range of interest groups. It will be this committee’s responsibility to develop specific siting criteria for the proposed project and to identify, analyze, and rank potential project sites. In addition the committee shall establish a reasonable time frame for completion of the task.
 - B. Insure public involvement through the use of timely press releases, newspaper notices, public information meetings and public hearings.
 - C. Notify adjacent jurisdiction of the proposed project and solicit review and comment on the recommendations made by the Advisory Project Analysis and Site Evaluation Committee.
- II. No local comprehensive plan or development regulation will preclude the siting of essential public facilities, but standards may be generated to insure that reasonable compatibility with other land uses can be achieved.
- III. In determining a local government’s fair share of siting of public facilities, the Advisory County Wide Project and Site Evaluation Committee shall consider at least the following:
 - A. Exiting Public Facilities and their effect on the community.
 - B. The relative potential for reshaping the economy, the environment and the community character resulting from the siting of the facility.

- IV. Essential public facilities should not locate in Resource Lands or Critical Areas if incompatible.
- V. Essential public facilities should not be located beyond Urban Growth Areas unless they are self-contained and do not require the extension of urban governmental services.

POLICY 4 POLICIES FOR COUNTY WIDE TRANSPORTATION FACILITIES AND STRATEGIES.

- I. A county wide transportation plan developed pursuant to the Growth Management Act shall be consistent with the land use elements of the elements of the comprehensive plans developed for the jurisdictions within the transportation planning area.
- II. As a component of a county wide transportation plan, each comprehensive plan adopted pursuant to the Growth Management Act, will contain a transportation element which includes a financial sub-element including:
 - A. A multi-year financing plan;
 - B. An analysis of the jurisdictions ability to fund existing or potential transportation improvement which identifies existing sources, new revenue sources which may include impact fees;
 - C. If identified funding falls short, land use assumptions will be reassessed to assure that level of service standards are being met or are adjusted to be consistent with the land use element.
- III. Transportation improvements, which are identified in the transportation plan, shall be implemented concurrent with new development. Concurrent with development means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.
- IV. The countywide transportation planning effort should produce a methodology and/or tools for jurisdictions to use in evaluating the impact of development proposals and identifying related transportation improvements.
- V. The countywide transportation plan should integrate concerns of all jurisdictions and the general public within the geographic limits of the transportation plan area.
- VI. The countywide transportation plan should address:
 - A. Economic growth
 - B. Cost-effective accessibility for goods, services, and people
 - C. The quality of life issues
 - D. Alternatives which will provide convenient and safe access to employment, educational, and recreational opportunities for citizens in both urban and rural environments.
 - E. Transportation improvements necessary to provide for a balanced transportation system that will work effectively and safely over the next twenty years.
 - F. Energy efficiency in transportation systems

- VII. An integrated transportation system is conceived as a cooperatively developed, integrated system of public transportation services, road facilities, transportation system management (TSM)/demand management programs, and land use policy. The integrated system should enhance mobility by providing a range of transportation choices for the public. The Transportation Plan Element shall address air, water and land transportation facilities including but not limited to:
- A. Airports and airstrips
 - B. Facilities related to commercial water transportation.
 - C. Major and secondary arterials and collector roadways
 - D. Transit routes
 - E. Non-motorized modes of transportation including bikeways and pedestrian routes
 - F. Railroad systems
 - G. Bridges
 - H. Truck Routes
- VIII. The Transportation Plan element will provide a summary and analysis of planning information including:
- A. Land use assumptions which provide a summary of the current population, employment by type, recreation, and comprehensive land use designations, and the ration of single and multi-family units to total housing units.
 - B. Inventory and analysis of existing services and facilities should include:
 - i. Function and scope of the facility (local/regional)
 - ii. Traffic and volume patterns including peak hour traffic congestion and current capacity
 - iii. Jurisdiction
 - iv. Accident problem areas
 - v. Geometry and structural adequacy of arterials and collectors
 - vi. Traffic control devices
 - vii. Facility specific plans and routes
 - viii. Origin and destination data and commute distance for the urban area
 - ix. Methods of evaluating changes
 - x. Transit facilities
 - xi. Environmental and geographic limitations in the study areas.
 - xii. Demand management (carpools, public transit, etc.)
 - C. Level of service standards for arterials and collectors.
 - D. An analysis and forecast of future transportation needs including:

- i. An issues assessment and prioritization for the study area and for each facility
 - ii. A forecast of future travel demand for each facility
 - iii. An analysis of deficient transportation facilities based on adopted LOS standards
 - iv. An identification of facility expansion needs
- IX. Level of service standards for arterials, collectors and transit routes should be coordinated at a countywide level.
- X. A plan designed to have services that are specific to conditions to include growth, employment diversification, environmental quality, mobility needs, and quality of life and the future environment of Chelan County. An integrated plan should help support the operations of buses, ridesharing programs, para-transit, special services within the region and coordinate services that link Chelan County to other counties.
- XI. To insure coordination in transportation planning efforts, each community and the county should participate in a Regional Transportation Planning Organization (RTPO). Such program should be implemented by way of an inter-local agreement which stresses the role of each local government in the development of its own transportation plan and be based on the concept of the RTPO governing body consisting of local elected officials.

POLICY 5 POLICIES ADDRESSING THE NEED FOR AFFORDABLE HOUSING FOR ALL ECONOMIC SEGMENTS OF THE POPULATION AND THE ADOPTION OF PARAMETERS FOR THE DISTRIBUTION OF AFFORDABLE HOUSING.

- I. The housing element of each comprehensive plan shall:
 - A. Assess current price structure and availability of housing options.
 - B. Address income statistics of the population to assess financial accessibility to existing housing inventory including owner and renter occupied.
 - C. Assess the need for additional units based upon population projections including owned, rented and shelter units and including an assessment of second home ownership.
 - D. Address the manner and the extent that demand from all segments of the housing market will be met.
 - E. Assess the ability to provide sufficient land, infrastructure and services to each housing segment including, but not limited to, government-assisted housing for low income families, manufactured housing, multi-family housing, migrant agricultural worker housing, and group homes. All segments of the housing market must be accommodated in appropriate numbers on a countywide basis.
- II. Individual plan should encourage regeneration of existing housing inventories with methods such as:
 - A. Permitting accessory housing or the division of existing structures in single-family neighborhoods.

- B. Consider implementing methods of protecting the inventory of manufactured home parks and the provision of siting of manufactured homes on single-family lots.
 - C. Participating in or sponsoring housing rehabilitation programs offered by state and federal governments.
- III. To the extent possible each plan should promote the construction of affordable housing, particularly for low and moderate income segments of the population.
 - IV. Consideration should be given to the provision of diversity in housing types to accommodate elderly, physically challenged, mentally impaired, and special needs segment of the population, (i.e. congregate care facilities).
 - V. Comprehensive plans shall consider the effects of public improvement development costs on housing, including impact fees. Allowances for exemption from impact fees for projects which enhance housing for low and moderate income householders should be considered.
 - VI. Each community is encouraged to provide its fair share of housing affordable to low and moderate income households by promoting a balanced mix of diverse housing types.
 - VII. Communities should evaluate densities permitted within Urban Growth Areas (UGA) to reduce the overall costs of development.
 - VIII. Consideration should be given to implementing innovative regulatory strategies which provide incentives for developers to provide housing affordable to low and moderate income households.
 - IX. Recognizing the shrinking role of the Federal government in providing finances for housing, local governments should consider support of the existing public housing agency and/or the development of a county wide public housing authority with a broad base of public financial support from jurisdictions.
 - X. Public entities own undeveloped land in various quantities. Some consideration should be given to assembling larger parcels suitable for affordable housing development through the use of land exchanges, the establishment of land trusts/banks or other suitable vehicles. Such parcels could then be sold to a public housing agency, at less than market rates, for the development of low-income housing.

POLICY 6 POLICIES FOR JOINT COUNTY AND CITY PLANNING WITHIN URBAN GROWTH AREAS AND POLICIES PROVIDING FOR INNOVATIVE LAND USE MANAGEMENT TECHNIQUES THAT MAY INCLUDE USE OF FLEXIBLE ZONING PROCESSES (i.e. PLANNED UNIT DEVELOPMENTS, TRANSFER OF DEVELOPMENT RIGHTS, CLUSTER DEVELOPMENT DENSITY BONUS, ETC.)

- I. City and county planning efforts will be coordinated within urban growth areas.
- II. Adjacent jurisdictions will refer current development applications for review and comment prior to public hearings to ensure consideration with adopted development standards.
- III. Each jurisdiction shall consider the implications of utilizing innovative land use management techniques in fulfilling the planning goals enumerated in the Growth Management Act including, but not limited to, planned unit development, transfer of

development rights, cluster development density bonus, and the purchase of development rights.

POLICY 7 POLICIES FOR COUNTY WIDE ECONOMIC DEVELOPMENT AND EMPLOYMENT.

- I. The Economic Development element of the Comprehensive plans should be based upon a needs assessment which evaluates the following factors within the community:
 - A. An inventory of available land suitable for development of commercial and industrial use
 - B. The availability of infrastructure including transportation (air, rail, and roads) and utilities
 - C. The availability of housing to support economic growth
 - D. Analysis which evaluates the commercial and industrial sectors which are not adequately represented in the community based upon the state average and factoring in community desires.
- II. Encourage coordination and cooperation at the local and regional level to ensure consistency on economic growth considerations.
- III. Consideration should be given to diversification of the economic base to provide opportunities for economic growth in all communities on a county wide basis to ensure a healthy stable economic base.
- IV. Communities are encouraged to provide information on the community strengths, marketable factors (i.e. waterfront, quality of life considerations) availability of housing, infrastructure, contact people, etc., which can be used by the Economic Development Council to attract and/or expand commercial and industrial activities.
- V. Communities should consider establishing a local standing committee or task force to work on economic development. The committee could be responsible for preparing and maintaining the community's database, developing local goals and policies for economic development and act as the contact group to work with the Economic Development Council.
- VI. Economic development should be one of the considerations in the process of land use planning, transportation planning, infrastructure planning, and the determination of urban growth boundaries.
- VII. Commercial and industrial activities should be encouraged to locate in areas with infrastructure capacity and the potential to provide adequate, affordable housing, and/or transportation linkages to existing housing.
- VIII. Encourage the retention and growth of existing industries and businesses by promoting the establishment of commercial/industrial, research, and educational activities which support those industries and businesses.
- IX. Local government should develop criteria under which they would consider participating in infrastructure improvements needed to support economic development.

POLICY 8 AN ANALYSIS OF FISCAL IMPACT.

- I. Each jurisdiction’s Capital Facilities Plan should provide:
 - A. A plan for cooperation between public and private sectors to insure coordination of capital improvements with emphasis on the efficient provision of service at adopted levels concurrent with the demand for such service.
 - B. An inventory of existing capital facilities including locations and capacities of capital facilities.
 - C. An assessment of future needs for such capital facilities including:
 - i. The proposed locations, capacities, and costs of expanded or new facilities;
 - ii. At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and
 - iii. A requirement to reassess the land use element if probable funding falls short of meeting existing needs to insure consistency between the land use plan, the capital facilities plan and the financing plan within the capital facilities plan.
- II. Communities should consider the use of innovative financing strategies for capital improvements that minimize the financial cost to taxpayers and provide for the equitable assignment of costs between existing and new development.
- III. Communities should consider the imposition of an impact fee process, as provided for in ESHB 2929, to insure that new development pay its fair share of the cost of improvements necessitated by growth and contribute to the overall financing of capital improvements.
- IV. On a case by case basis, to minimize the potential economic impact of annexation activities on local government entities, consideration should be given to implementing an inter-jurisdictional analysis and process for development agreements or contracts which:
 - A. Compensate the county for loss of tax revenue, from annexation of significant industrial and commercial areas, for the effected budget cycle and/or,
 - B. Compensate the city for the cost of providing services and maintenance of infrastructure to newly annexed areas during the period prior to the change in dispensation of full tax revenue. This may include contracting with the county to provide services to newly annexed areas during this interim period.
- V. Within the Urban Growth Area, capital facilities planning should encourage shared responsibilities for financing projects among and between local governments, utility purveyors, special purpose districts and the private sector.

POLICY 9 POLICIES RELATING TO PUBLIC EDUCATION AND CITIZEN PARTICIPATION

- I. Each community should establish procedures to ensure early and continuous participation by the public in the development and amendment of plans and implementation programs. The Citizen Participation Plan should consider:

- A. Broad dissemination of proposals and alternatives
 - B. Opportunity for written comments
 - C. Public meetings after effective notice
 - D. Provisions for open discussion
 - E. Communication programs
 - F. Information services
 - G. Consideration of and response to public comments
- II. Each community's citizen participation process should provide opportunity to include media dissemination throughout the planning process.
 - III. On a county wide basis, Citizen Advisory Committees should consider meeting locations which would be distributed throughout the county to provide maximum opportunity for public participation.
 - IV. In the formation of Citizen Advisory Committees, communities should include representation from landowners; agricultural, forestry, mining, and business interests; environmental and community groups; tribal governments; special purpose districts; and other government agencies.

POLICY 10 POLICIES RELATING TO MONITORING, REVIEWING, AND AMENDMENT OF COUNTY WIDE PLANNING POLICIES.

Throughout the ongoing planning process the county or individual jurisdiction may request that the County Wide Planning Policy Drafting Committee reconvenes to discuss problems or concerns regarding specific policies as they may relate to the comprehensive plan.

Appendix B: Land Use Capacity Analysis

Chelan County along with the Cities of Cashmere, Chelan, Entiat, Leavenworth and Wenatchee are required to update their Comprehensive Plans by June 30, 2017, and every eight years thereafter, under rules established by the Growth Management Act, RCW 36.70A. As part of that process, the County is required to analysis each Urban Growth Area (UGA) boundary to determine if there is adequate land to accommodate future housing and employment growth.

The primary goal of this analysis is to determine land supply for each UGA and the remaining County through the year 2037, taking into account ancillary housing, economic growth and open space. The County has taken into consideration more detailed analysis completed by the Cities of Chelan and Leavenworth.

Population Projections

Projecting the population within each UGA provides a baseline for community needs. By defining future population, communities are able to review current levels of service and land supply and project future needs. The focus of this analysis was a review of land supply to support the anticipated population growth but the data may be useful in review of other planning efforts and infrastructure analysis.

After reviewing the historical population growth, Chelan County and the Cities agreed to change from a “high” population growth projection, as provided by the Office of Financial Management, to a “medium” project over the next 20 years. The population projections, adopted by Chelan County Resolution 2015-112, define the expected growth for the County and each UGA.

Table B-1: Population Projections

Jurisdiction Specific Population Projections based on Share of Population Growth Between 1990 and 2010
Using OFM 2012 Medium Projection for Chelan County

	Share of 1990-2010 Population Growth	Adjusted Population Allocations	2014 OFM Estimate	2015 Projection	2016 Projection	2017 Projection	2035 Projection	2036 Projection	2016-2036 20 year change	2037 Projection	2017-2037 20 year change	2040 Projection
Manson UGA	3.69%	3.69%	2,032	2,064	2,089	2,115	2,507	2,523	433	2,538	423	2,583
Chelan UGA*	2.88%	3.61%	4,384	4,416	4,440	4,465	4,849	4,864	424	4,880	414	4,924
Entiat UGA	2.01%	2.01%	1,143	1,161	1,174	1,188	1,402	1,411	237	1,420	231	1,444
Leavenworth UGA	1.71%	1.71%	2,404	2,419	2,431	2,442	2,624	2,631	201	2,638	196	2,659
Peshastin UGA	0.32%	0.32%	671	674	676	678	712	714	38	715	37	719
Cashmere UGA	2.88%	2.88%	3,742	3,767	3,787	3,807	4,112	4,125	338	4,137	330	4,172
Wenatchee UGA	53.09%	53.09%	38,454	38,921	39,279	39,649	45,286	45,517	6,238	45,741	6,093	46,389
Urban	66.58%	67.31%	52,830	53,422	53,876	54,344	61,491	61,784	7,908	62,069	7,724	62,890
Rural	33.42%	32.69%	21,470	21,758	21,978	22,206	25,677	25,819	3,841	25,957	3,752	26,356
TOTAL	100.00%	100.00%	74,300	75,180	75,854	76,550	87,168	87,803	11,749	88,026	11,476	89,246

*Modified based on population changes from 1990-2015

Resolution 2015-112 which adopted a 20 year population growth based on historic trends and regional considerations.

Changing from “high” to “medium” population growth will impact the need for land but does not directly reflect the potential reduction of a UGA boundary which has established an existing pattern of development and planning or placement of infrastructure reflective of the urban densities and zoning regulations. Additionally, the longer planning horizon of 30, 50, 100 years would inevitably require more land within the UGA and therefore Chelan County is only recommending a reduction of the UGA if requested by the City or the land owner.

Growth Patterns

The intent of this analysis is to provide a general overview of development patterns in Chelan County and the incorporated cities and Urban Growth Areas, excluding the City of Wenatchee which completed a separate land analysis address below.

Land Supply

Land supply is defined as the amount of land available for future growth. If, within Cities and UGAs, land supply is insufficient it may reducing housing inventory, increase housing costs, discourage development or push development to rural areas. If there is too much land available than a community may be burdened with providing expensive infrastructure with comparatively little revenue. Maintaining a balance provides land for future growth while expanding infrastructure within in a manageable area.

Excluded Lands

Chelan County is unique in that most of the land is owned by government agencies or has an exempt tax status (due to government use or other exempted land uses such as religious use).

Chelan County covers approximately 1.9 million acres (2,969 square miles) of which only 280,177 acres (438 square miles) or 14% is available or used for building.

Table B-2: Chelan County Land

Chelan County	Acres	Remaining Acres
Total Acres	1,915,769	
Exempt Land	(978,857)	936,912
Tax Exempt Parcels	(656,735)	280,177

Vacant Land

After removing land areas which are exempt, the County is comprised of approximately 280,177 acres. Of this land, about two-thirds of Chelan County (186,849 acres) can be classified as vacant which is defined, for this review, as land with a market improvement value of less than \$15,000 and a parcel size greater than 4,000 square feet (0.092 of an acre). The remaining one-third (93,328 acres) is considered built and calculated in the remainder of this analysis.

Table B-3: Chelan County Land

Chelan County	Acres	Remaining Acres
Total Acres	1,915,769	
Exempt Land	(978,857)	936,912
Exempt Parcels	(656,735)	280,177
Built Land	(93,328)	186,849
Vacant Land within City	(3,204)	183,645
Vacant Land within UGAs	(2,502)	181,143
Vacant Land within County	(181,143)	0

General Land Uses

The following breakdown of land uses was derived from the Assessor's land use coding system, in the spring of 2017. It provides an understanding of the division of land uses within each City, UGA and the County. The City of Wenatchee has provided a separate analysis, attached, considered as part of this document and incorporated in the Findings of Facts and Conclusions.

Table B-3: Distribution of Land Uses

Classifications	City of Cashmere		Cashmere UGA		City of Chelan		Chelan UGA	
	Acres	Percent	Acres	Percent	Acres	Percent	Acres	Percent
Single-Family Units	264	44.8%	254	71.3%	1515	38.7%	1184	57.1%
Multi-unit and Mobile Home Parks	19	3.2%	16	4.5%	108	2.8%	77	3.7%
Residential Condos	1	0.2%		0.0%	28	0.7%	3	0.1%
Vacation & Cabin		0.0%		0.0%	78	2.0%	5	0.2%
Hotel/Motel/Lodging; amusement, recreational, resort	1	0.2%	2	0.6%	233	6.0%		0.0%
Industrial	71	12.1%	4	1.1%	61	1.6%	12	0.6%
Commercial/Retail, professional, government, etc.	168	28.5%	50	14.0%	296	7.6%	103	5.0%
Agricultural	65	11.0%	28	7.9%	221	5.7%	362	17.5%
Undeveloped	0	0.0%	2	0.6%	1,371	35.1%	328	15.8%
TOTALS	589	100%	356	100%	3,911	100%	2,074	100%

Classifications	City of Entiat		Entiat UGA		City of Leavenworth		Leavenworth UGA	
	Acres	Percent	Acres	Percent	Acres	Percent	Acres	Percent
Single-Family Units	575	48.1%	14	60.9%	284	40.9%	274	52.8%
Multi-unit and Mobile Home Parks	42	3.5%	0	0.0%	5	0.7%	26	5.0%

Classifications	City of Entiat		Entiat UGA		City of Leavenworth		Leavenworth UGA	
	Acres	Percent	Acres	Percent	Acres	Percent	Acres	Percent
Residential Condos	0	0.0%	0	0.0%	27	3.9%	2	0.4%
Vacation & Cabin	0	0.0%	0	0.0%	0	0.0%	3	0.6%
Hotel/Motel/Lodging; amusement, recreational, resort	1	0.1%	2	8.7%	26	3.7%	40	7.7%
Industrial	54	4.5%	0	0.0%	7	1.0%	37	7.1%
Commercial/Retail, professional, government, etc.	175	14.6%	7	30.4%	312	45.0%	42	8.1%
Agricultural	12	1.0%	0	0.0%	10	1.4%	34	6.6%
Undeveloped	336	28.1%	0	0.0%	23	3.3%	61	11.8%
TOTALS	1,195	100%	23	100%	694	100%	519	100%

Classifications	Manson UGA		Peshastin UGA		Remaining County	
	Acres	Percent	Acres	Percent	Acres	Percent
Single-Family Units	623	49.4%	246	49.9%	51290	5.6%
Multi-unit and Mobile Home Parks	101	8.0%	10	2.0%	270	0.0%
Residential Condos	104	8.2%	1	0.2%	137	0.0%
Vacation & Cabin	7	0.6%		0.0%	1,2857	1.4%
Hotel/Motel/Lodging; amusement, recreational, resort	2	0.2%	1	0.2%	1,218	0.1%
Industrial	1	0.1%	61	12.4%	2,046	0.2%
Commercial/Retail, professional, government, etc.	108	8.6%	56	11.4%	584,802*	63.7%*
Agricultural	288	22.8%	116	23.5%	173,456	18.9%
Undeveloped	28	2.2%	2	0.4%	91,896	10.0%
TOTALS	1,262	100%	493	100%	917,970	100%

* 545,564 acres (or 59.4%) are government related; 4.3% commercial/retail

Residential Land Uses

Zoning Districts define the type of uses and densities based on the City or Community's desires for growth. Depending on the type of zoning district, vacant land will have to potential to develop at different densities.

The focus of this review is lands necessary for residential development; therefore, Chelan County has reviewed each residential zoning district within the Cities and UGAs to determine how much land within each district is vacant. As a secondary land use, the County recognizes that minor residential development may occur in other zoning districts.

Table B-4: Residential Zoning Vacant Land

Regions	City Limits			UGA boundary only			TOTALS	
	Total Acres	Vacant Land		Total Acres	Vacant Land		Vacant Land	
		Acres	Parcels		Acres	Parcels	Acres	Parcels
Cashmere								
Suburban Residential	0	0	0	147.3	58.1	41	58.1	41
Single Family	302.4	33.5	45	0	0	0	33.5	45
Multi-Family	54.8	5.5	9	28.5	4.1	5	9.6	14
Airport Residential	4	0	0	0.7	0	0	0	0
TOTALS	361.2	39	54	176.5	62.2	46	101.2	100
Chelan								
Single-Family Residential	993.1	711.3	368	1048.9	269.7	63	981	431
Multi-Family Residential	250.2	75.7	114	8.2	0	0	75.7	114
Tourist Accommodations	1044	947.6	84	349.1	253.2	8	1200.8	92
Special Use District	198	88.9	52	487	153.9	21	242.8	73
TOTALS	2485.3	1823.5	618	1885	676.8	92	2500.3	710
Entiat								
Residential Low	0	0	0	13.9	13.9	4	13.9	4
Within City**	n/a	994.3	264	0	0	0	994.3	264
TOTALS	7.2	1001.5	266	6.7	6.7	0	1008.2	266
Leavenworth								
Residential 12	24	18.9	8	50	5	13	23.9	21
Residential 10	3	2.2	4	354	88.8	34	91	38
Residential 6	313	46.4	62	22	7.9	1	54.3	63
Multifamily Residential	94	47.7	22	57	21	3	68.7	25
TOTALS	434	115.2	96	483	122.7	51	237.9	147
Manson								
Urban Residential 1	0	0	0	523.7	155.3	95	155.3	95
Urban Residential 2	0	0	0	388.8	122.7	151	122.7	151
Urban Residential 3	0	0	0	103	30.7	85	30.7	85
TOTALS	0	0	0	1015.5	308.7	331	308.7	331
Peshastin								
Residential 1	0	0	0	207.2	76.4	26	76.4	26
Residential 2	0	0	0	69.6	29.9	15	29.9	15
Residential 3	0	0	0	13.5	0.48	4	0.48	4
TOTALS	0	0	0	290.3	106.8	45	106.8	45

**No city zoning data provided; number shows all vacant land within the City limits

Table B-5: County Residential Vacant Land

County Land Use Designations	Land (acres) Excluding Federal Lands not classified by the Assessor's Office	Land Used for Single Family (acres) Land Use Codes 11 & 19	Vacant & Undeveloped Land (acres) Land Use Codes 91 & 99
Rural Lands			
Rural Residential/Resource 2.5 (RR 2.5)	7,524	2,445	289
Rural Residential/Resource 5 (RR 5)	32,109	15,931	3,055
Rural Residential/Resource 10 (RR 10)	36,387	10,817	8,486
Rural Residential/Resource 20 (RR 20)	223,510	14,907	44,000
Rural Public Lands and Facilities (RP)**	2,046	-	-
<i>Rural Land Sub-total</i>	<i>301,576</i>	<i>44,100</i>	<i>55,830</i>
LAMIRDS			
Rural Waterfront (RW)	2,220	875	41
Rural Recreational/Residential (RRR)	1,708	896	20
Rural Village (RV)	1,735	1,384	65
Rural Commercial (RC)	207	94	23
Rural Industrial (RI)**	2,109	167	-
<i>LAMIRDS Sub-total</i>	<i>7,979</i>	<i>3,416</i>	<i>149</i>
Resource Lands			
Commercial Agricultural Lands (AC)	28,276	167	305
Commercial Forest Lands (FC)	576,629	3,235	33,276
Commercial Mineral Lands (MC)**	483	157	-
<i>Resource Land Sub-total</i>	<i>605,388</i>	<i>3,559</i>	<i>33,581</i>
County Rural Land TOTALS	914,943	51,075	89,560

**No residential development anticipated

Residential Density Patterns

The densities of each community reflect the community's desired pattern of development. It is not uncommon for some areas of a community to have higher density based on the types and location of structures but also in relation to the number of people living in each residence. The 2010 Census lists the "persons per household" for each City and UGA. Areas with a higher "persons per household" will require fewer residential structures to accommodate for population

growth than those with the same population growth but a culture of fewer “persons per household”.

The following residential needs are based on estimated changes in population and persons per household for each of the City including the City UGAs and standalone UGAs for Manson and Peshastin.

The data takes the estimated 2017 population for each UGA and divides that by the “persons per household” identified by the 2010 Census. The resulting number is the estimated minimum dwelling units within each UGA for 2017. The same technique is used starting with the estimated 2037 population. Between 2017 and 2037 the change in housing is noted in the final column.

These do not reflect demands for second homes, vacation rentals or seasonal housing which will be addressed for each community separately below as ancillary housing.

Table B-6: Population & Dwelling Needs

Regions	Persons per household*	2017 Population	Estimated minimum dwellings	2037 Population	Estimated minimum dwellings	20 year increase in dwellings
Cashmere UGA	2.66	3,807	1,431	4,137	1,555	124
Chelan UGA	2.38	4,465	1,876	4,880	2,050	174
Entiat UGA	2.64	1,188	450	1,420	538	88
Leavenworth UGA	2.16	2,442	1,131	2,638	1,221	90
Manson UGA	2.58	2,115	820	2,538	984	164
Peshastin UGA	2.58	678	263	715	277	14
Wenatchee UGA	2.53	39,649	15,672	45,741	18,079	2,407
Remaining Chelan County	2.67	22,206	8,317	25,957	9,722	1,405
TOTAL		76,550	29,959	88,026	34,427	4,466

**Based on 2010 Census, average household size*

Table B-7: County Residential Land Use Distribution

County Land Use Designations	Land (acres) Excluding Federal Lands not classified by the Assessor's Office	Existing Single Family Lots Land Use Codes 11 & 19	Land Used for Single Family (acres) Land Use Codes 11 & 19	Percentage of Land (within each zoning district) Used for Existing Single Family	Percentage of All Land	Land Not Classified for Single Family (acres)
Rural Lands						
Rural Residential/Resource 2.5 (RR 2.5)	7,524	2,300	2,445	32.5%	0.27%	5,079
Rural Residential/Resource 5 (RR 5)	32,109	2,908	15,931	49.6%	1.74%	16,178
Rural Residential/Resource 10 (RR 10)	36,387	936	10,817	29.7%	1.18%	25,570
Rural Residential/Resource 20 (RR 20)	223,510	1,018	14,907	6.7%	1.63%	208,603
Rural Public Lands and Facilities (RP)**	2,046	-	-		0.00%	2,046
Rural Land Sub-total	301,576	7,162	44,100	14.6%	4.82%	257,476
LAMIRDs						
Rural Waterfront (RW)	2,220	1,469	875	39.4%	0.10%	1,345
Rural Recreational/Residential (RRR)	1,708	1,186	896	52.5%	0.10%	812
Rural Village (RV)	1,735	1,216	1,384	79.8%	0.15%	351
Rural Commercial (RC)	207	79	94	45.4%	0.01%	113
Rural Industrial (RI)**	2,109	24	167	7.9%	0.02%	1,942
LAMIRDs Sub-total	7,979	3,974	3,416	42.8%	0.37%	4,563
Resource Lands						
Commercial Agricultural Lands (AC)	28,276	24	167	0.6%	0.02%	28,109
Commercial Forest Lands (FC)	576,629	111	3,235	0.6%	0.35%	573,394
Commercial Mineral Lands (MC)**	483	6	157	32.5%	0.02%	326
Resource Land Sub-total	605,388	141	3,559	0.6%	0.39%	601,829
County Rural Land TOTALS	914,943	11,277	51,075		5.6%	863,868

**No residential development anticipated

Market Factor

In areas where there is high demand for housing, prices are likely to be high and increase over time. It is important to support a balanced market where demand and supply with housing costs reflective of the medium income, see Housing Element. The Market Factor rate is intended to account for areas where existing land is needed to provide housing above the current rate. A Market Factor of zero would indicate a balanced market. A Market Factor of 25% would indicate a high demand for existing housing.

Ancillary Housing Assessment

Ancillary Housing is defined as second homes, recreational or occasional use housing. It is assumed that these types of homes are most often rented when not in use by the owner, especially if located near the tourist communities of Manson, Chelan and Leavenworth.

The percent of rentals and ancillary housing is expected to increase the need for dwelling units, as renters and buys compete with people look for investment properties or second homes.

The following data was taken from the 2010 Census with the exception of the Chelan UGA. The City of Chelan has completed a separate analysis which estimates that 49% of the housing units are used as ancillary housing. They expect that this second home market will continue to drive up demand and pricing and increase the need for additional homes to serve the projected population growth.

The ancillary housing demand will be added to the percent of dwellings need to support the 20 year projected population growth.

Table B-8: Ancillary Housing Demand

Regions	Owner Occupied* (%)	Rentals* (%)	Estimated Ancillary Housing (%)
Cashmere UGA	58.5	1.3	0.9
Chelan UGA**	61.7	3.3	37.1
Entiat UGA	67.7	1.2	9.7
Leavenworth UGA	56.8	1.9	20
Manson UGA	64.8	1.4	34.3
Peshastin UGA	67.7	1.4	9.4
Wenatchee UGA	55.3	2.7	0.5
Chelan County	63.5	2.1	15.4

* Based on 2010 Census; ancillary is listed as "seasonal, recreational or occasional use"

**City of Chelan has requested 49% ancillary housing based on conditions they have identified within the City

Employment Factors

In some circumstances a community may be expecting a larger scale development or change of economic conditions which would impact the amount of land available for residential dwellings or increase the need for residential dwellings, also known as a market supply factor. Each of the Cities has been asked to provide a review of possible impacts which should be considered as part of the UGA analysis.

Cashmere: The City includes several large warehouses, one of which is vacant. Additionally, there are several locations, within the industrial/warehouse zoning district, which are vacant. The Port of Chelan County is working on developing an industrial/business complex encourage small-scale businesses and industries. These developments may provide local employment options for the city but is not expected to increase the need for residential structures or land.

Chelan: The City includes a large area of vacant land zoned for warehouse/industrial uses. The City is seeking to modify the area to include mixed-used residential, pending a change in Resolution 97-131 which limited the use of the land to industrial. The City is not expecting development which would change the need for residential structures or land.

Entiat: The City includes vacant lands, primarily along the highway, for business and industrial development. These areas have been slow to develop and the City is not anticipating new development; therefore, no change in the need for residential structures or land is expected.

Leavenworth: The City is in the process of reviewing substantial developments east of Safeway which may include a hotel and retail leasable spaces. At this time, the City does not have estimates for possible increases in population to service the known development potential. The County is recommending a market factor increase in land to provide for an economic impact and to address the affordable housing concerns within the City. Without knowing which type of businesses are or will be developing, the County cannot project the estimate employment factor; therefore, the County is utilizing a 25% land demand for potential impacts from economic growth.

County: The County is not anticipating economic changes that would significantly increase or decrease demand on housing or modifies population projections.

Land Conditions

Open Space

Open space may include a park, conservation easement area or public land with or without public access. It may be defined by a specific zoning district or listed as a tax reduction benefit area. Pursuant to State regulation, RCW 36.70A.110(2) and .160, open space corridors include “lands useful for recreation, wildlife habitat, trails and connection of critical areas.” Each of the Cities was asked to provide open space information within the City limits and areas which may be considered for future open space outside of the City limits.

Cashmere: The City includes several parks and school properties but does not specifically have an “open space” designation or a calculation of open space within the City. Within the UGA, specific areas, or percentage of land, have been identified for open space.

Chelan: The City has within its Comprehensive Plan an open space map. Within the UGA, specific areas, or percentage of land, have been identified for open space. Additional open space may occur but is not accounted for in the conversion factors below.

Entiat: The City includes several parks and school properties but does not specifically have an “open space” designation or a calculation of open space within the City. Within the UGA, specific areas, or percentage of land, have been identified for open space.

Leavenworth: The City includes several parks and school properties but does not specifically have an “open space” designation or a calculation of open space within the City. Within the UGA, specific areas, or percentage of land, have been identified for open space.

County: The County reviewed open spaces areas as part of the Land Use Element and Park and Recreation Element. No additional open space is necessary but may occur through cluster subdivision, park creation or tax reduction programs.

Critical Areas & Resources

Critical areas can have a limiting impact on where development may occur. Chelan County defines critical areas as lands that contain fish & wildlife habitat, wetlands, steep or erosive soils, earthquake fault lines, and frequently flooded areas. Additionally, aquifer recharge areas may limit types of land uses.

Cities: It is assumed that within the Cities 10% of land may be impacted by critical areas.

County: Erosive soils and steep slopes cover most of the County with approximately 1.5 million acres or 79% of all land. Site specific review is necessary to determine what percentage of vacant land available for development, after removing known critical areas. However, most development which includes critical areas is anticipated to utilize subdivision “clustering” tool which would potentially retaining the overall building density and in most cases provide a density credit (increase). Therefore, the overall impact of critical areas can generally be mitigated with development tools.

Water Quality and Quantity

Cities: Each of the Cities is served by public water systems. The Cities have confirmed that they have adequate water to serve the city limits and respective Urban Growth Area.

County: The County's Comprehensive Plan is required to include measures to protect surface and groundwater resources. Comprehensive plans “shall provide for protection of the quality ...of groundwater used for public water supplies.” RCW 36.70A.070(1). It is a goal of the GMA to protect “the environment and enhance the state's high quality of life, including air and water quality.” RCW 36.70A.020(10). To achieve these requirements, the County is developing improved methods of tracking water. Until more information is available, the County is assuming a conservative potential limitation on development outside of public water service boundaries.

Conversion Factors

There are various ways to calculate land available for building. The most common approach is to take the total of Land Supply and remove a percentage of land for various development impacts, such as roads, parks, schools and utilities, and critical areas, such as wetlands and steep slopes. The following general assumptions were made for the Cities and UGAs.

- a) Infrastructure: 25% of land will be needed for public infrastructure – including park, open space, roads, stormwater (on or off-site) and flood management
- b) Critical Areas & Resources: It is assumed that within the Cities 10% of land may be impacted by critical areas while the County assumes 20% of land may be impacted by critical areas.
 - i. Water: It is assumed that all the Cities and the related Urban Growth Areas are provided water from the municipality or public purveyor.
 - ii. Water: As noted above, areas of the County may have limited water quantity or quality in areas not served by public water systems.
- c) Market Factor: It is assumed in the Cities of Chelan and Leavenworth that 25% of remaining land will be needed for a market supply factor.
- d) Economic Impact:
 - i. The Cities of Chelan, Cashmere and Entiat have indicated that no expected or known changes to economic conditions will impact housing supply/demand
 - ii. The City of Leavenworth has stated they expect new commercial development; therefore, an economic impact factor of 25% is added to the City's analysis.
- e) Conversion of Use: Not all vacant land will convert to housing, especially if the vacant land is used by the adjoining lot as part of the existing development.
 - i. The City of Leavenworth has historically reviewed land supply using all vacant land and un-used portions of larger lots. This review defines vacant land as noted above and does not anticipate conversion of larger developed lots.
 - ii. It is expected that the conversion of City lots will occur at a faster rate than land within the UGAs. Furthermore, that UGAs generally are designed with larger lots which may be further subdivided in the future or remain as large lot

development. Therefore, the assumption is made that 30% of land, within the UGAs, will be held for conversion or development of larger lots.

- f) Ancillary Uses: A varying percentage of ancillary housing may be found throughout the County. The US Census data will be used for each community, as noted above.
- g) Open Space: Existing open space is defined by the Park plans for each City and the County Comprehensive Plan. No specific allocation is provided for Open Space beyond public infrastructure and critical area assumptions; therefore, it is not listed in the following summaries.

Summary of Findings

Chelan County

Between 2017 and 2037, the County will increase from a population of 22,206 to 25,957 or by 3,751 people. Given the current persons per household of 2.67, the County will need to provide an additional 1,405 dwellings. Additionally, ancillary housing may increase the needed dwellings by 15% (211 units) to 1,616 dwellings. The Land Supply analysis, below, indicates that the County has capacity to serve 6,315 persons or 2,365 residential building lots. Multi-family dwellings are expected; however, a review of potential infill and multi-family dwelling densities was not necessary, as the existing available land is adequate to meet the population growth within single-family dwellings.

Table B-9: County Land Assessment

County Land Use Designations	Land (acres) Excluding Federal Lands not classified by the Assessor's Office	Land Used for Single Family (acres) Land Use Codes 11 & 19	Vacant & Undeveloped Land (acres) Land Use Codes 91 & 99	Estimated Land Needed for Public Infrastructure (25%)	Estimated Land Needed for Critical Areas & Resources (40% cumulative reduction)	Estimated Land Needed for Market Factor (45% cumulative reduction)	Estimated Land Needed for Economic Impact (0%)	Estimated Land Needed for Conversion of Use (60% cumulative reduction)	Net Land Available for Residential Development	Potential Density per Acre	Potential Residential Buildout of Lots	Estimate Population Served (2.67 persons per household)
Rural Lands												
Rural Residential/Resource 2.5 (RR 2.5)	7,524	2,445	289	217	173	159	159	116	116	2.5	46	123
Rural Residential/Resource 5 (RR 5)	32,109	15,931	3,055	2,291	1,833	1,680	1,680	1,222	1,222	5	244	653
Rural Residential/Resource 10 (RR 10)	36,387	10,817	8,486	6,365	5,092	4,667	4,667	3,394	3,394	10	339	906
Rural Residential/Resource 20 (RR 20)	223,510	14,907	44,000	33,000	26,400	24,200	24,200	17,600	17,600	20	880	2,350
Rural Public Lands and Facilities (RP)**	2,046	-	-									
Rural Land Sub-total	301,576	44,100	55,830	41,873	33,498	30,707	30,707	22,332	22,332			
LAMIRDS												
Rural Waterfront (RW)	2,220	875	41	31	25	23	23	16	16	0.3	55	146
Rural Recreational/Residential (RRR)	1,708	896	20	15	12	11	11	8	8	0.3	27	71
Rural Village (RV)	1,735	1,384	65	49	39	36	36	26	26	0.3	87	231
Rural Commercial (RC)	207	94	23	17	14	13	13	9	9	1	9	25
Rural Industrial (RI)**	2,109	167	-									
LAMIRDS Sub-total	7,979	3,416	149	112	89	82	82	60	60			
Resource Lands												
Commercial Agricultural Lands (AC)	28,276	167	305	229	183	168	168	122	122	10	12	33
Commercial Forest Lands (FC)	576,629	3,235	33,276	24,957	19,966	18,302	18,302	13,310	13,310	20	666	1,777
Commercial Mineral Lands (MC)**	483	157	-									
Resource Land Sub-total	605,388	3,559	33,581	25,186	20,149	18,470	18,470	13,432	13,432			
County Rural Land TOTALS	914,943	51,075	89,560	67,170	53,736	49,258	49,258	35,824	35,824		2,365	6,315

*Population Projected Resolution 2015-112 divided by persons per household; **No residential development anticipated

City of Cashmere

Between 2017 and 2037, the City of Cashmere and corresponding UGA will increase from a population of 3,807 to 4,137 or 330 people. Given the current persons per household of 2.66, the City and UGA will need to provide an additional 124 dwellings. The Land Supply analysis, summarized below, indicates that the City and UGA has the capacity to serve 779 persons or 293 future residential building lots.

The County is not recommending a change in the Cashmere UGA.

Table B-10: Cashmere UGA Land Assessment

	REDUCTIONS										
	Vacant Land	Public Infrastructure (25%)	Critical Areas (10%)	Market Factor (0%)	Economic Impact (0%)	Conversion of Use (30% in UGA)	Ancillary Uses (1%)	Minimum Lot Size (acre)	Possible Lots	2010 Census Persons Per Household	Estimated Population Served
Cashmere											
City											
Suburban Residential	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.23	0		
Single Family	33.5	25.1	22.6	22.6	22.6	22.6	22.4	0.16	140		
Multi-Family	5.5	4.1	3.7	3.7	3.7	3.7	3.7	0.16	23		
Airport Residential	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.23	0		
CITY TOTALS	39	29.3	26.3	26.3	26.3	26.3	26.1	n/a	163	2.66	433
Urban Growth Area											
Suburban Residential	58.1	43.6	39.2	39.2	39.2	27.5	27.2	0.23	118		
Single Family	0	0.0	0.0	0.0	0.0	0.0	0.0	0.16	0		
Multi-Family	4.1	3.1	2.8	2.8	2.8	1.9	1.9	0.16	12		
Airport Residential	0	0.0	0.0	0.0	0.0	0.0	0.0	0.23	0		
UGA TOTALS	62.2	46.7	42.0	42.0	42.0	29.4	29.1	n/a	130	2.66	346

City of Chelan

Between 2017 and 2037, the City of Chelan and corresponding UGA will increase from a population of 4,465 to 4,880 or 415 people. Given the current persons per household of 2.38, the City and UGA will need to provide an additional 174 dwellings. The Land Supply analysis, summarized below, indicates that the City and UGA has the capacity to serve 11,491 persons or 4,828 future residential building lots.

The City of Chelan has requested a reduction in the UGA boundary in three areas; one area to the north contains split, UGA and County, jurisdiction; and, the other two areas, south and east, were requested reductions from the property owners. The total reduction would be approximately 745 acres.

Additionally, there is a property owner request to include 0.74 acre lot within the UGA boundary, west of Tuscan Village Planned Development. This minor inclusion is on land already developed residential lot would not impact the Land Supply analysis.

The County is recommending a reduction in the UGA by approximately 745 acres, as requested by the City, and the minor expansion as requested by Lucas Evans for parcel 27-22-17-140-060 of 0.74 acres.

Table B-11: Chelan UGA Land Assessment

	REDUCTIONS								Minimum Lot Size (acre)	Possible Lots	2010 Census Persons Per Household	Estimated Population Served
	Vacant Land	Public Infrastructure (25%)	Critical Areas (10%)	Market Factor (25%)	Economic Impact (0%)	Conversion of Use (30% in UGA)	Ancillary Uses (49%)					
Chelan City												
Single-Family Residential	711.3	533.5	480.1	360.1	360.1	360.1	183.6	0.14	1312			
Multi-Family Residential	75.7	56.8	51.1	38.3	38.3	38.3	19.5	0.12	163			
Tourist Accommodations	947.6	710.7	639.6	479.7	479.7	479.7	244.7	0.12	2039			
Special Use District	88.9	66.7	60.0	45.0	45.0	45.0	23.0	0.17	135			
CITY TOTALS	1823.5	1367.6	1230.9	923.1	923.1	923.1	470.8	n/a	3648	2.38	8,683	
Urban Growth Area												
Single-Family Residential	269.7	202.3	182.0	136.5	136.5	95.6	48.7	0.14	348			
Multi-Family Residential	0	0.0	0.0	0.0	0.0	0.0	0.0	0.12	0			
Tourist Accommodations	253.2	189.9	170.9	128.2	128.2	89.7	45.8	0.12	381			
Special Use District	153.9	115.4	103.9	77.9	77.9	54.5	27.8	0.17	164			
UGA TOTALS	676.8	507.6	456.8	342.6	342.6	239.8	122.3	n/a	893	2.38	2,126	

City of Entiat

Between 2017 and 2037, the City of Entiat and corresponding UGA will increase from a population of 1,188 to 1,420 or 232 people. Given the current persons per household of 2.64, the City and UGA will need to provide an additional 88 dwellings. The Land Supply analysis, summarized below, indicates that the City and UGA has the capacity to serve 8,059 persons or 3,053 future residential building lots.

The County is not recommending a change in the Entiat UGA.

Table B-12: Entiat UGA Land Assessment

	REDUCTIONS								Minimum Lot Size (acre)	Possible Lots	2010 Census Persons Per Household	Estimated Population Served
	Vacant Land	Public Infrastructure (25%)	Critical Areas (10%)	Market Factor (0%)	Economic Impact (0%)	Conversion of Use (30% in UGA)	Ancillary Uses (10%)					
Entiat City												
Residential Low	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0			
Within City**	994.3	745.7	671.2	671.2	671.2	671.2	604.0	0.2	3020			
CITY TOTALS	1001.5	751.1	676.0	676.0	676.0	676.0	608.4	n/a	3020	2.64	7,973	
Urban Growth Area												
Residential Low	13.9	10.4	9.4	9.4	9.4	6.6	6.5	0.2	33			
Within City**	0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0			
UGA TOTALS	6.7	5.0	4.5	4.5	4.5	3.2	3.1	n/a	33	2.64	86	

City of Leavenworth

Between 2017 and 2037, the City of Leavenworth and corresponding UGA will increase from a population of 2,442 to 2,638 or 196 people. Given the current persons per household of 2.16, the City and UGA will need to provide an additional 91 dwellings. The Land Supply analysis, summarized below, indicates that the City and UGA has the capacity to serve 772 persons or 358 future residential building lots.

The County is not recommending a change in the Leavenworth UGA.

Table B-13: Leavenworth UGA Land Assessment

	REDUCTIONS							Minimum Lot Size (acre)	Possible Lots	2010 Census Persons Per Household	Estimated Population Served
	Vacant Land	Public Infrastructure (25%)	Critical Areas (10%)	Market Factor (25%)	Economic Impact (25%)	Conversion of Use (30% in UGA)	Ancillary Uses (20%)				
Leavenworth											
City											
Residential 12	18.9	14.2	12.8	9.6	7.2	7.2	5.7	0.28	21		
Residential 10	2.2	1.7	1.5	1.1	0.8	0.8	0.7	0.23	3		
Residential 6	46.4	34.8	31.3	23.5	17.6	17.6	14.1	0.14	101		
Multifamily Residential	47.7	35.8	32.2	24.1	18.1	18.1	14.5	0.14	103		
CITY TOTALS	115.2	86.4	77.8	58.3	58.3	58.3	46.7	n/a	228	2.16	492
Urban Growth Area											
Residential 12	5	3.8	3.4	2.5	1.9	1.3	1.1	0.28	4		
Residential 10	88.8	66.6	59.9	45.0	33.7	23.6	18.9	0.23	82		
Residential 6	7.9	5.9	5.3	4.0	3.0	2.1	1.7	0.14	12		
Multifamily Residential	21	15.8	14.2	10.6	8.0	5.6	4.5	0.14	32		
UGA TOTALS	122.7	92.0	82.8	62.1	62.1	43.5	34.8	n/a	130	2.16	280

City of Wenatchee

The City of Wenatchee has completed the adoption of the 2017 Comprehensive Plan, including a detailed Land Capacity Analysis which documents that the Urban Growth Area has the capacity for approximately 4,552 housing units. For the 20 year planning horizon, the City of Wenatchee needs approximately 2,497 housing units; however, additional units are needed to adjust the current supply and demand (market factor), as noted in the Housing Element.

The City's Land Use Analysis assumes that approximately 620 acres of the northern Sunnyslope Urban Growth Area will be served by septic for the 20 year planning horizon. The related 2017 Sewer Comprehensive Plan details, the majority of this area, with future gravity feed sewer line extensions. The plan anticipates starting gravity main improvements in 2019 at a cost of 13.7 million over the next 20 years and a buildout cost of 29.5 million over the next thirty years.

A property owner representative, Kevin Ohme, has requested to both the County and the City that an adjoining parcel be included in the UGA. This property is only accessed from a road within the UGA and is part of several properties historically used as an orchard, in the same ownership. The overall parcel size is minimal with 6.06 acres.

Additionally, there is a small area of land owned by Steven Tramp, parcel 22-20-09-705-785, which was created through court action. Mr. Tramp owns the adjacent land within the City limits. The County has received a request to add the new land to the Urban Growth Area so that it may be annexed.

The County is recommending a minor change in the Wenatchee UGA to include parcel 23-20-16-440-100 owned by the Carol L Ohme Trust and parcel 22-20-09-705-785 owned by Steven Tramp.

Manson UGA

The Manson Urban Growth Area provides areas for residential development, as noted below, and permits the development of residential dwellings within the Commercial zoning districts, similar to a mixed use. The commercial areas do not have a density assigned and could provide a relatively large increase in the population if redevelopment of existing land use were to occur.

Table B-14: Manson UGA Land Assessment

	REDUCTIONS								Minimum Lot Size (acre)	Possible Lots	2010 Census Persons Per Household	Estimated Population Served
	Vacant Land	Public Infrastructure (25%)	Critical Areas (10%)	Market Factor (0%)	Economic Impact (0%)	Conversion of Use (30% in UGA)	Ancillary Uses (34%)					
Manson												
Urban Growth Area												
Urban Residential 1	155.3	116.5	104.8	104.8	104.8	73.4	48.4	0.25	194			
Urban Residential 2	122.7	92.0	82.8	82.8	82.8	58.0	38.3	0.13	294			
Urban Residential 3	30.7	23.0	20.7	20.7	20.7	14.5	9.6	0.08	120			
UGA TOTALS	308.7	231.5	208.4	208.4	208.4	145.9	96.3	n/a	608	2.58	1,568	

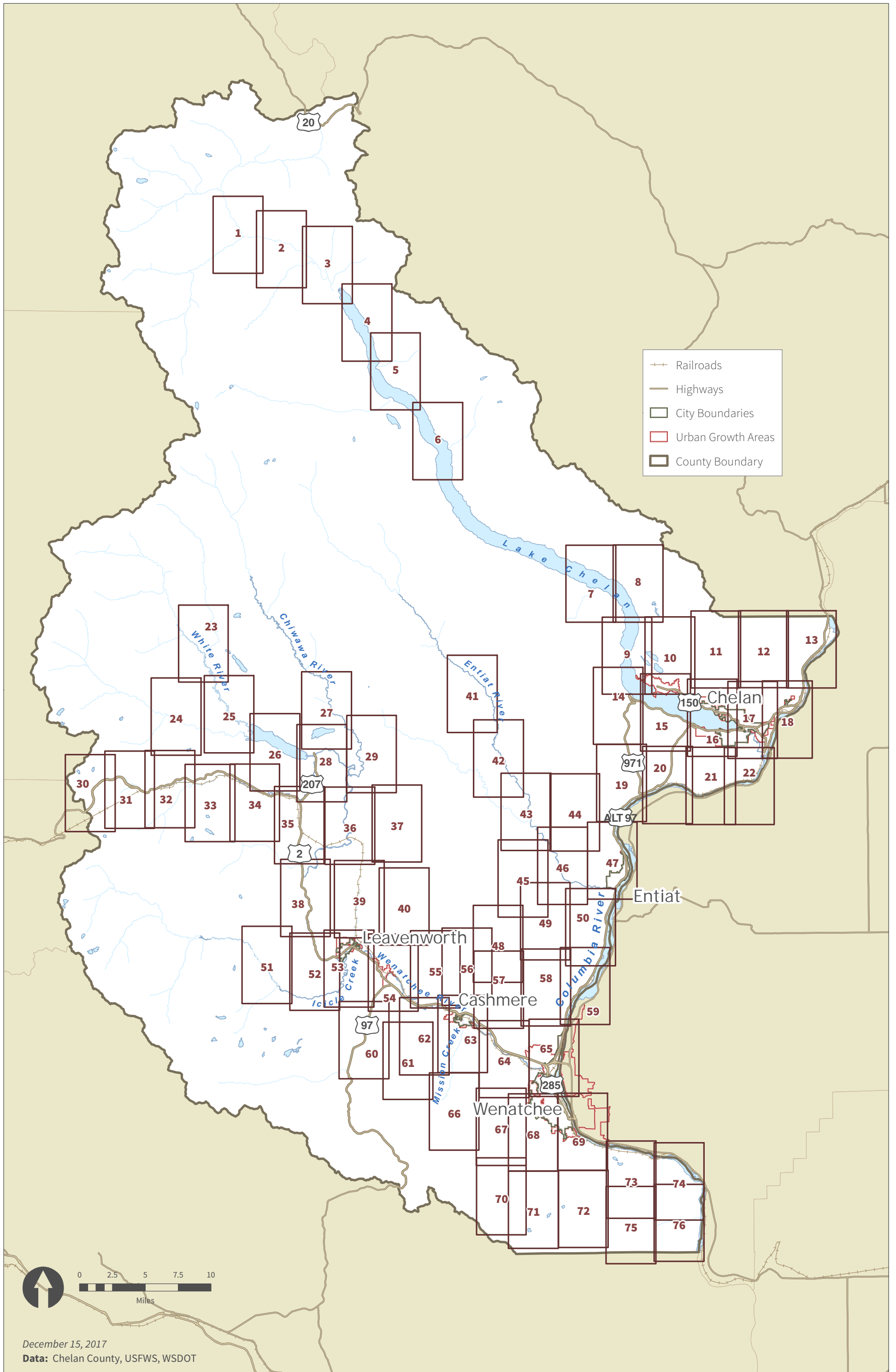
Peshastin UGA

The Peshastin Urban Growth Area has limited resources to update or expand the wastewater (sewer) facilities. Large development is possible with the conversion of orchard land and an investment to upgrade the wastewater facilities. Until such time, smaller developments are expected to incrementally increase the wastewater facilities.

Table B-15: Peshastin UGA Land Assessment

	REDUCTIONS								Minimum Lot Size (acre)	Possible Lots	2010 Census Persons Per Household	Estimated Population Served
	Vacant Land	Public Infrastructure (25%)	Critical Areas (10%)	Market Factor (0%)	Economic Impact (0%)	Conversion of Use (30% in UGA)	Ancillary Uses (9%)					
Peshastin												
Urban Growth Area												
Residential 1	76.4	57.3	51.6	51.6	51.6	36.1	32.9	0.2	164			
Residential 2	29.9	22.4	20.2	15.1	15.1	10.6	9.6	0.13	74			
Residential 3	0.48	0.4	0.3	0.2	0.2	0.2	0.2	0.14	1			
UGA TOTALS	106.8	80.1	72.1	72.1	72.1	50.5	45.9	n/a	240	2.58	618	

Chelan County Land Use Designation Map Atlas



December 15, 2017
 Data: Chelan County, USFWS, WSDOT

Chelan County Zoning Legend

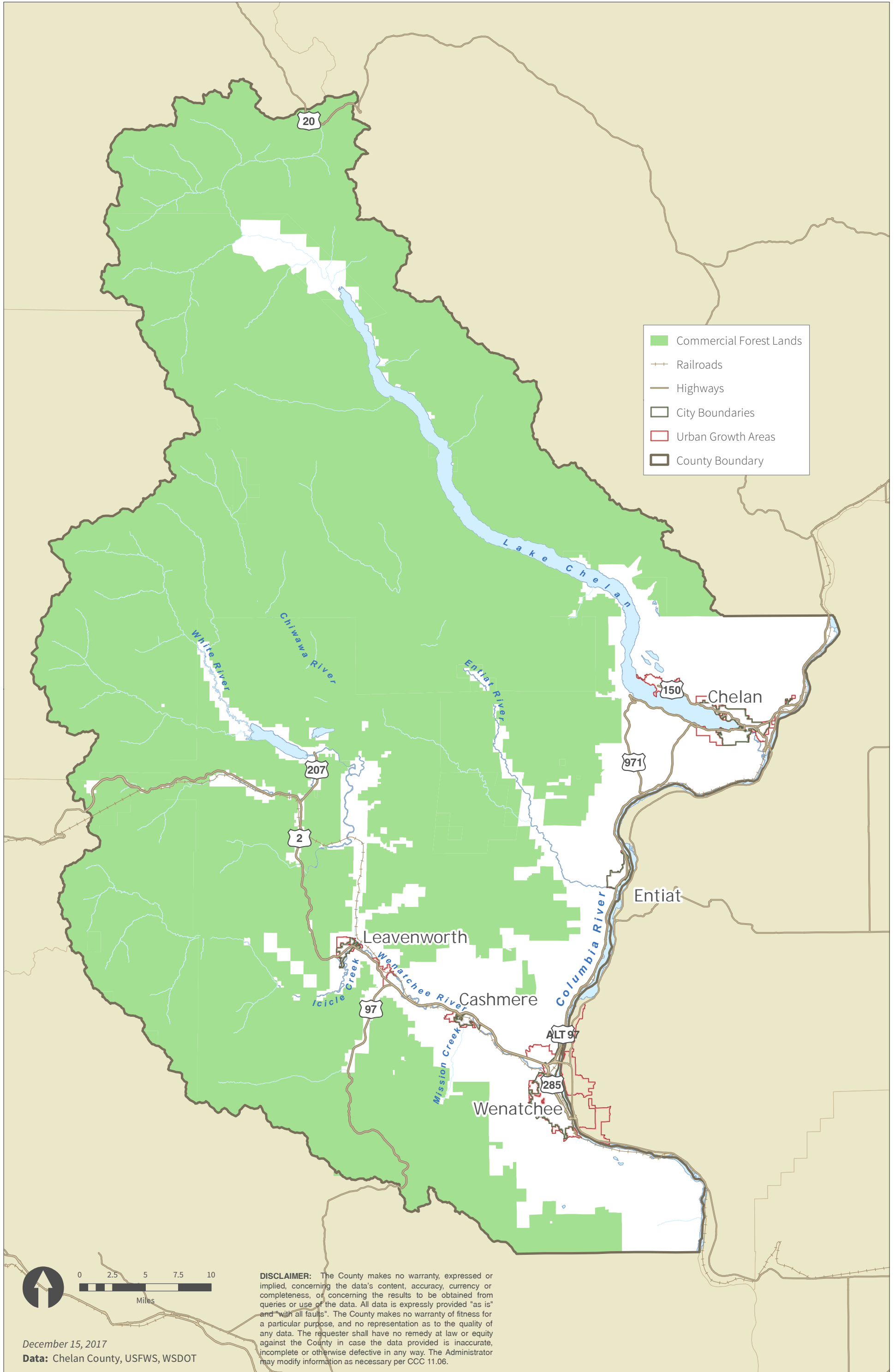
	Overlay Districts		Recreation District (Leavenworth)
	WATER		Residential Foothills (Wenatchee)
	Airport (Chelan)		Residential High (Wenatchee)
	COMMERCIAL AGRICULTURAL LANDS		RURAL INDUSTRIAL
	Airport Residential (Cashmere)		Residential Low
	Highway Commercial (Peshastin)		Residential Low 10,000 (Leavenworth)
	Waterfront Commercial (Chelan)		Residential Low 12,000 (Leavenworth)
	Mixed Commercial Lt Industrial (Cashmere)		Residential Low 6,000 (Leavenworth)
	Downtown Commercial (Manson)		Residential Moderate (Wenatchee)
	Neighborhood Commercial (Wenatchee)		RURAL PUBLIC
	Tourist Commercial (Manson)		RURAL RESIDENTIAL/RESOURCE 10
	COMMERCIAL FOREST LANDS		RURAL RESIDENTIAL/RESOURCE 2.5
	General Commercial (Leavenworth)		RURAL RESIDENTIAL/RESOURCE 20
	Industrial (Peshastin or Wenatchee)		RURAL RESIDENTIAL/RESOURCE 5
	Campus Industrial (Peshastin)		RURAL RECREATIONAL/RESIDENTIAL
	Light Industrial (Peshastin)		Residential Single Family (Wenatchee)
	COMMERCIAL MINERAL LANDS		RURAL VILLAGE
	Multi-Family (Cashmere)		RURAL WATERFRONT
	Manson Light Industrial (Manson)		Suburban Residential (Cashmere)
	Multifamily Residential (Leavenworth)		Special Use District (Chelan)
	Mixed Residential Corridor (Wenatchee)		South Wenatchee Business District
	North Wenatchee Business District		Tourist Accommodations (Chelan)
	Office Mixed Use (Wenatchee)		Tourist Commercial (Leavenworth)
	Public (Cashmere)		Urban Public (Manson)
	Public (Peshastin)		Urban Residential 1 (Manson)
	Public Lands and Facilities (Chelan)		Urban Residential 2 (Manson)
	Single-Family Residential (Chelan or Peshastin)		Urban Residential 3 (Manson)
	Medium Density Residential (Peshastin)		Warehousing and Industrial (Chelan)
	High Density Residential (Peshastin)		WAPATO
	Residential Low (Entiat)		Warehouse Industrial (Cashmere)
	Multi-Family Residential (R-M)		Waterfront Mixed Use (Wenatchee)
	RURAL COMMERCIAL		

December 15, 2017

Data: Chelan County, WSDOT

NOTE: Zoning categories depicted on this map are under revision and are displayed here for reference purposes only. All zoning boundaries should be verified with Chelan County.

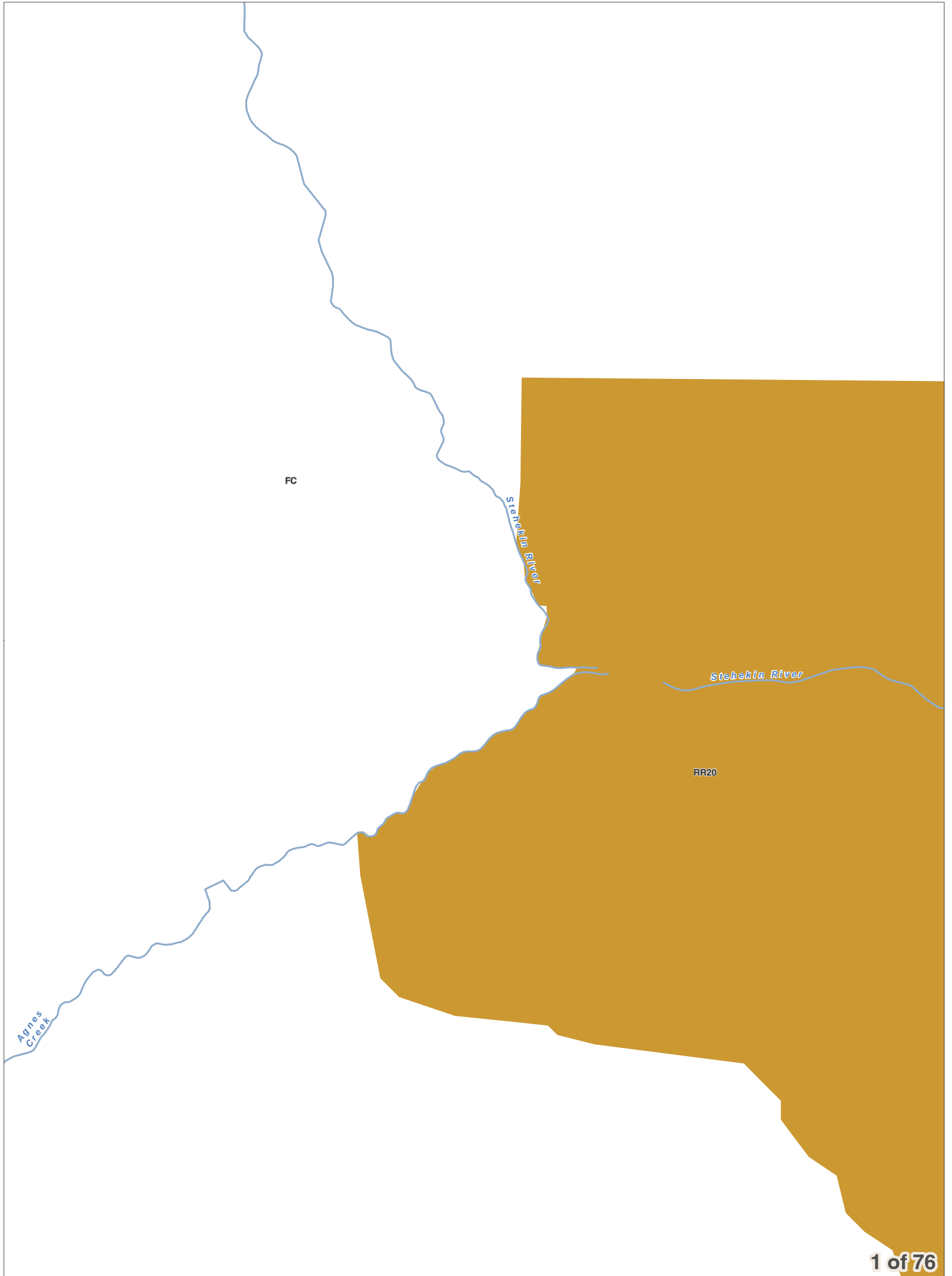
Chelan County Commercial Forest (FC) Land Use Designation










December 15, 2017

Data: Chelan County, USFWS, WSDOT

Chelan County Land Use Designation



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-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
-  Railroads
-  Lakes
-  Rivers & Streams

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Miles
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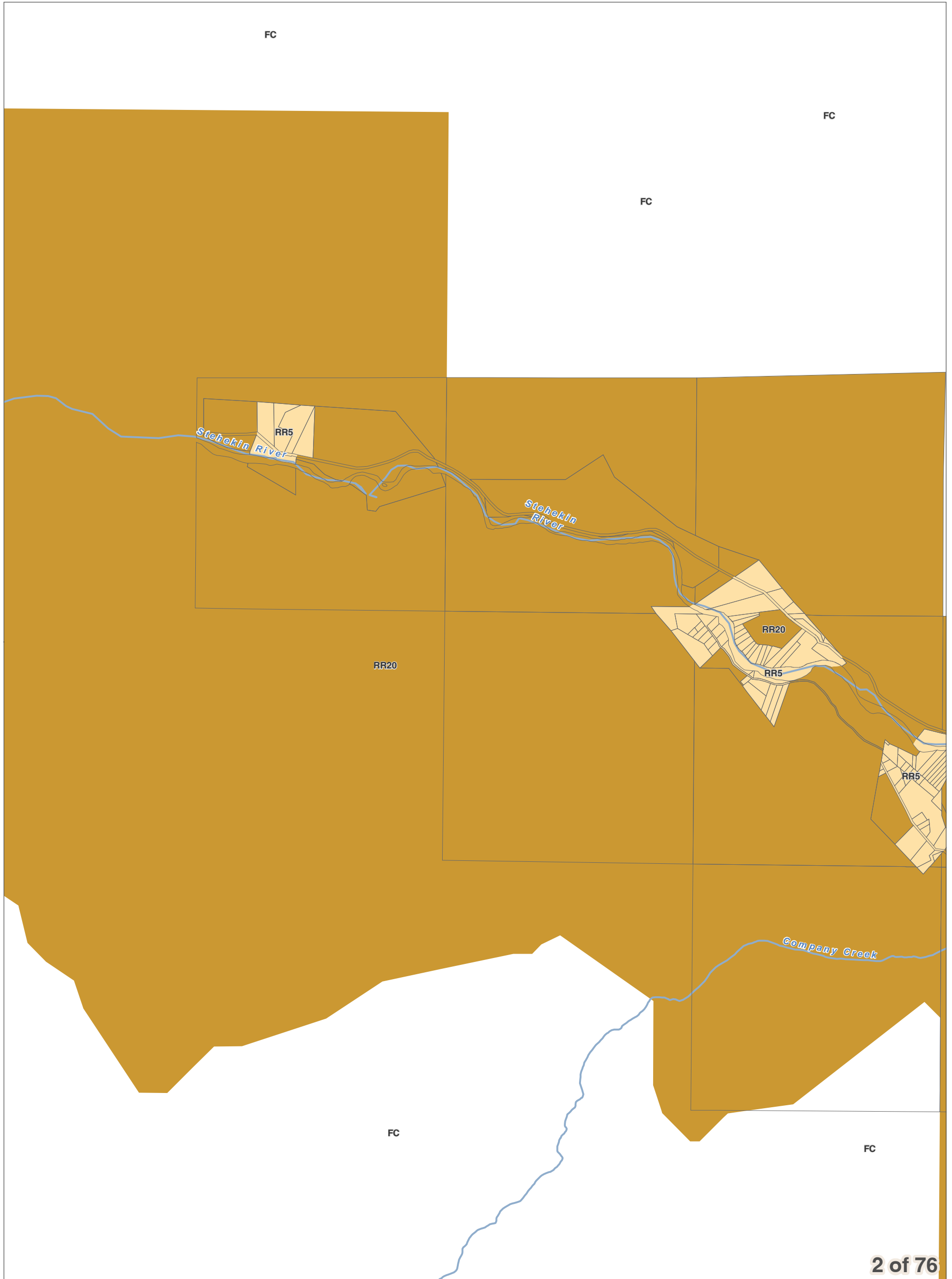
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Area of Interest in Red

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Chelan County Land Use Designation



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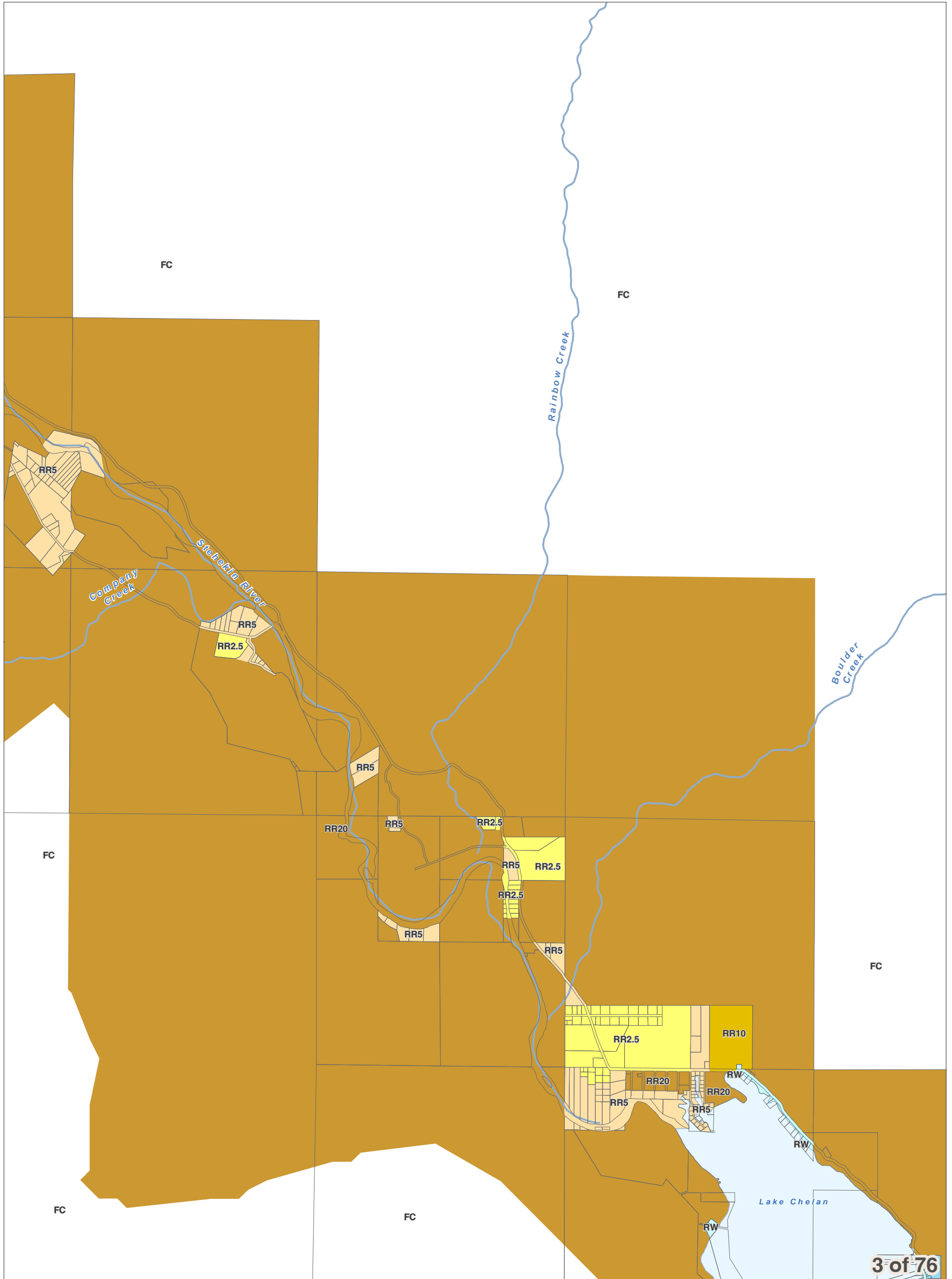
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Data: Chelan County, WSDOT



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Chelan County Land Use Designation



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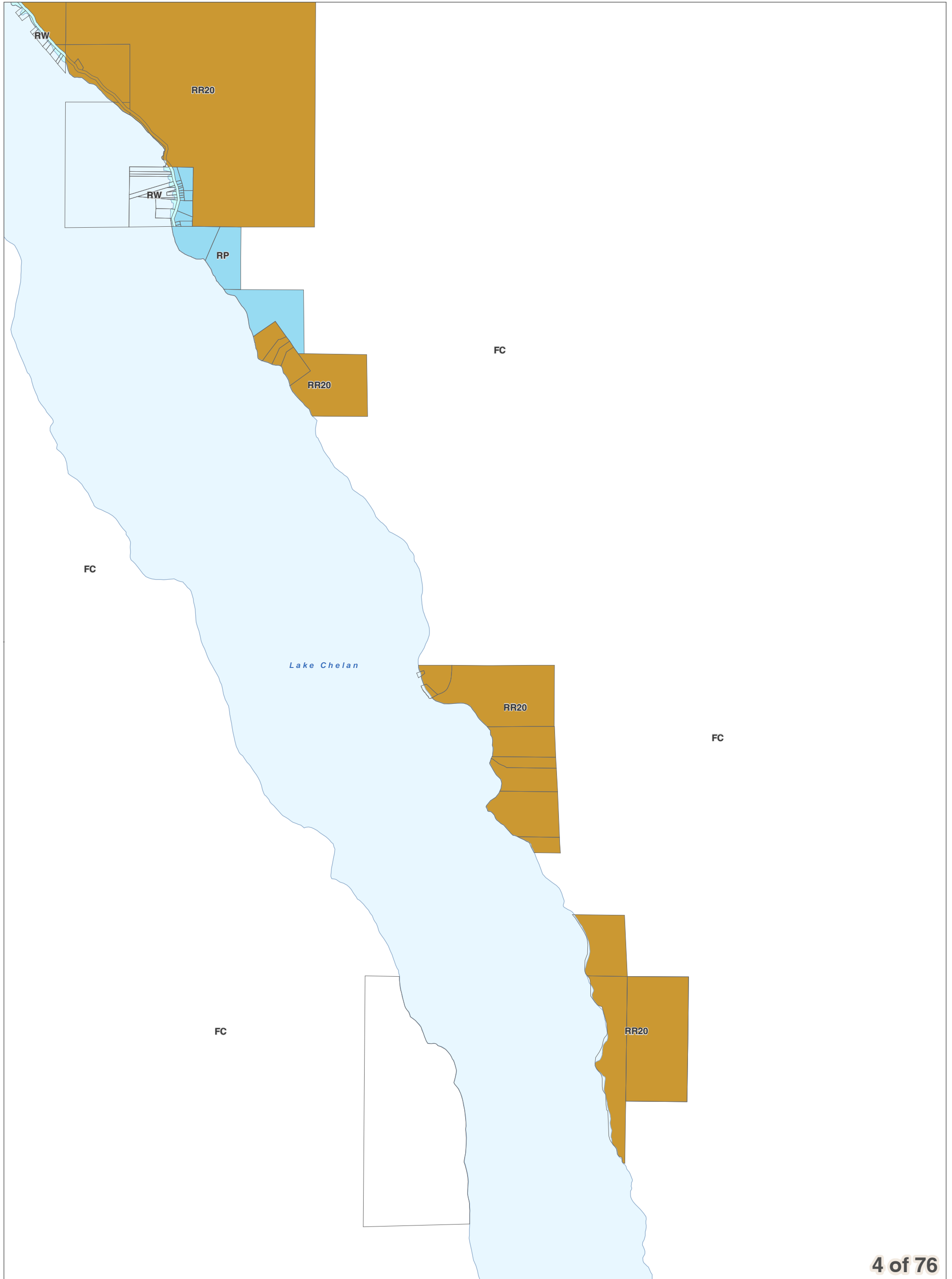
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Area of Interest in Red

Chelan County Land Use Designation



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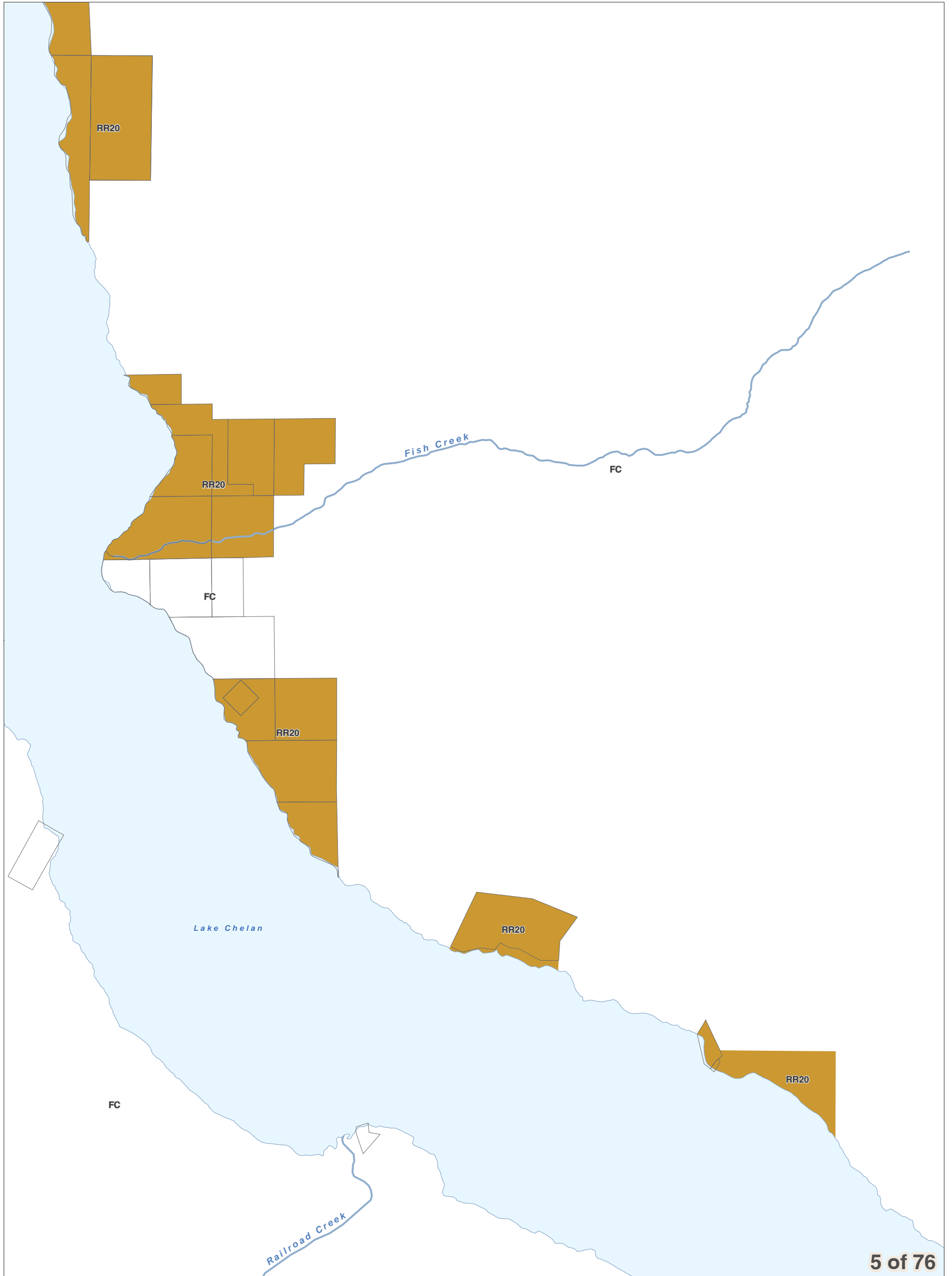
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Miles
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Area of Interest in Red

Chelan County Land Use Designation



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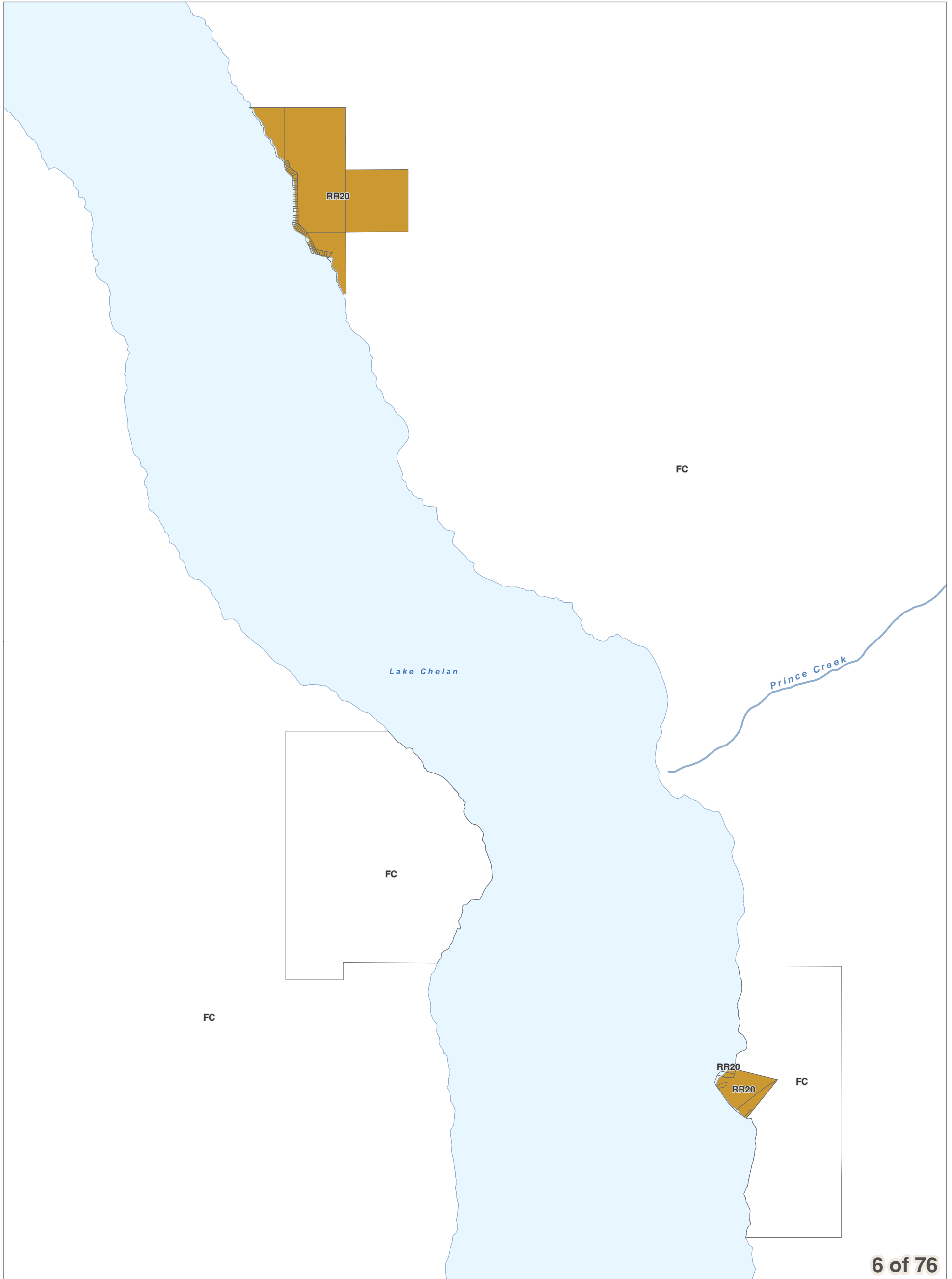


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Chelan County Land Use Designation



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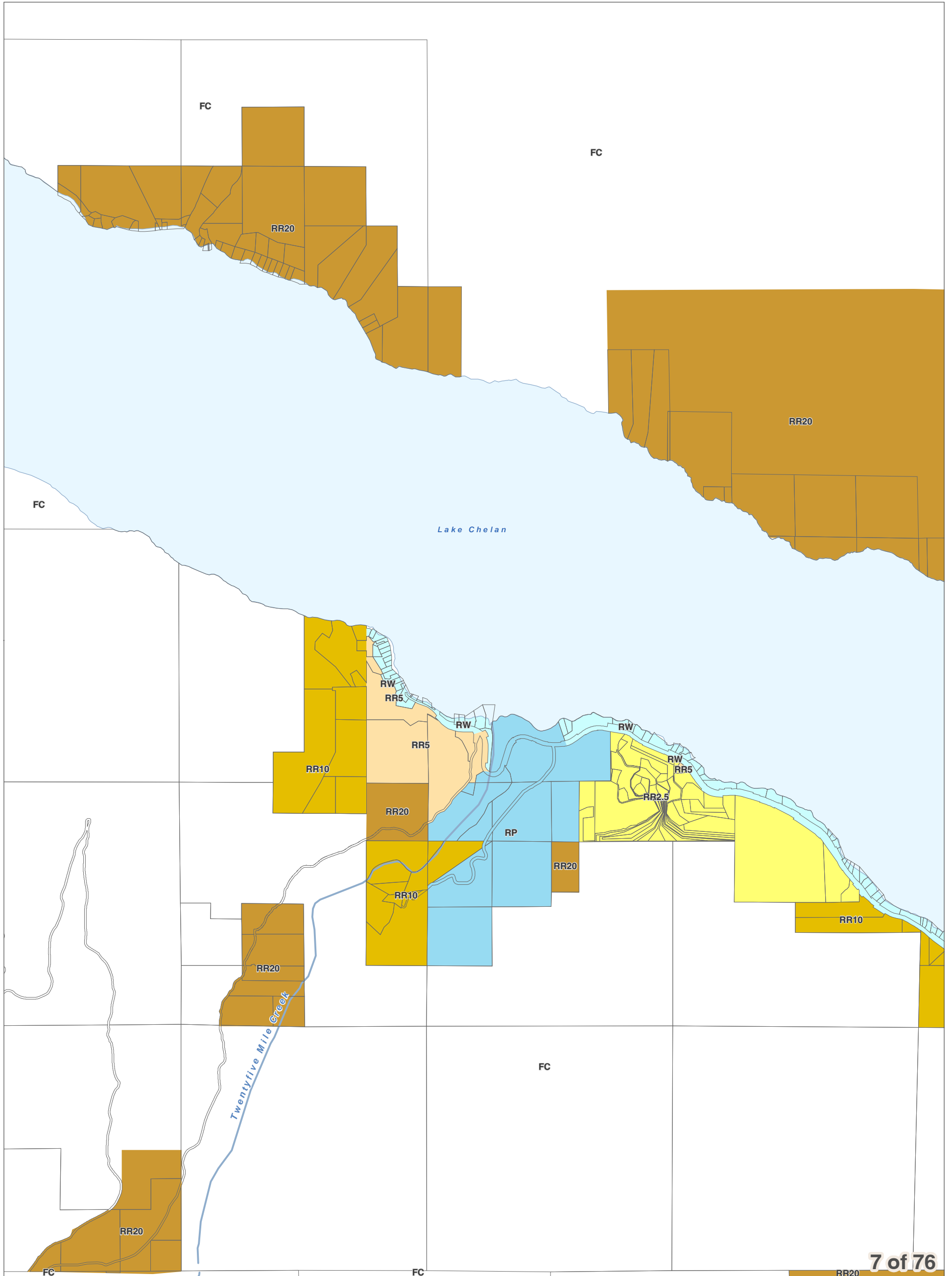
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Chelan County Land Use Designation



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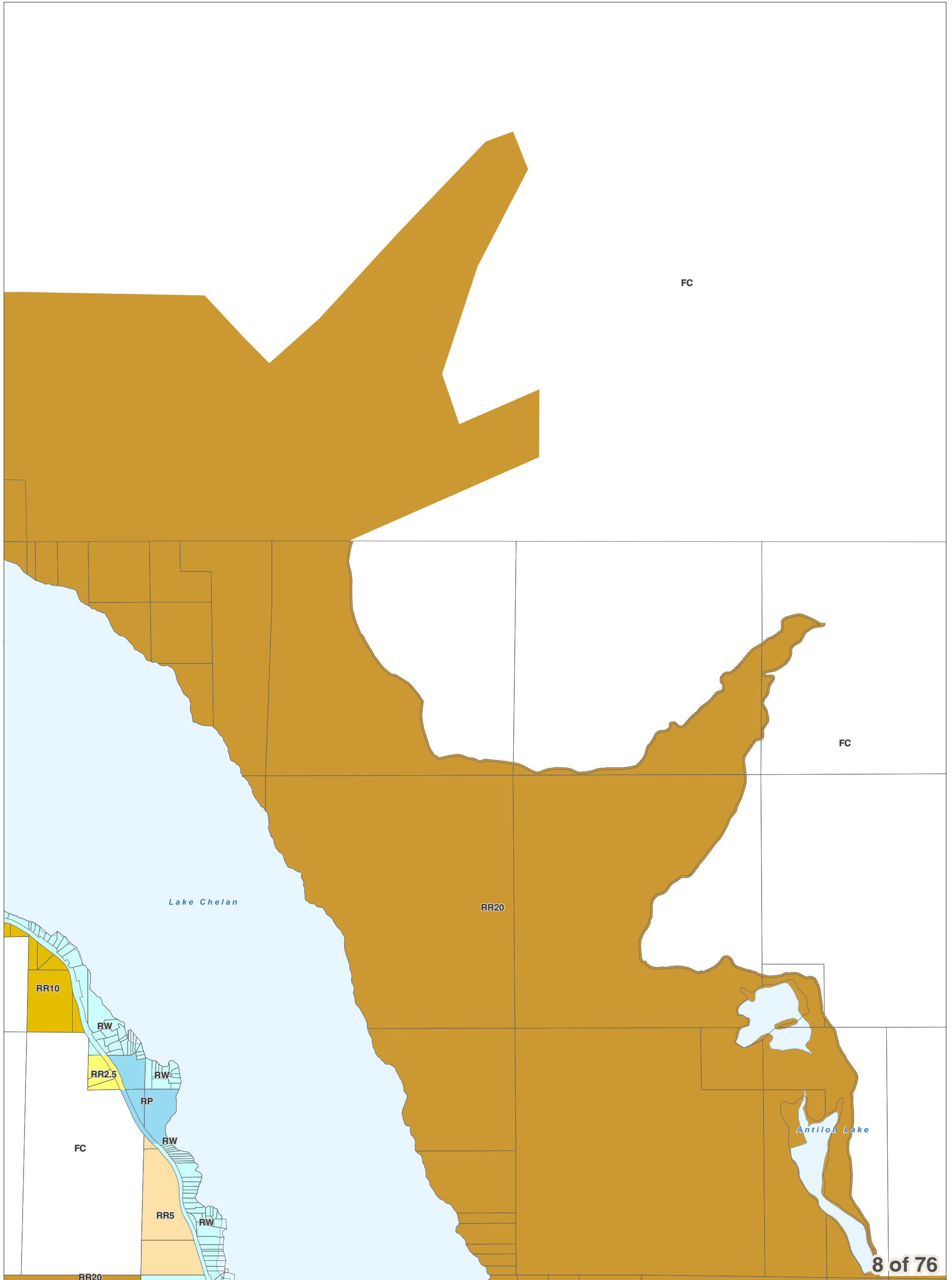
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Area of Interest in Red

Chelan County Land Use Designation



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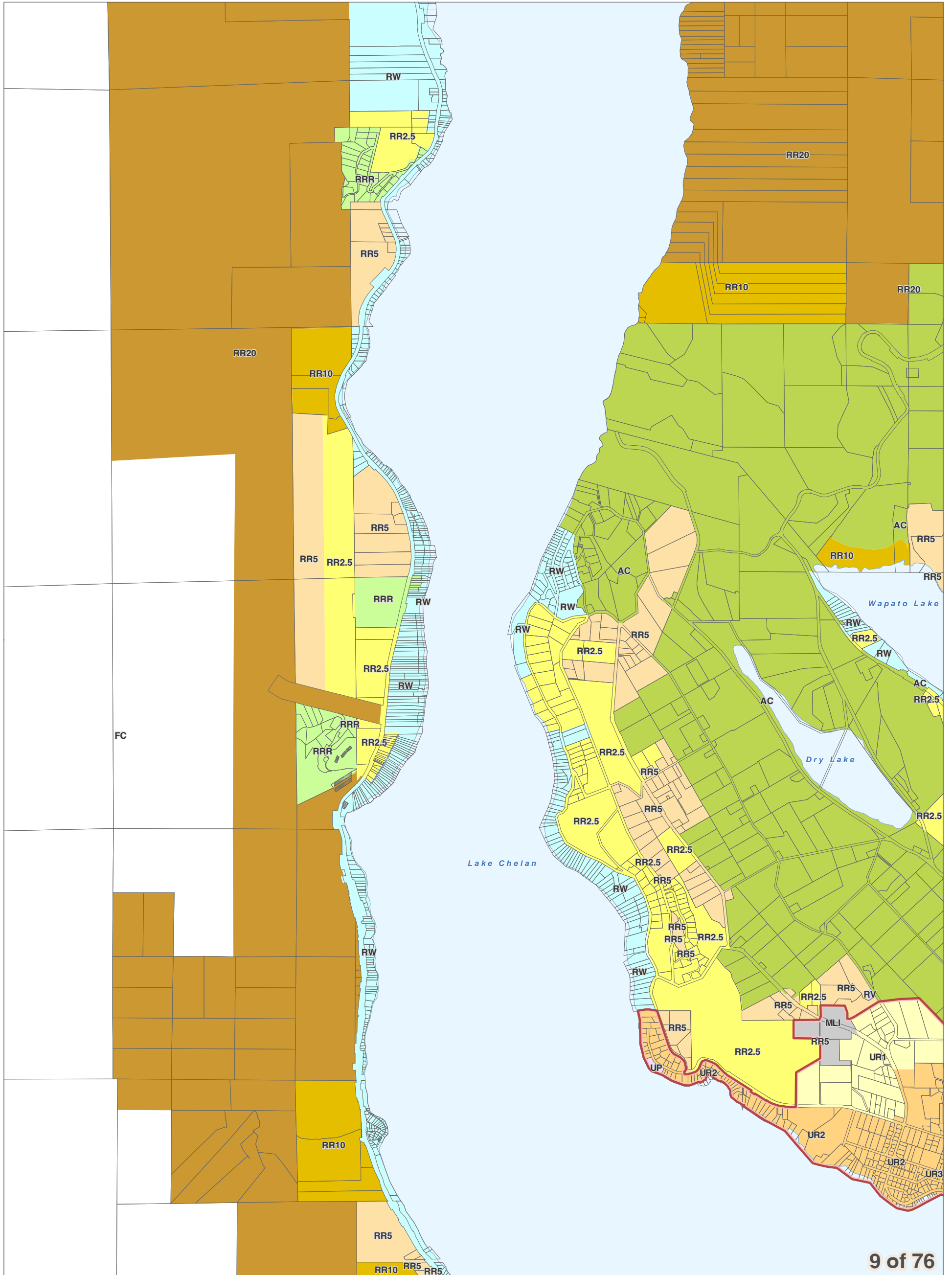









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Miles
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Chelan County Land Use Designation



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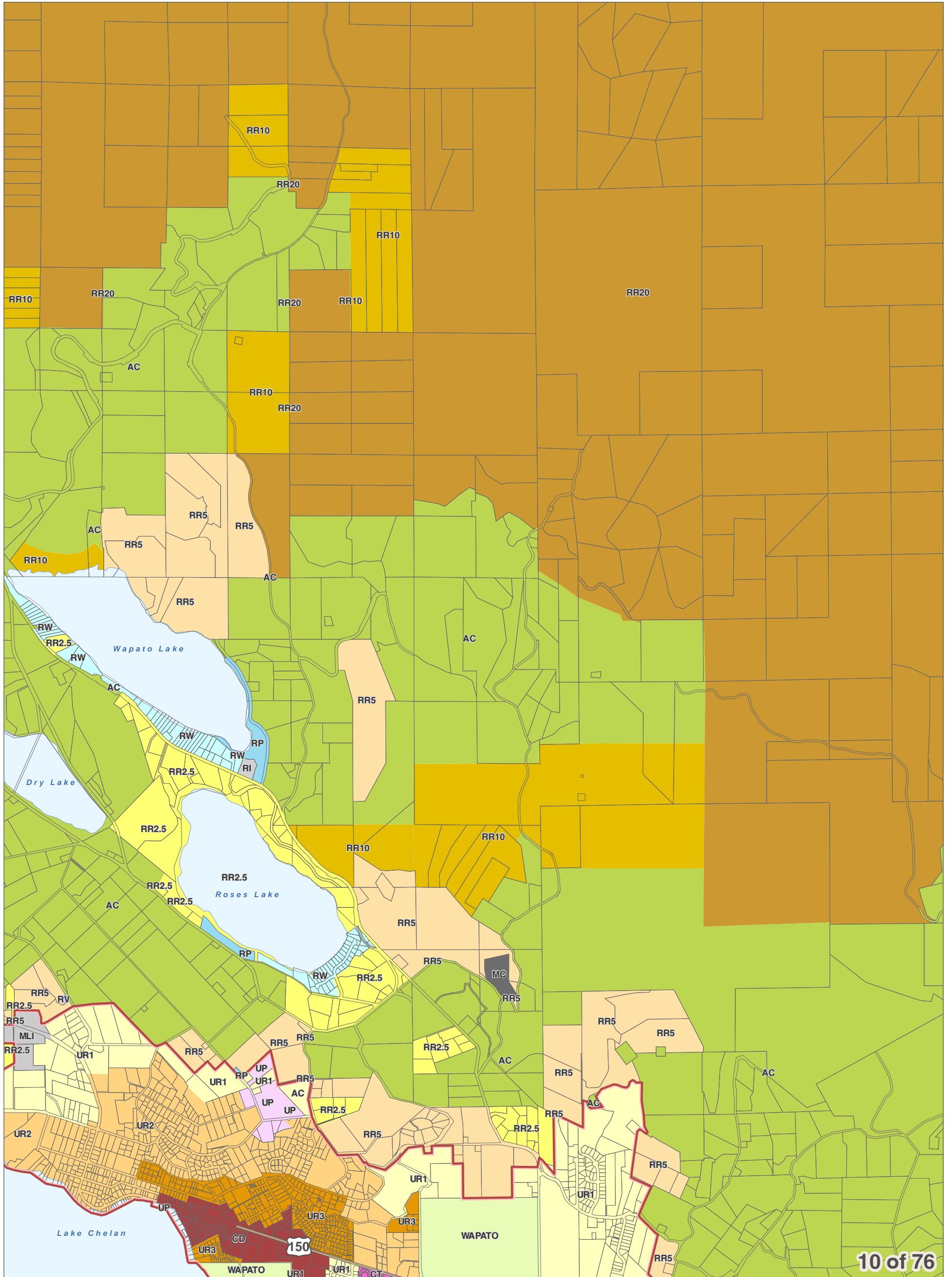
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Miles
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Chelan County Land Use Designation



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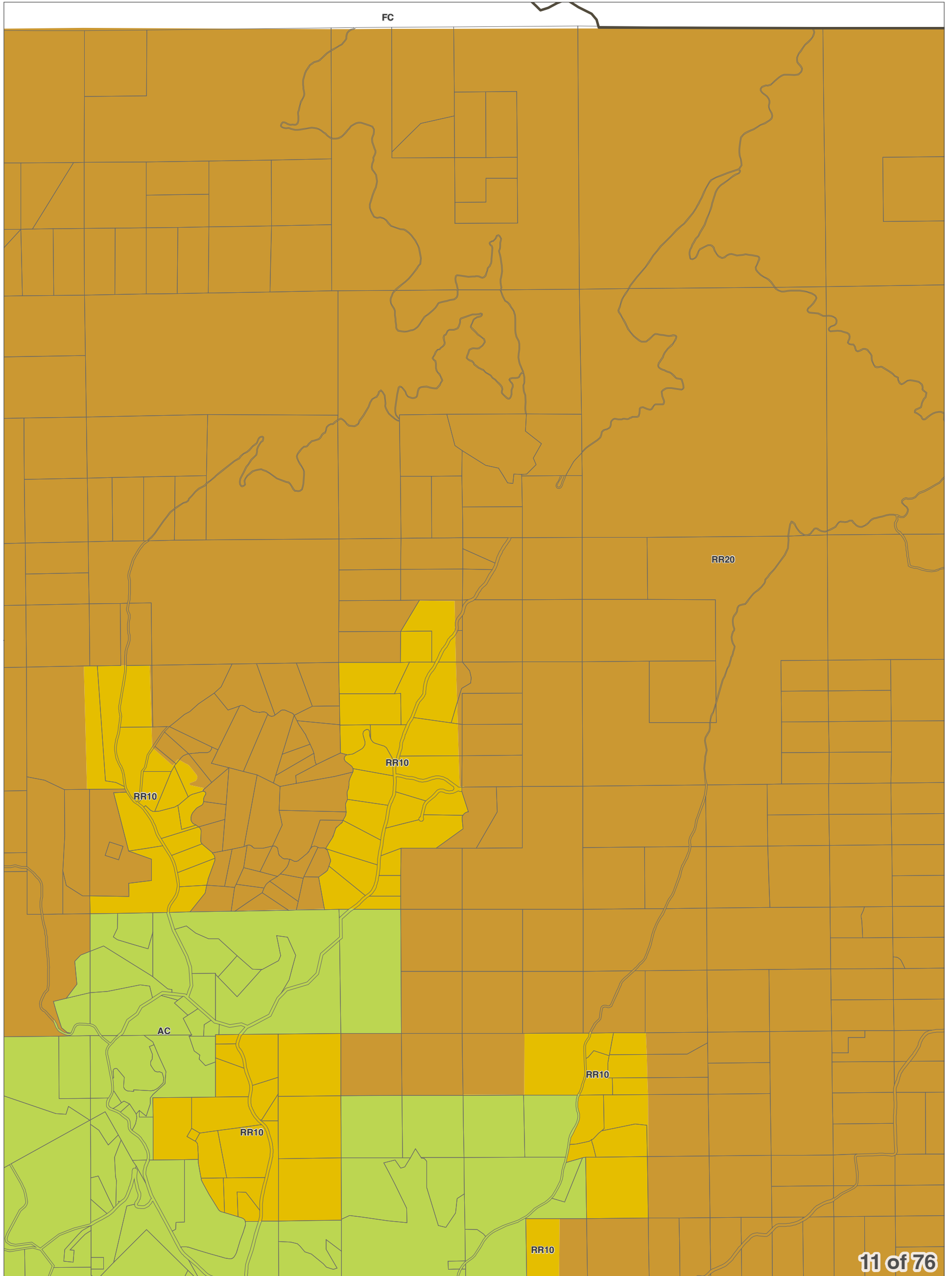
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Area of Interest in Red

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-  City Boundaries
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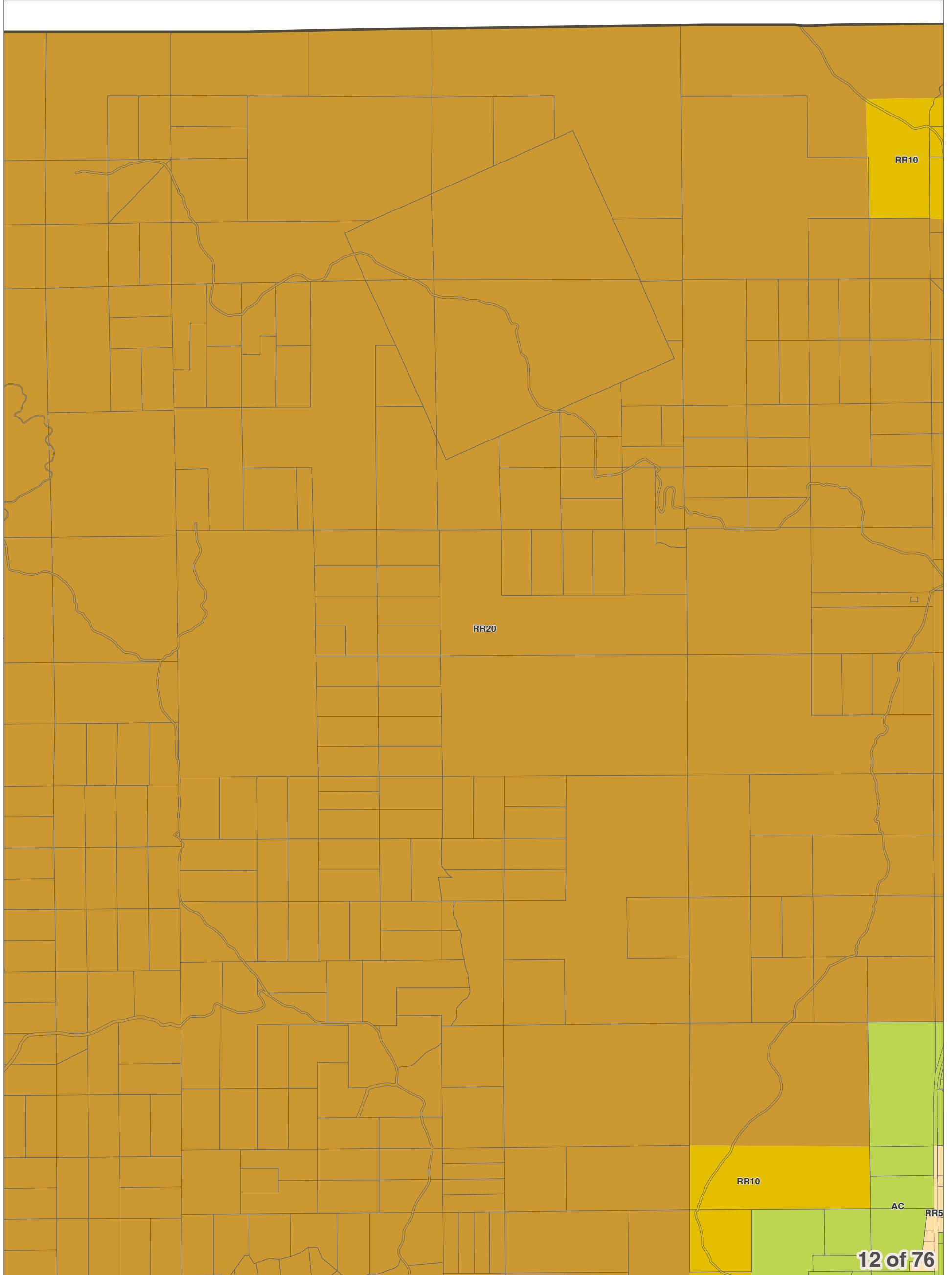
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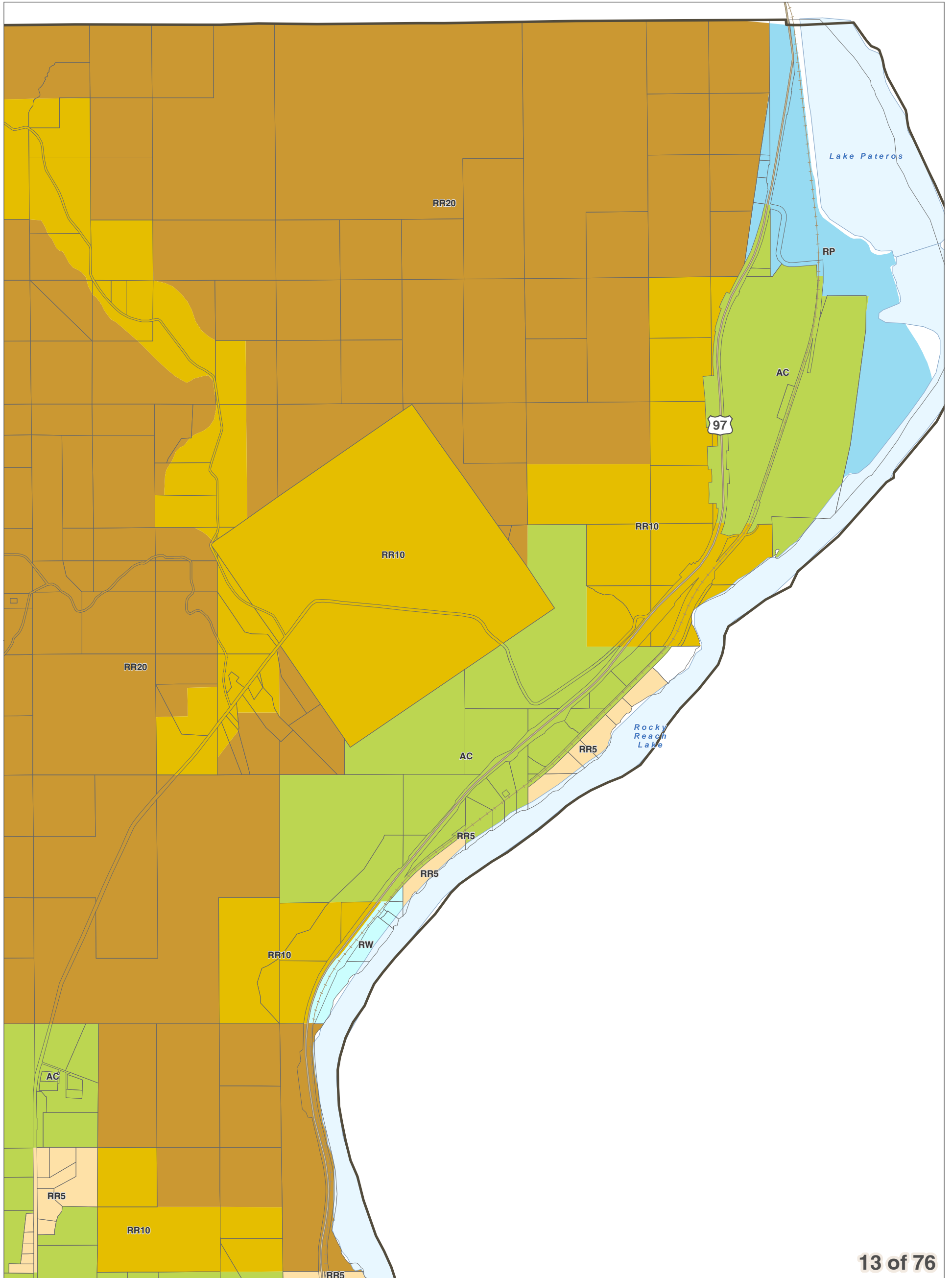
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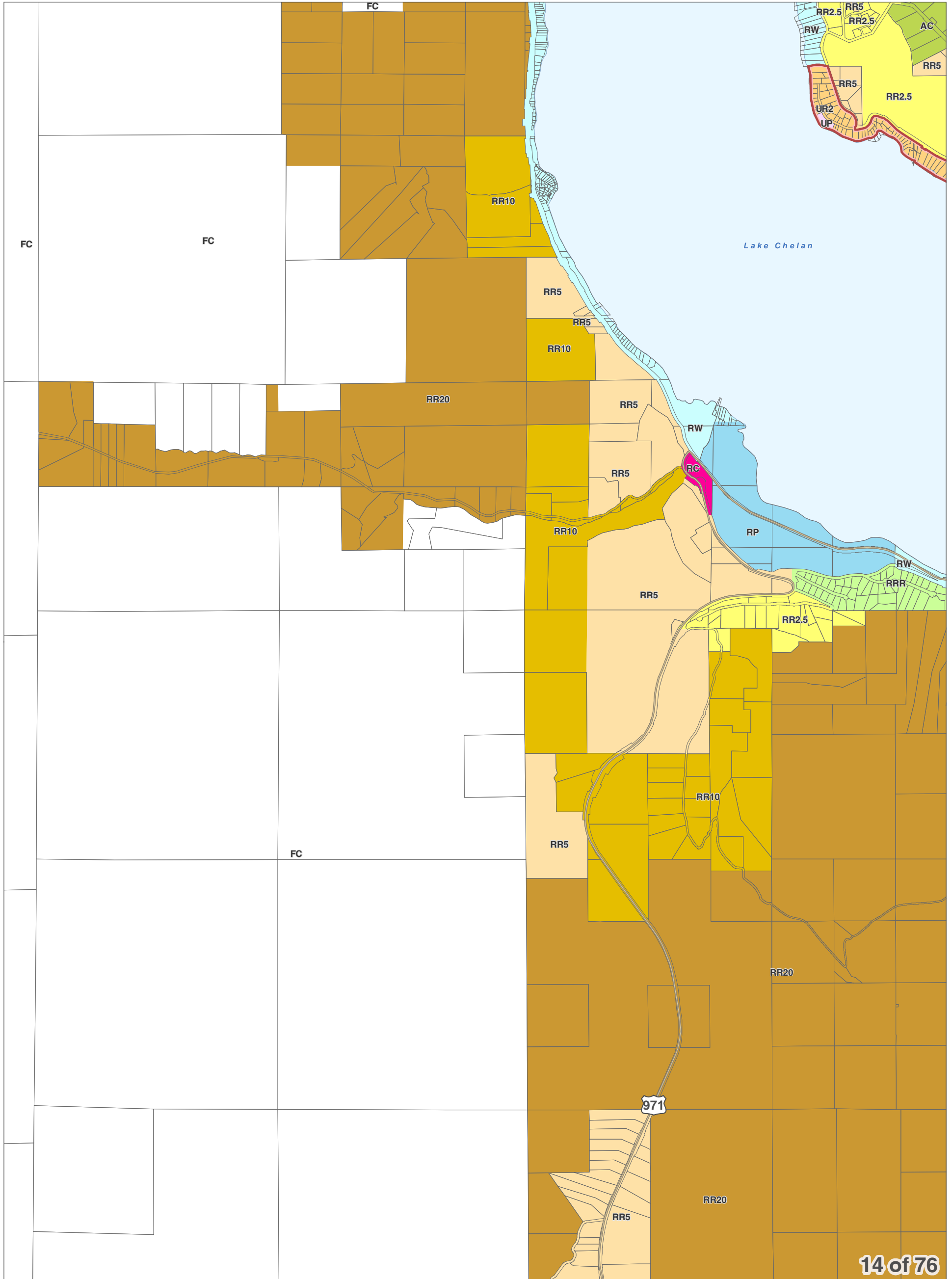
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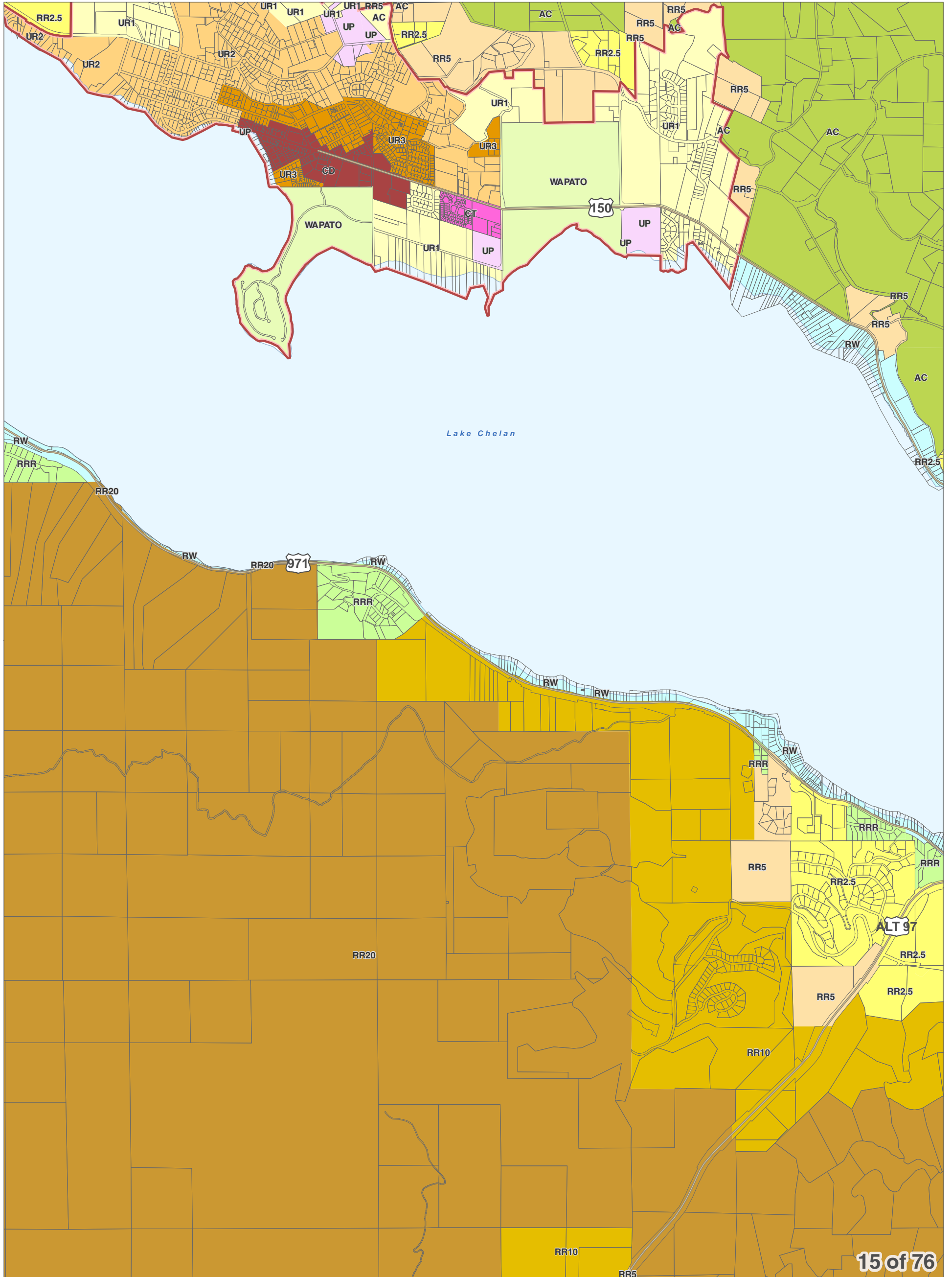
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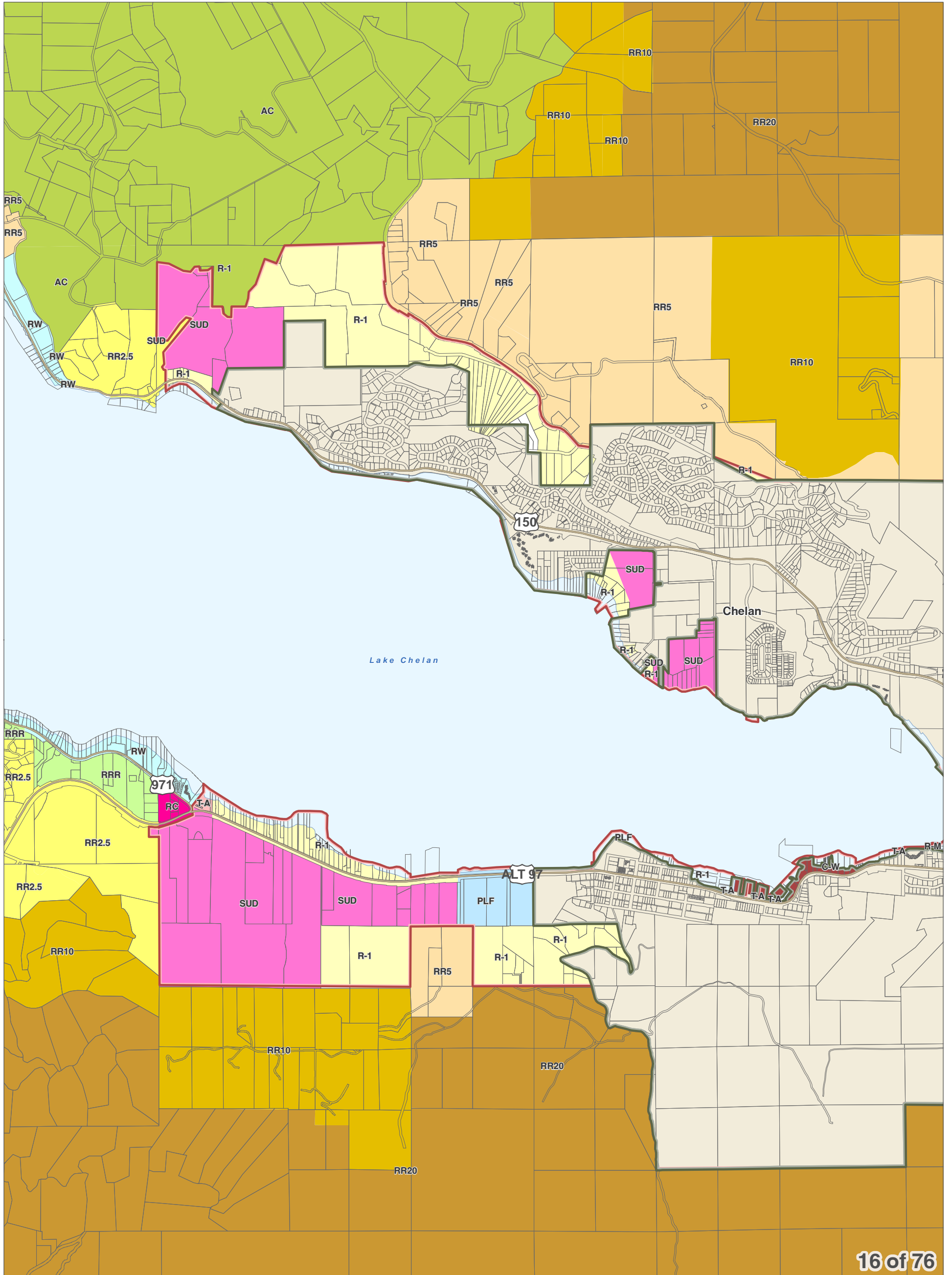
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Area of Interest in Red

Chelan County Land Use Designation



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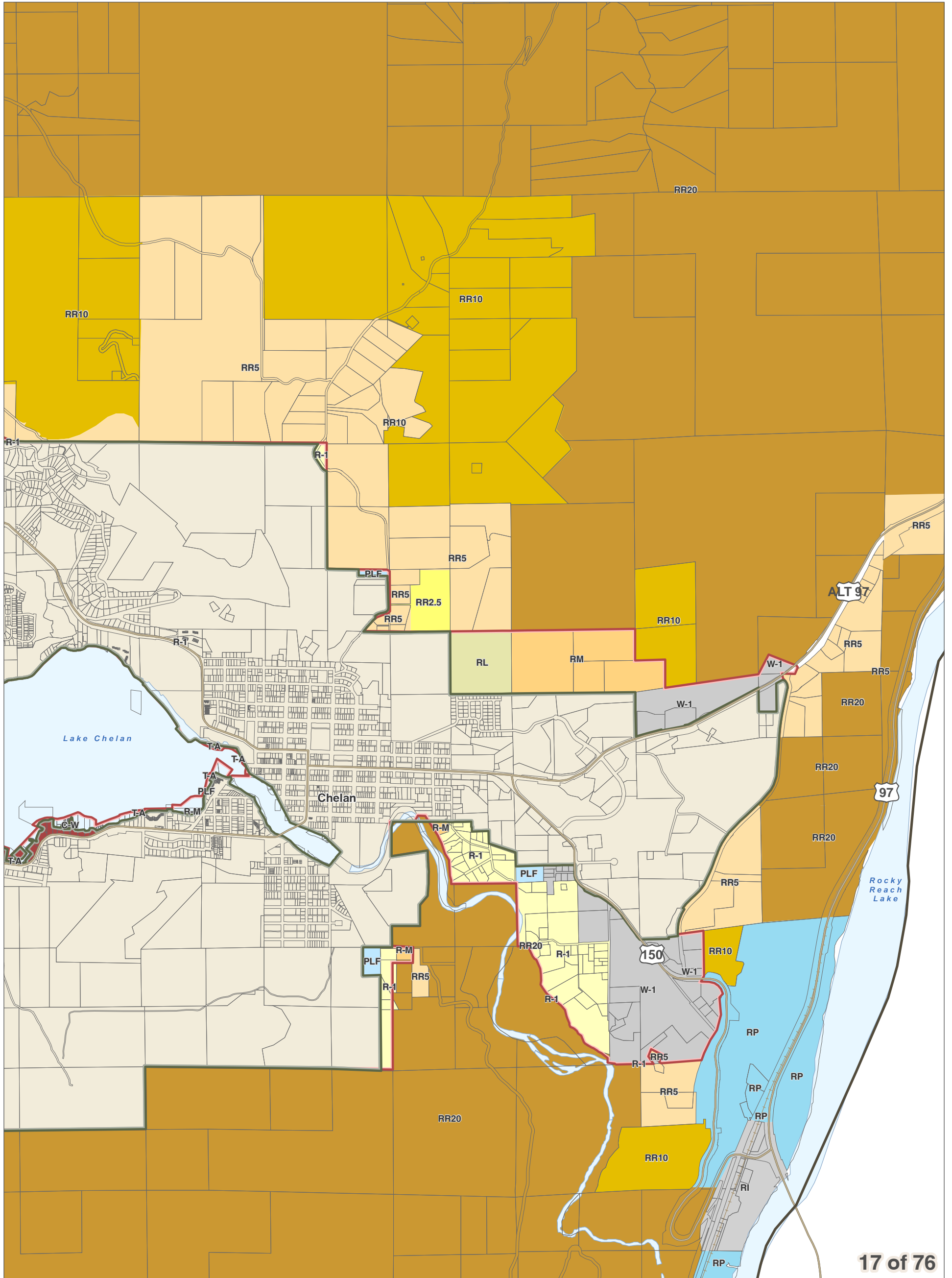
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Area of Interest in Red

December 15, 2017
Data: Chelan County, WSDOT

Chelan County Land Use Designation



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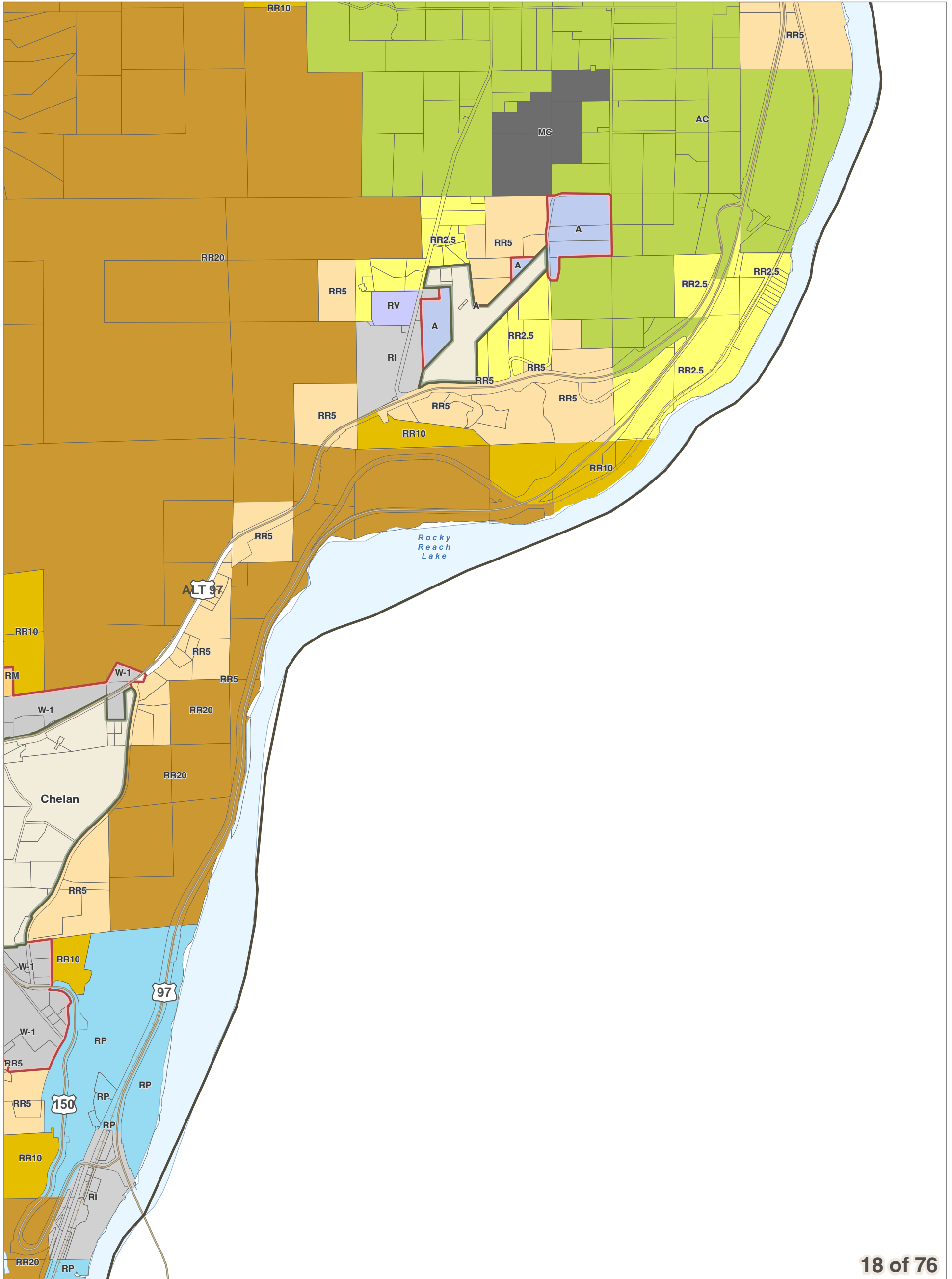
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Area of Interest in Red

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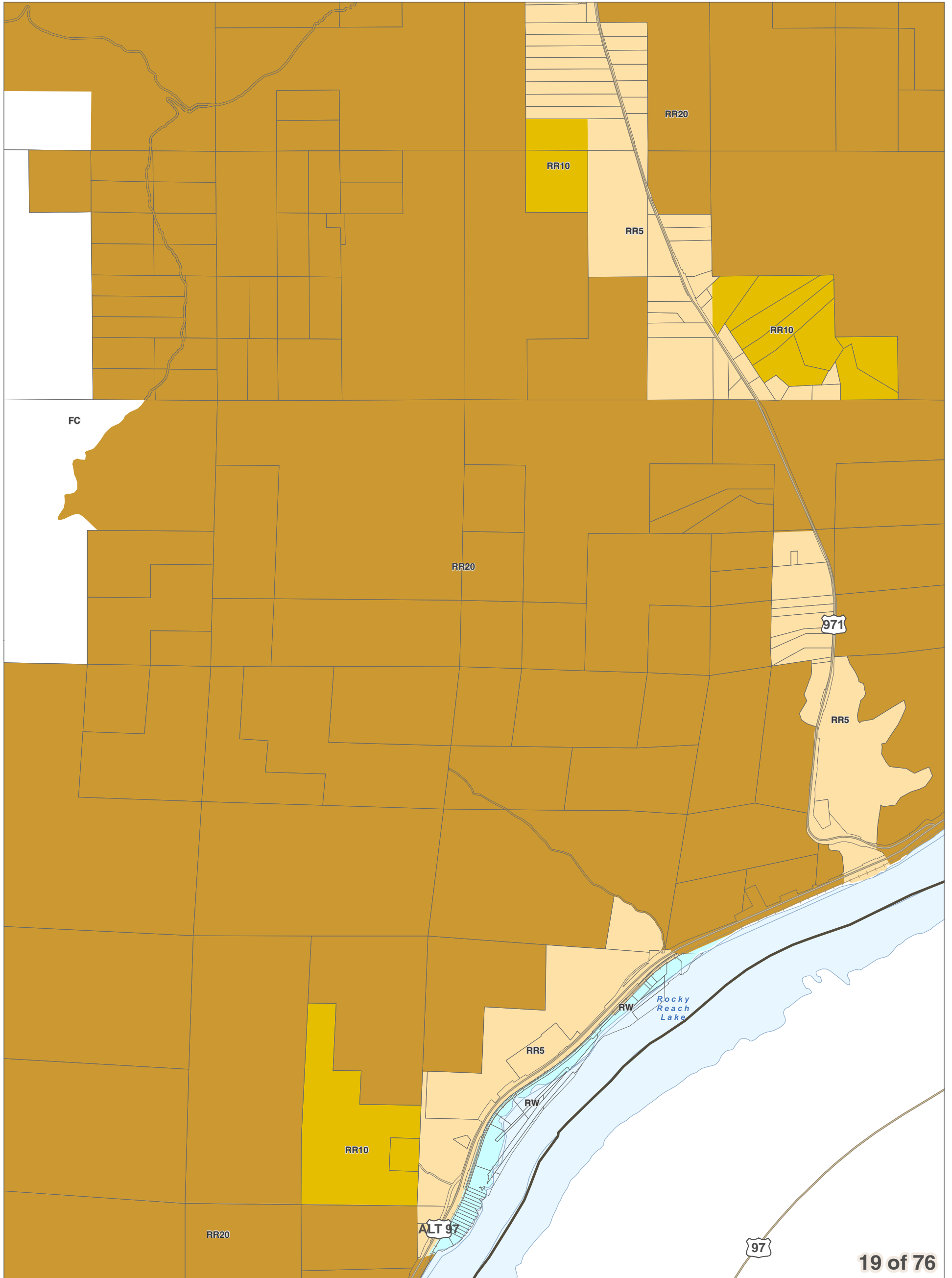
0 0.25 0.5
Miles
1 inch = 2,000 feet

December 15, 2017
Data: Chelan County, WSDOT










Area of Interest in Red

Chelan County Land Use Designation



19 of 76

-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
-  Railroads
-  Lakes
-  Rivers & Streams

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0 0.25 0.5
Miles
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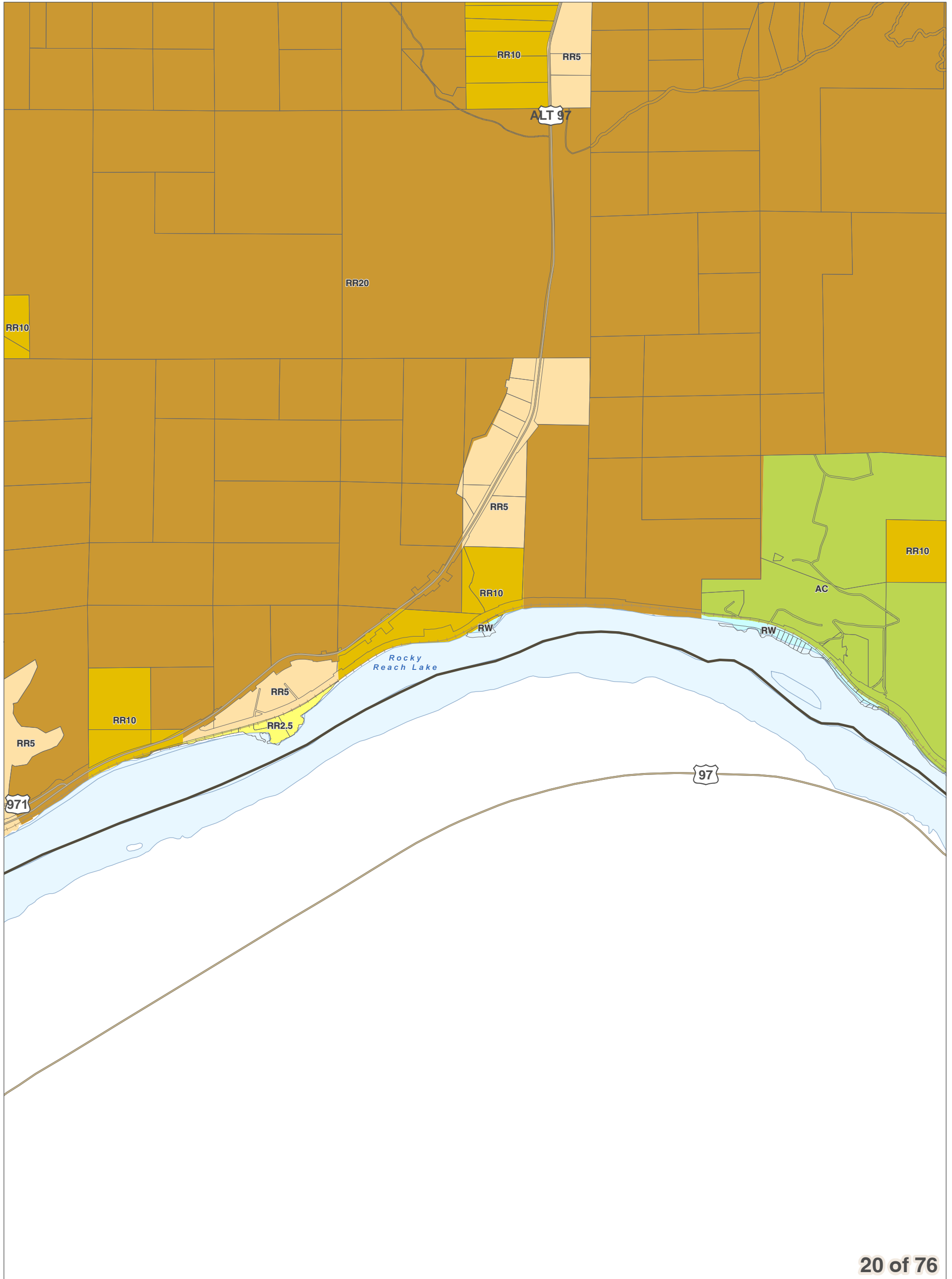
December 15, 2017
Data: Chelan County, WSDOT










Area of Interest in Red

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Chelan County Land Use Designation



20 of 76

-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
-  Railroads
-  Lakes
-  Rivers & Streams

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Miles
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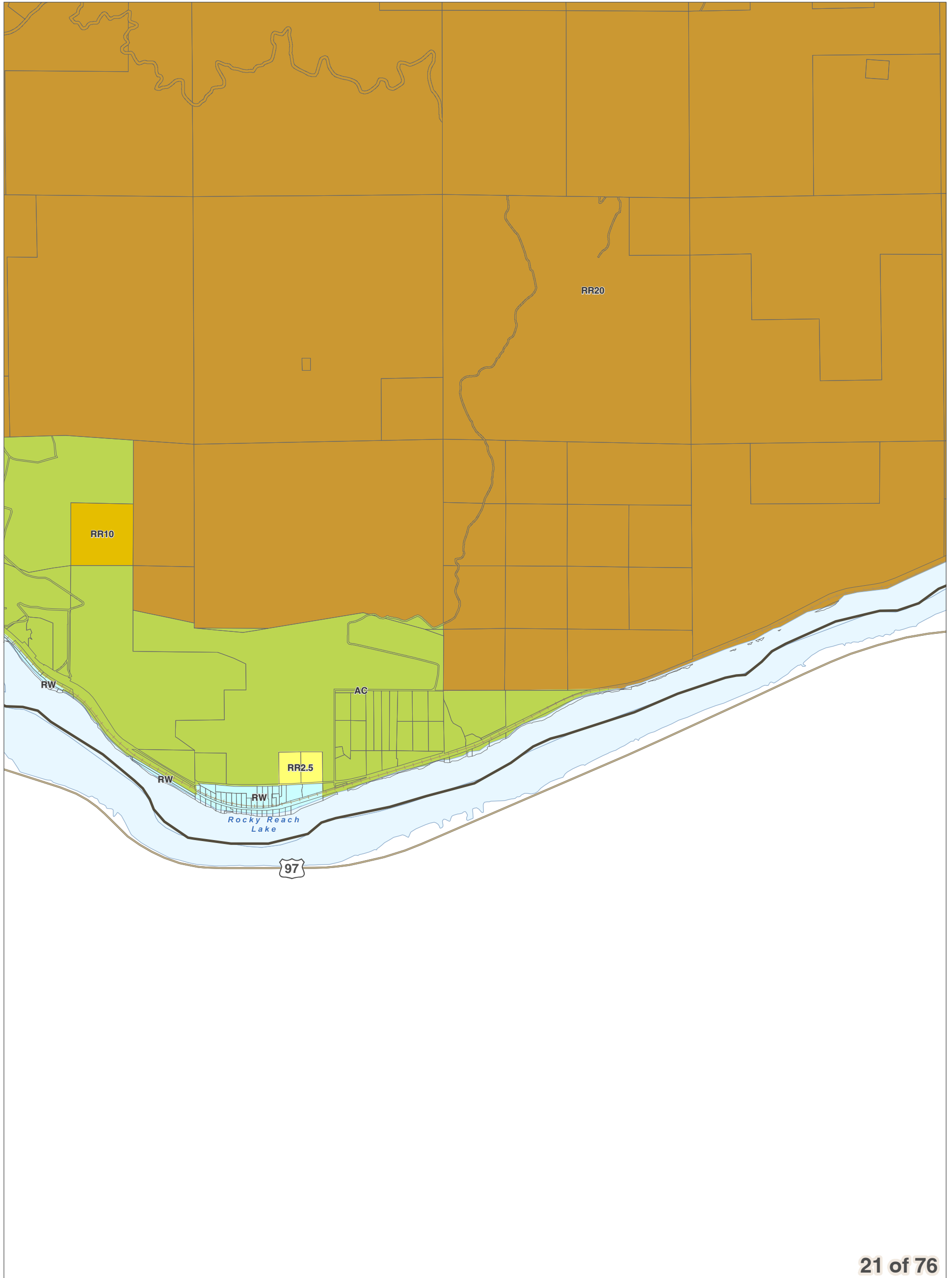
December 15, 2017
Data: Chelan County, WSDOT










Area of Interest in Red

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Chelan County Land Use Designation



21 of 76

-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
-  Railroads
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-  Rivers & Streams

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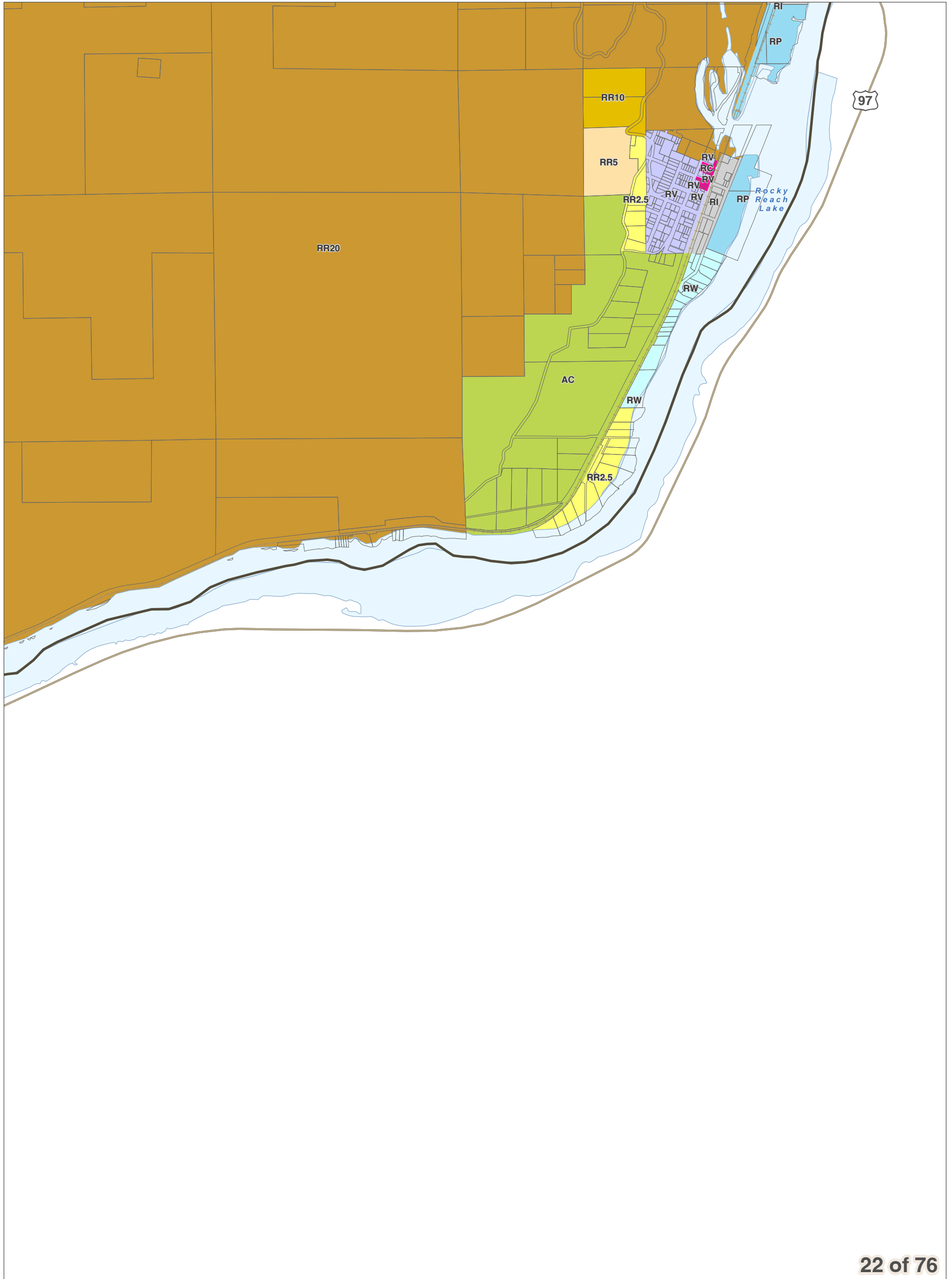
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Miles
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December 15, 2017
Data: Chelan County, WSDOT










Area of Interest in Red

Chelan County Land Use Designation



22 of 76

-  City Boundaries
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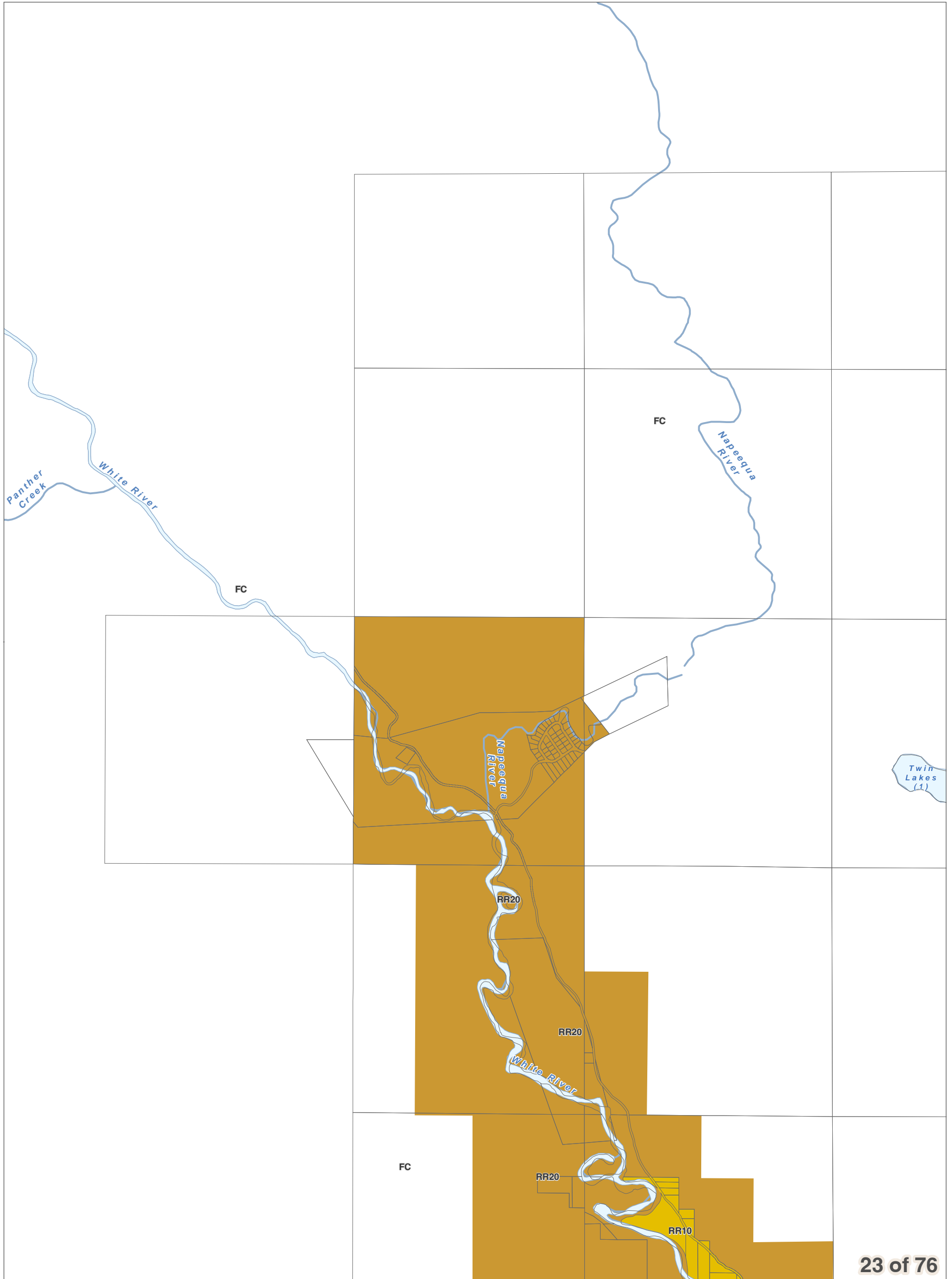
0 0.25 0.5
Miles
1 inch = 2,000 feet

December 15, 2017
Data: Chelan County, WSDOT










Area of Interest in Red

Chelan County Land Use Designation



23 of 76

-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
-  Railroads
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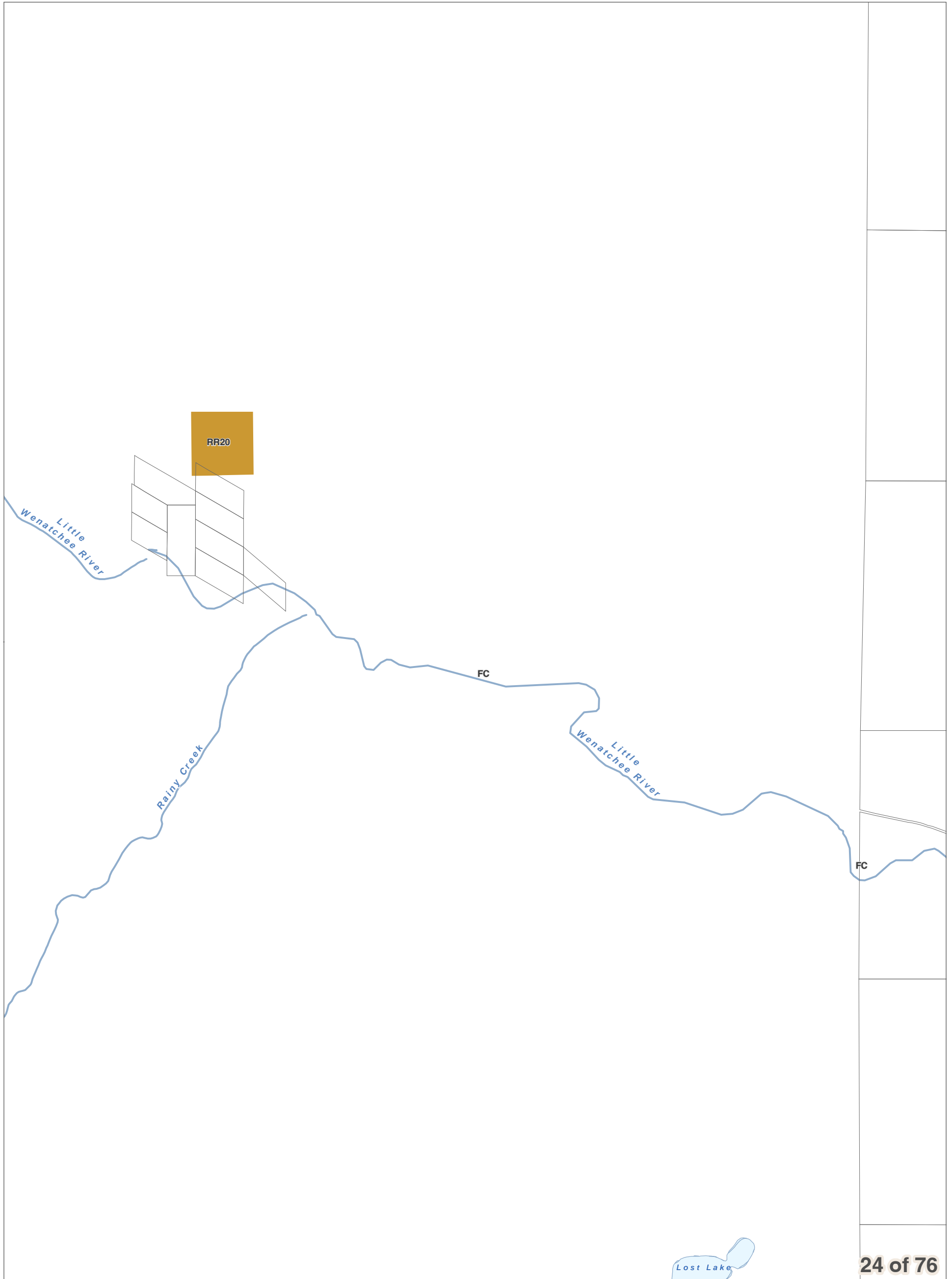
0 0.25 0.5
Miles
1 inch = 2,000 feet








December 15, 2017
Data: Chelan County, WSDOT



Area of Interest in Red

Chelan County Land Use Designation



-  City Boundaries
-  Urban Growth Areas
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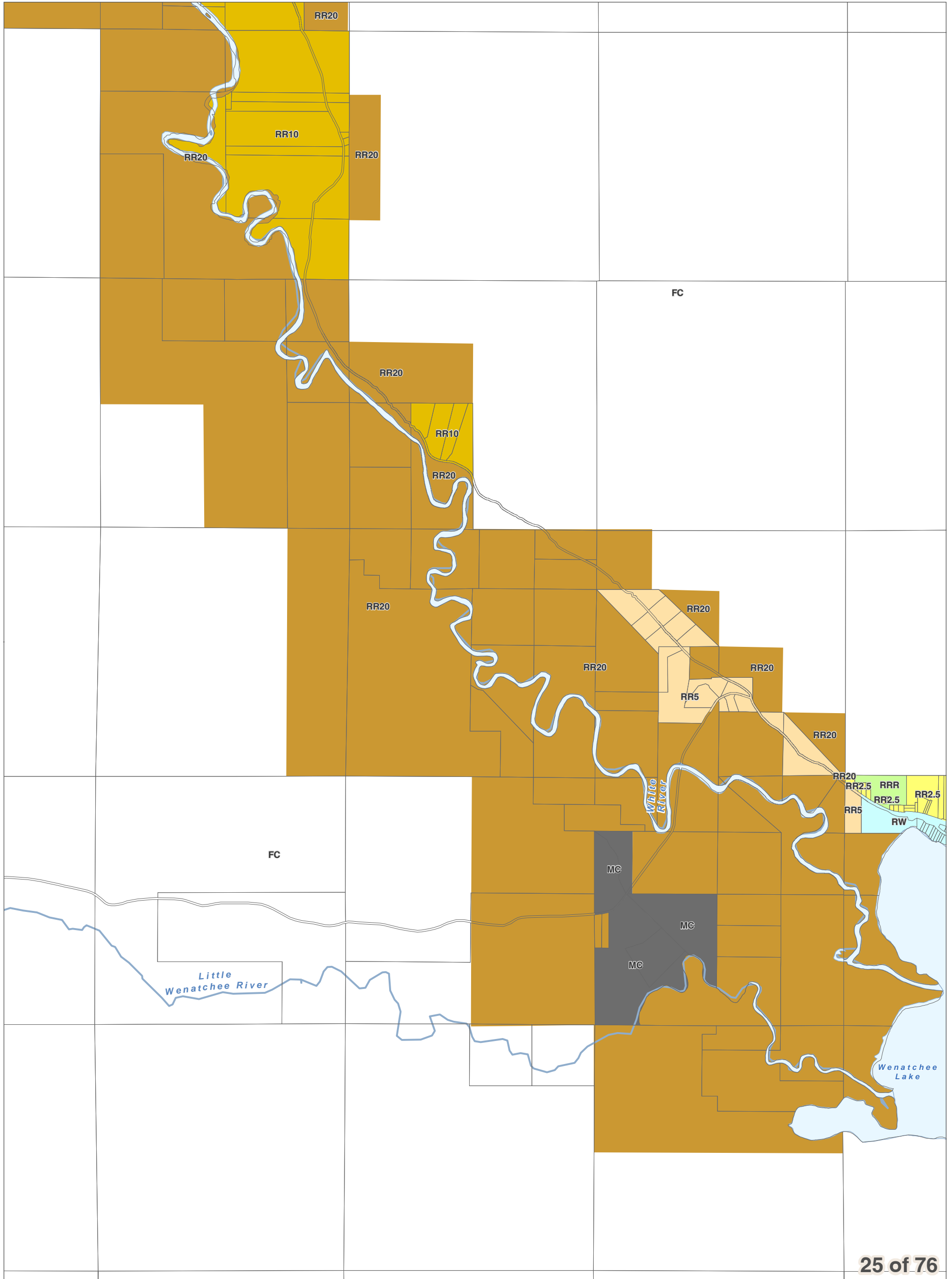
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Miles
1 inch = 2,000 feet

December 15, 2017
Data: Chelan County, WSDOT










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Chelan County Land Use Designation



25 of 76

-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
-  Railroads
-  Lakes
-  Rivers & Streams

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0 0.25 0.5
Miles
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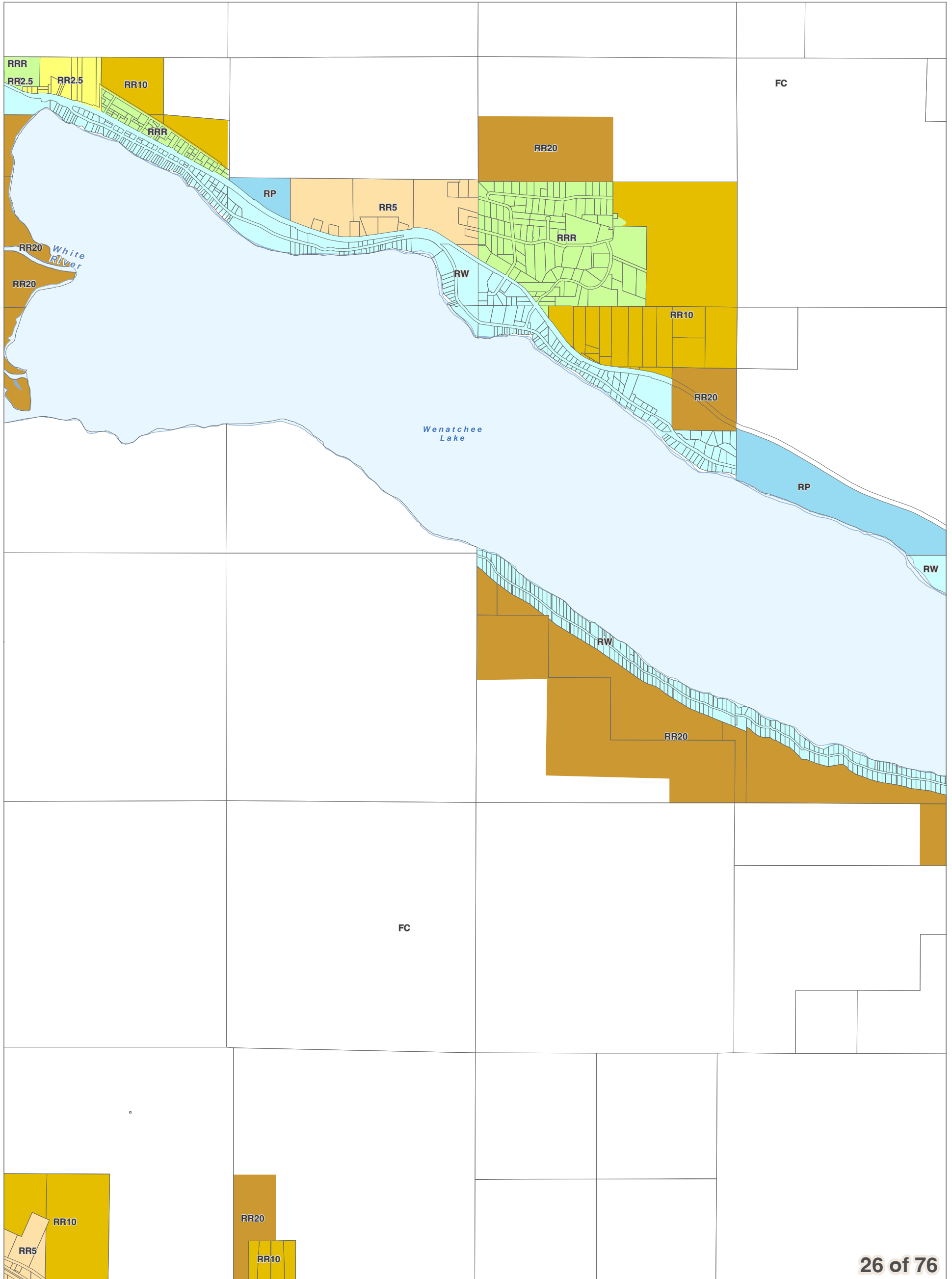
December 15, 2017
Data: Chelan County, WSDOT



Area of Interest in Red

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Chelan County Land Use Designation



26 of 76

- City Boundaries
- Urban Growth Areas
- County Boundary
- Highways
- Railroads
- Lakes
- Rivers & Streams

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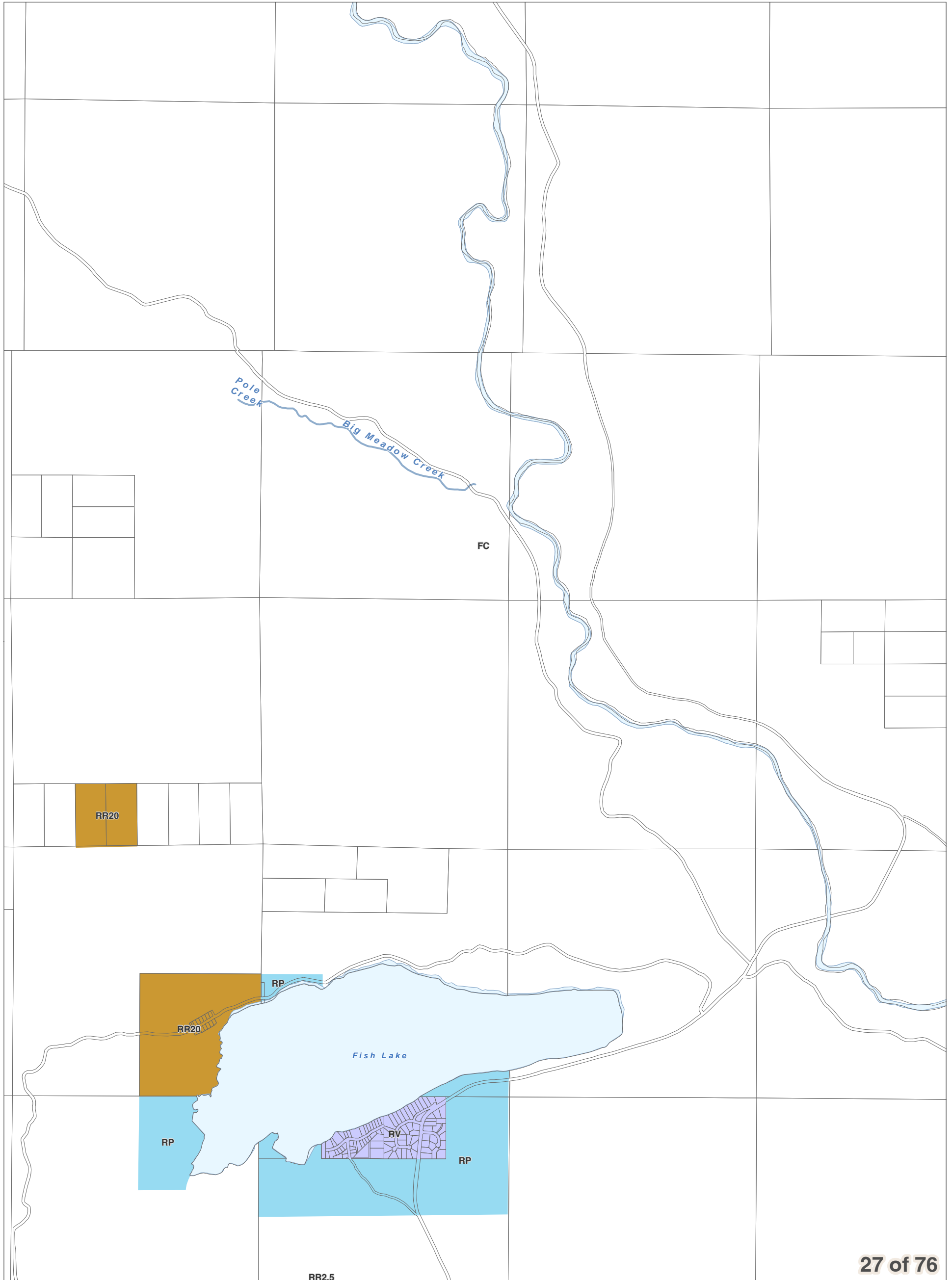
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Miles
1 inch = 2,000 feet

December 15, 2017
Data: Chelan County, WSDOT










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Chelan County Land Use Designation



27 of 76

-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
-  Railroads
-  Lakes
-  Rivers & Streams

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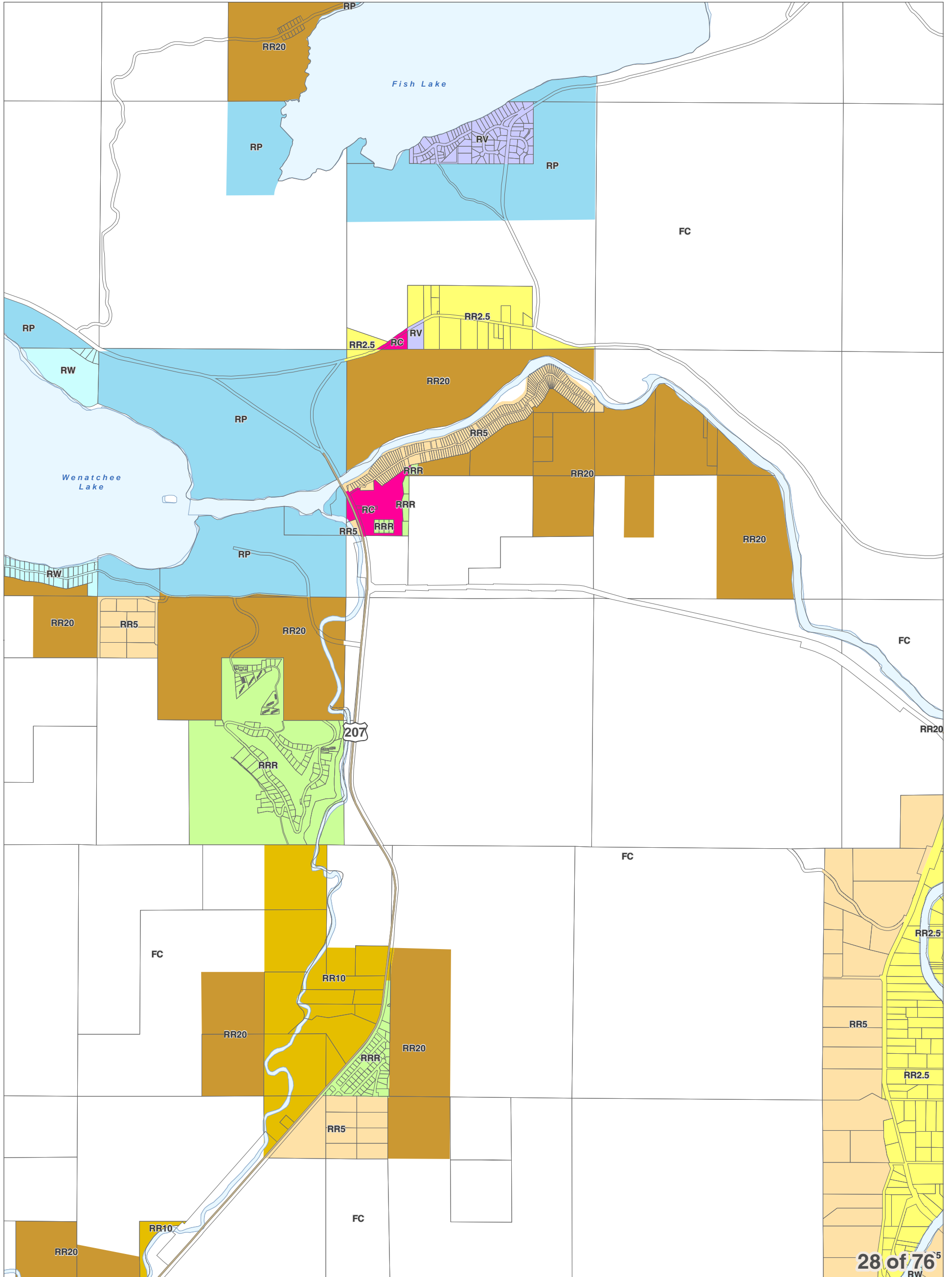
December 15, 2017
Data: Chelan County, WSDOT










Area of Interest in Red

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Chelan County Land Use Designation



-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
-  Railroads
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Miles
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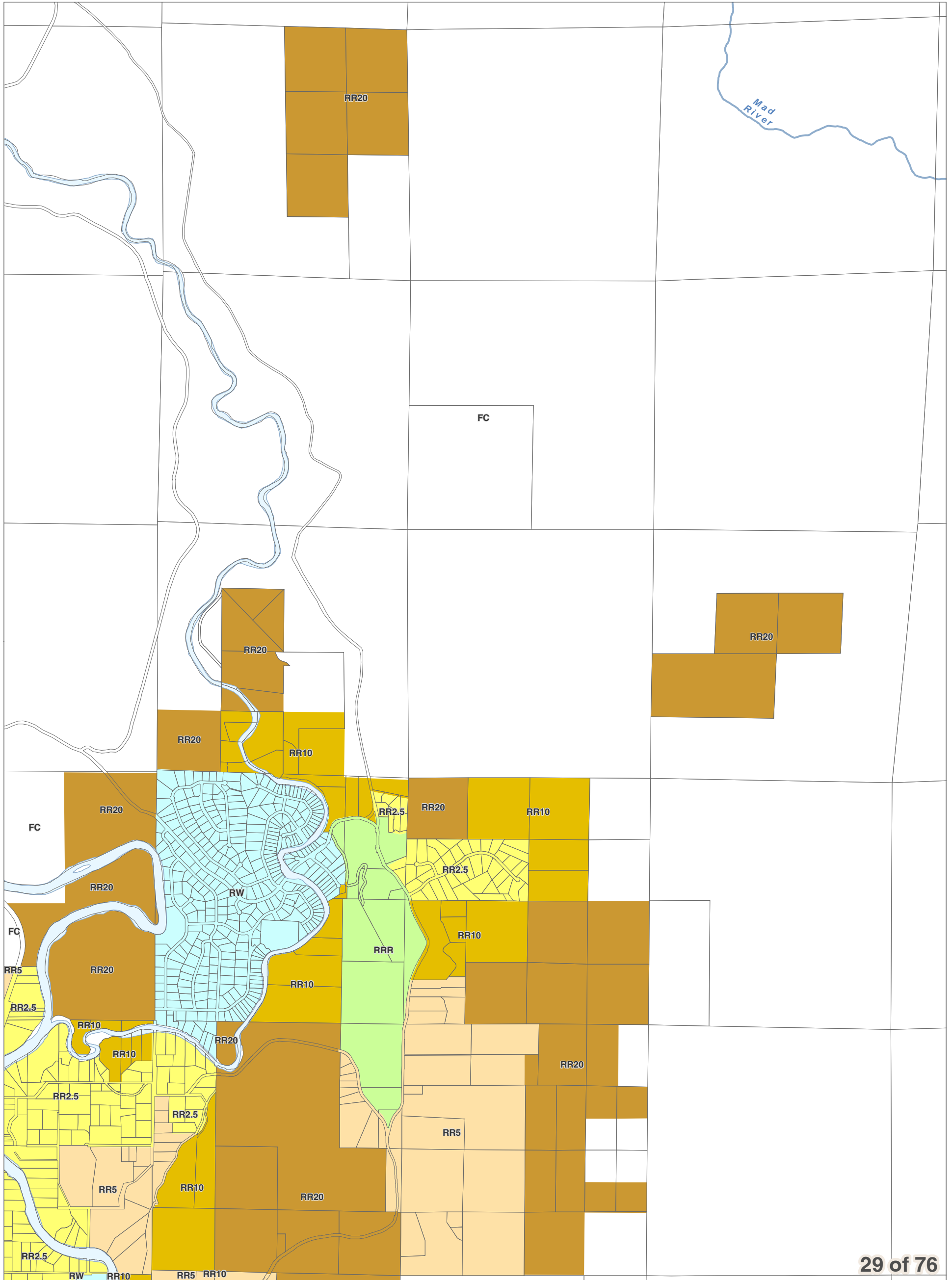
December 15, 2017
Data: Chelan County, WSDOT










Area of Interest in Red

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Chelan County Land Use Designation



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-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
-  Railroads
-  Lakes
-  Rivers & Streams

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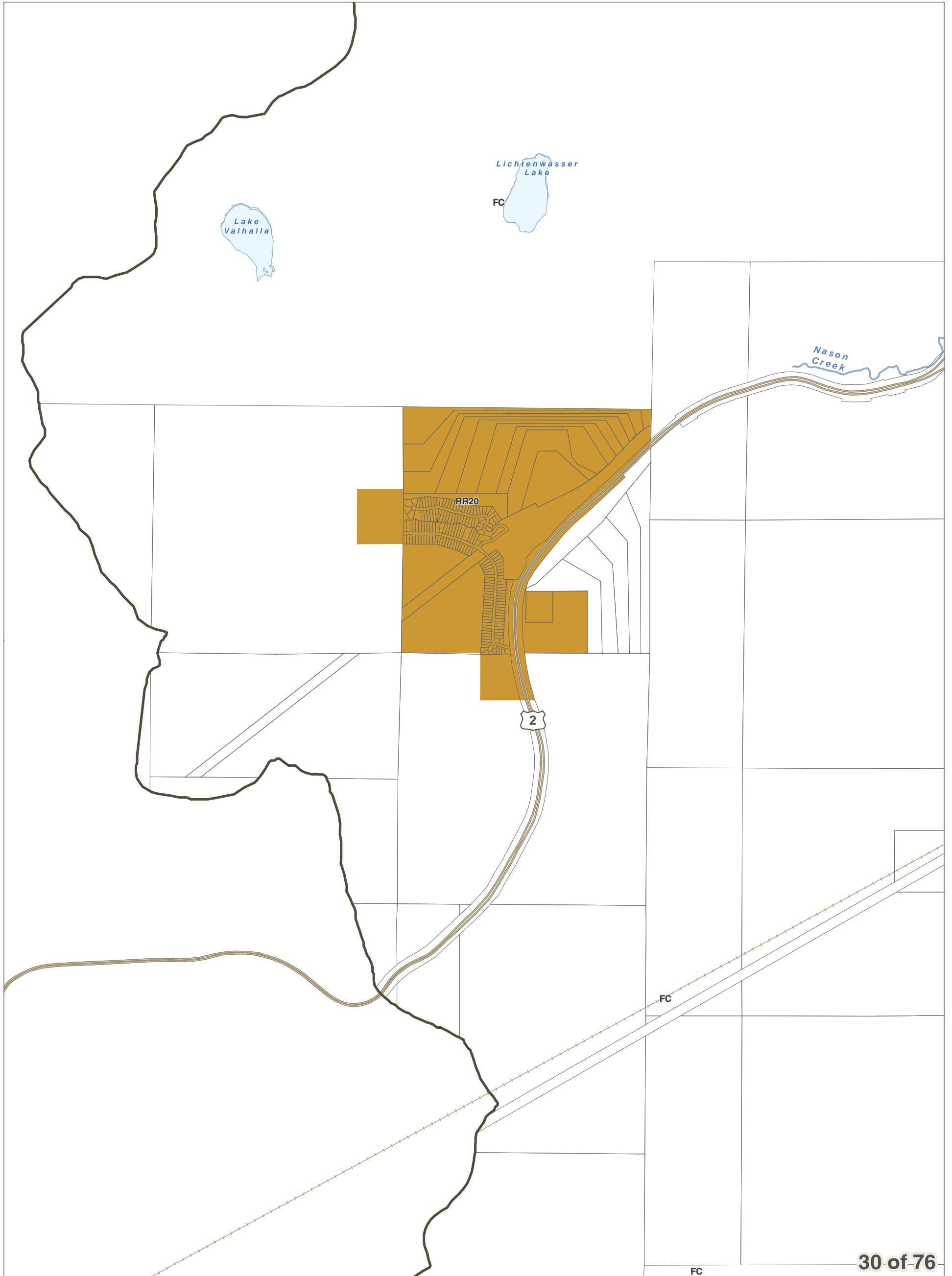
0 0.25 0.5
Miles
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December 15, 2017
Data: Chelan County, WSDOT










Area of Interest in Red

Chelan County Land Use Designation



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-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
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-  Rivers & Streams

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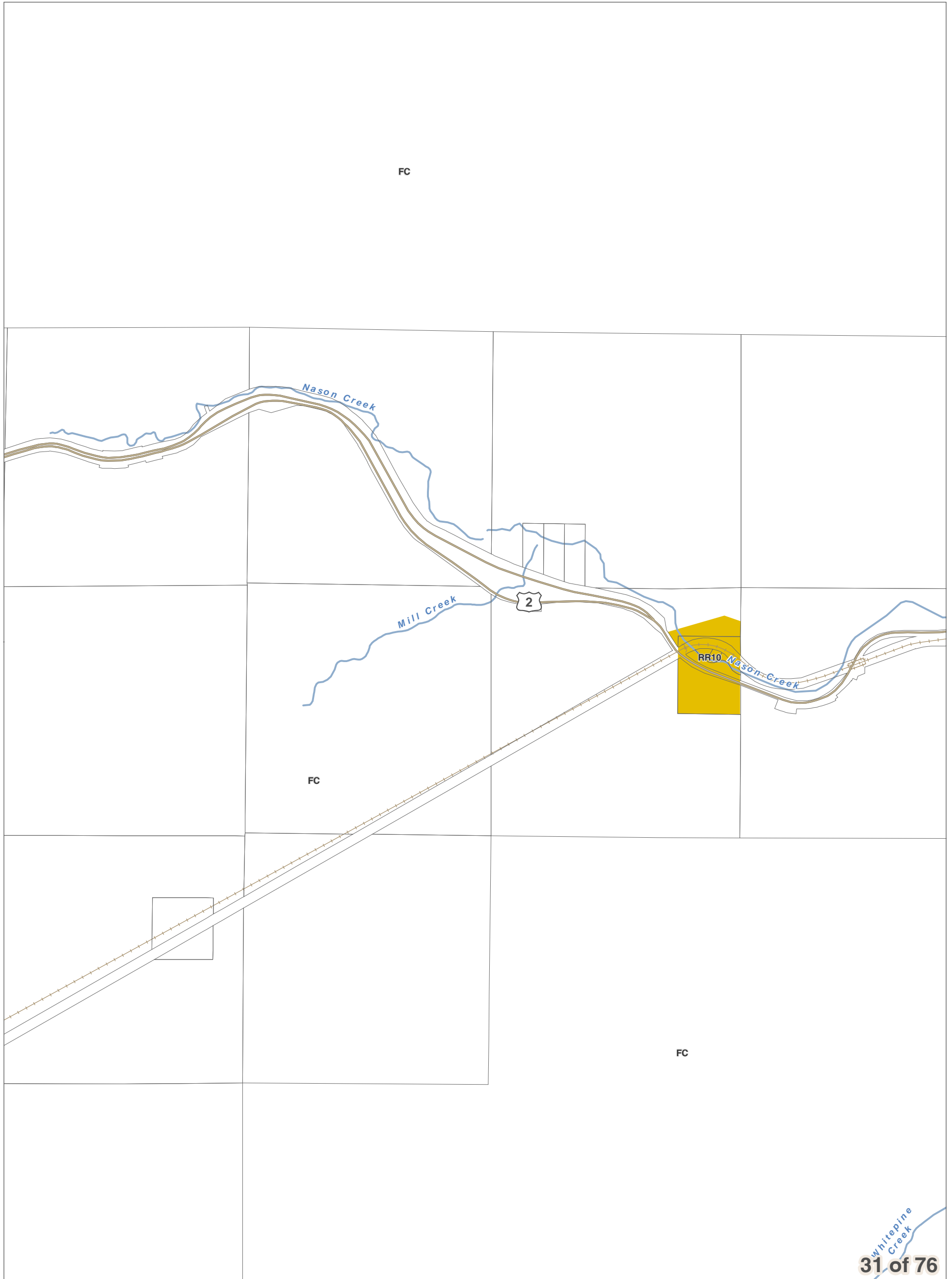
December 15, 2017
Data: Chelan County, WSDOT










Area of Interest in Red

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Chelan County Land Use Designation



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-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
-  Railroads
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-  Rivers & Streams

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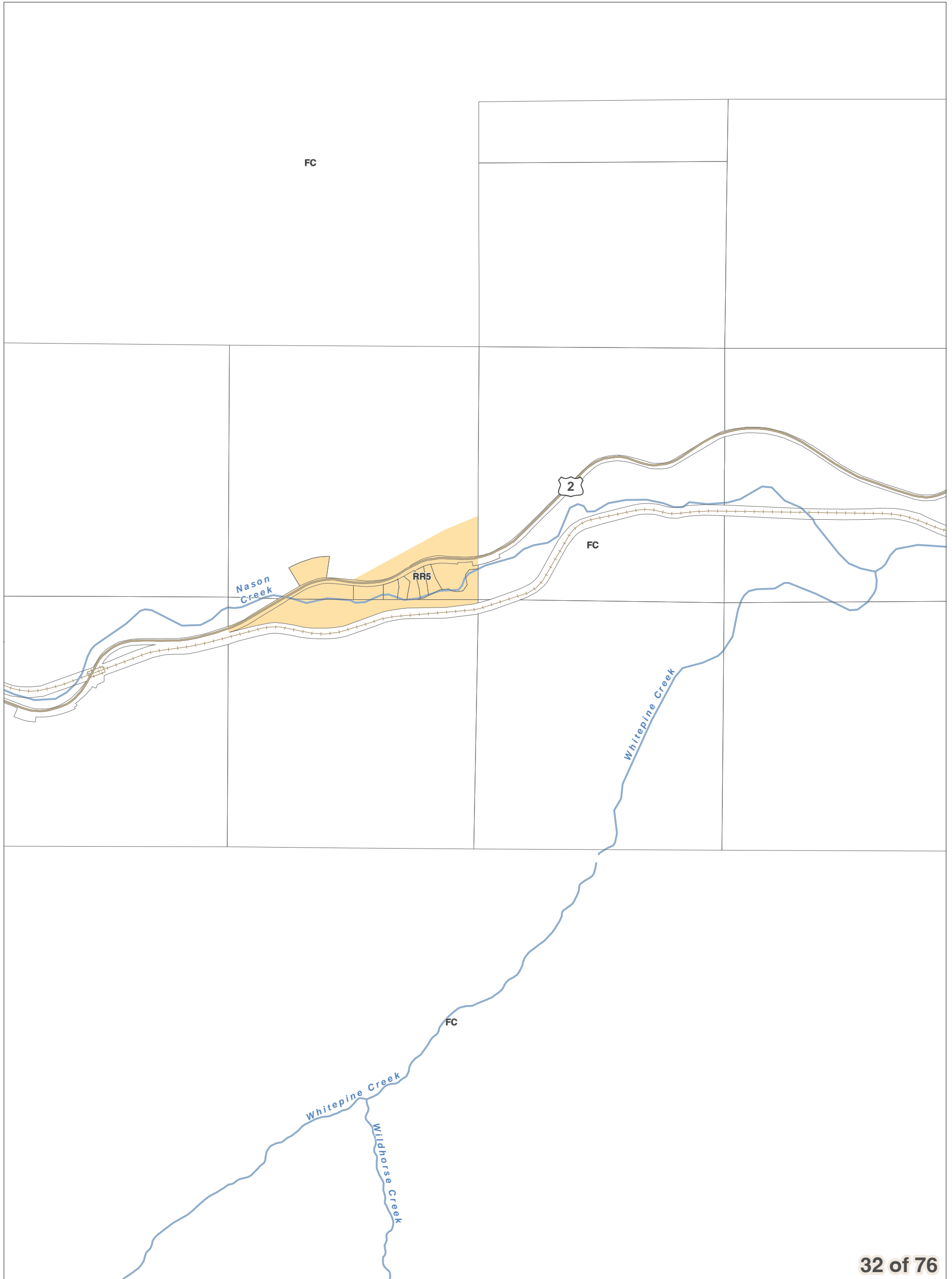
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Miles
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December 15, 2017
Data: Chelan County, WSDOT



Area of Interest in Red

Chelan County Land Use Designation



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- City Boundaries
- Urban Growth Areas
- County Boundary
- Highways
- Railroads
- Lakes
- Rivers & Streams

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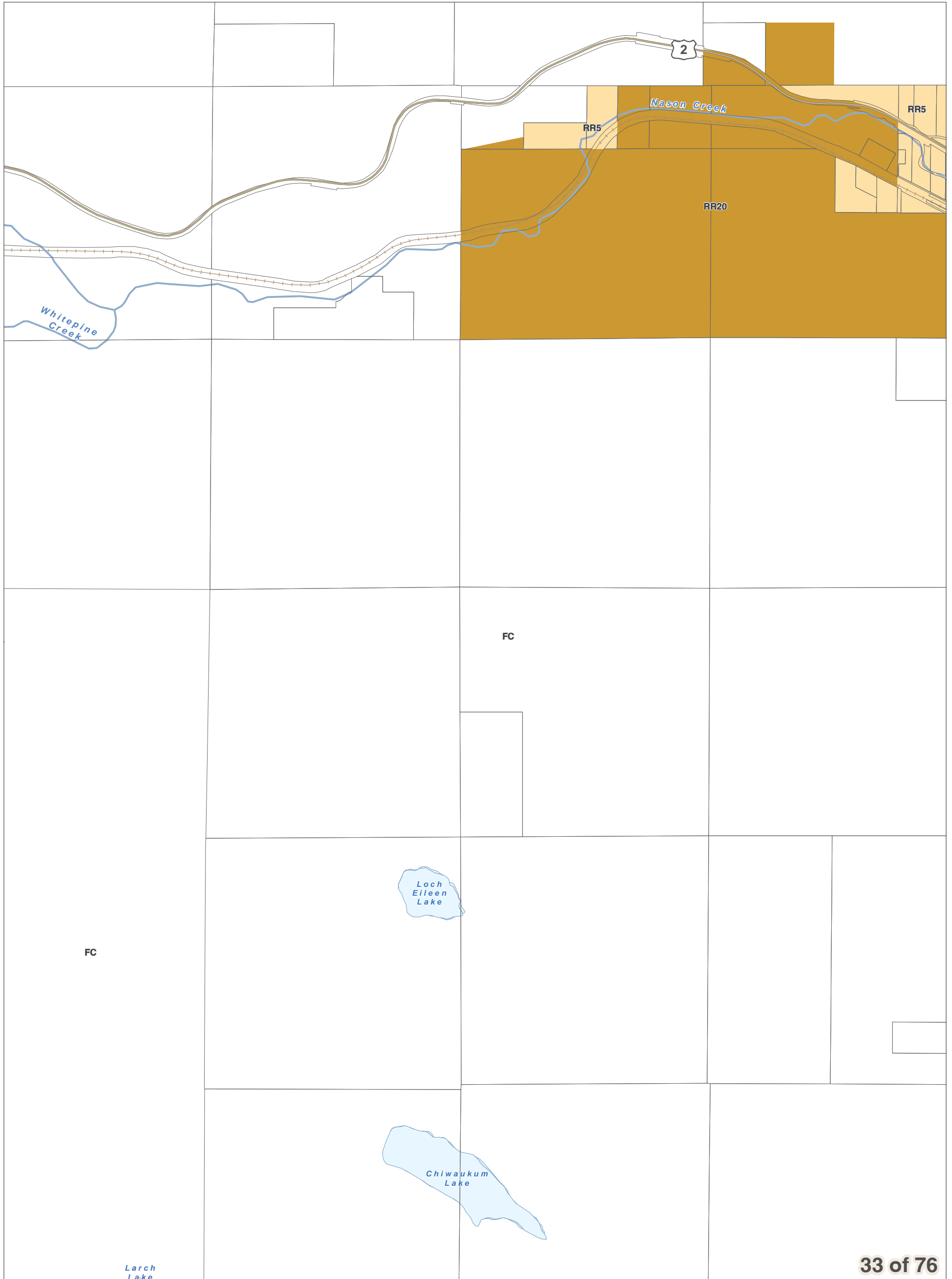
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Miles
1 inch = 2,000 feet

December 15, 2017
Data: Chelan County, WSDOT










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Chelan County Land Use Designation



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-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
-  Railroads
-  Lakes
-  Rivers & Streams

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Miles
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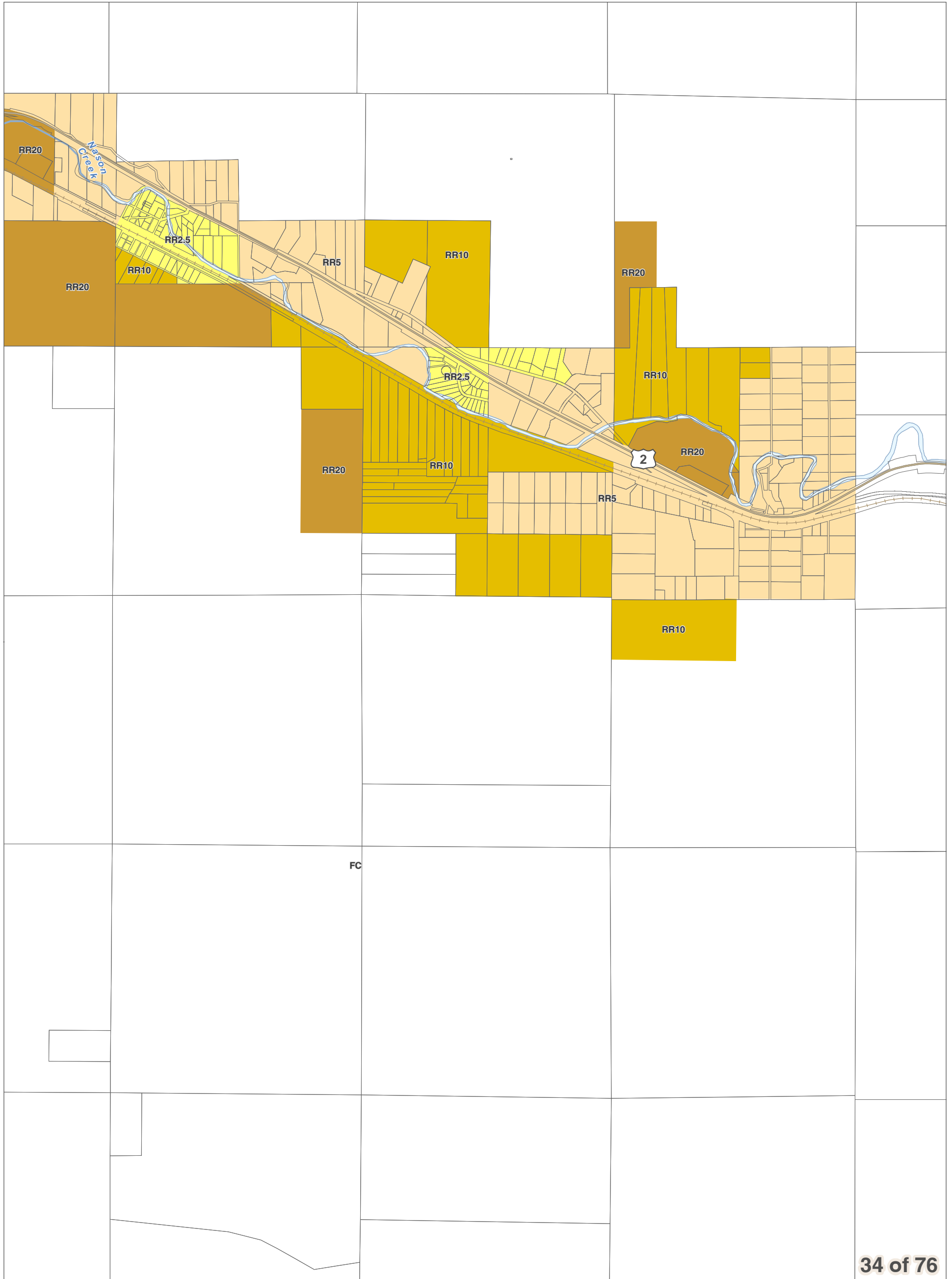
December 15, 2017
Data: Chelan County, WSDOT










Area of Interest in Red

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Chelan County Land Use Designation



-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
-  Railroads
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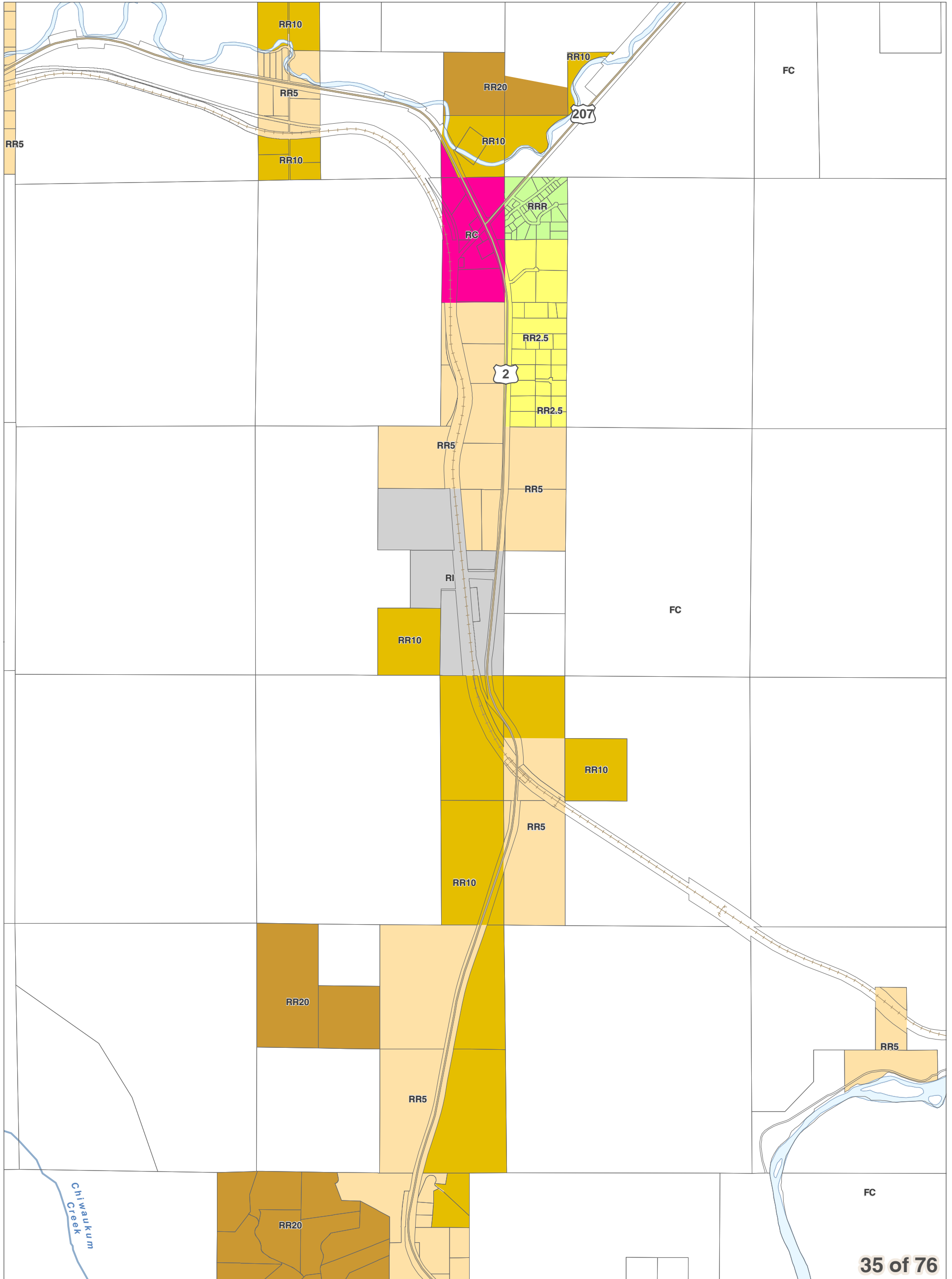


0 0.25 0.5
Miles
1 inch = 2,000 feet








December 15, 2017
Data: Chelan County, WSDOT



Chelan County Land Use Designation



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-  City Boundaries
-  Urban Growth Areas
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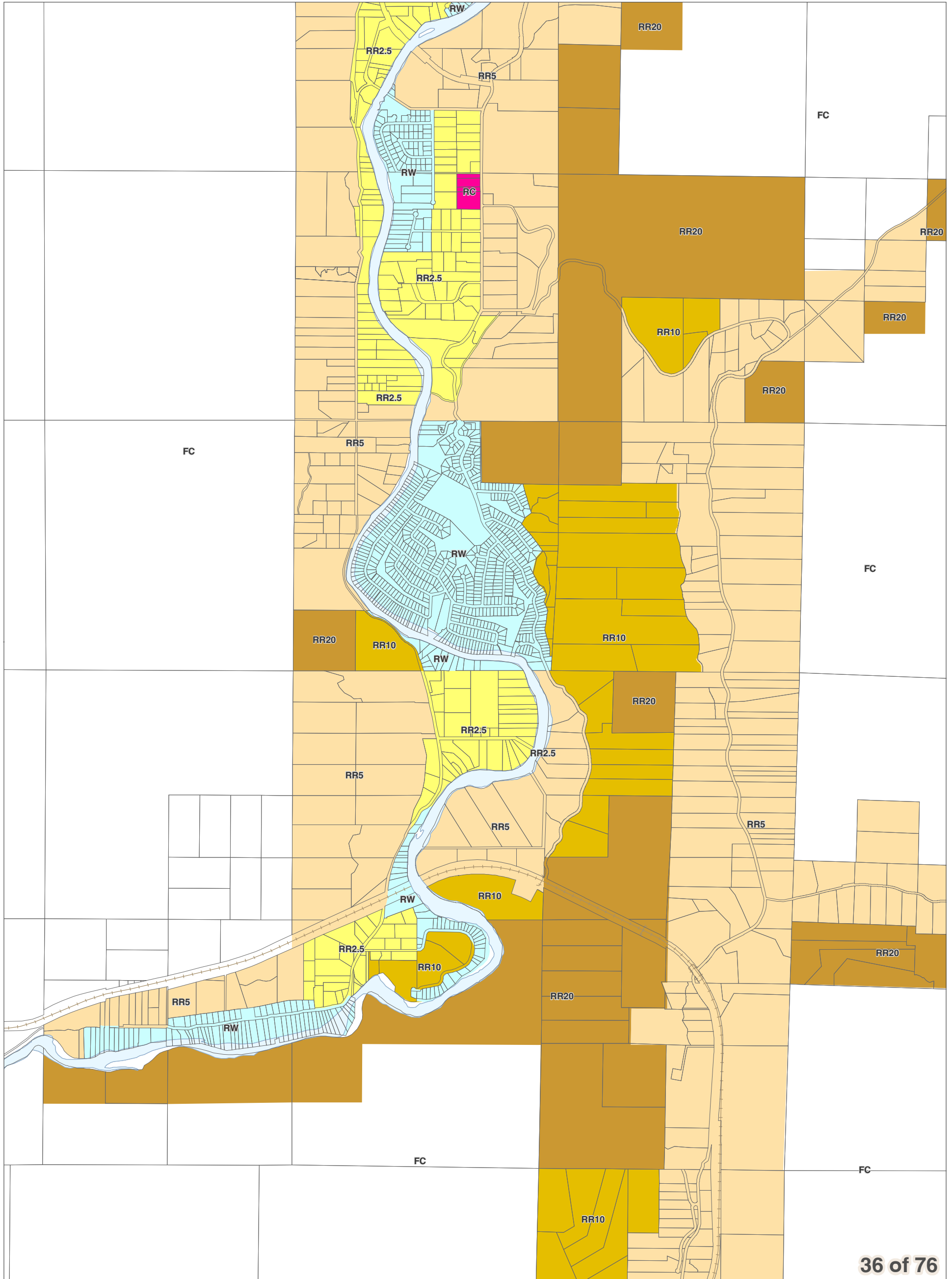
December 15, 2017
Data: Chelan County, WSDOT










Area of Interest in Red

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Chelan County Land Use Designation



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-  City Boundaries
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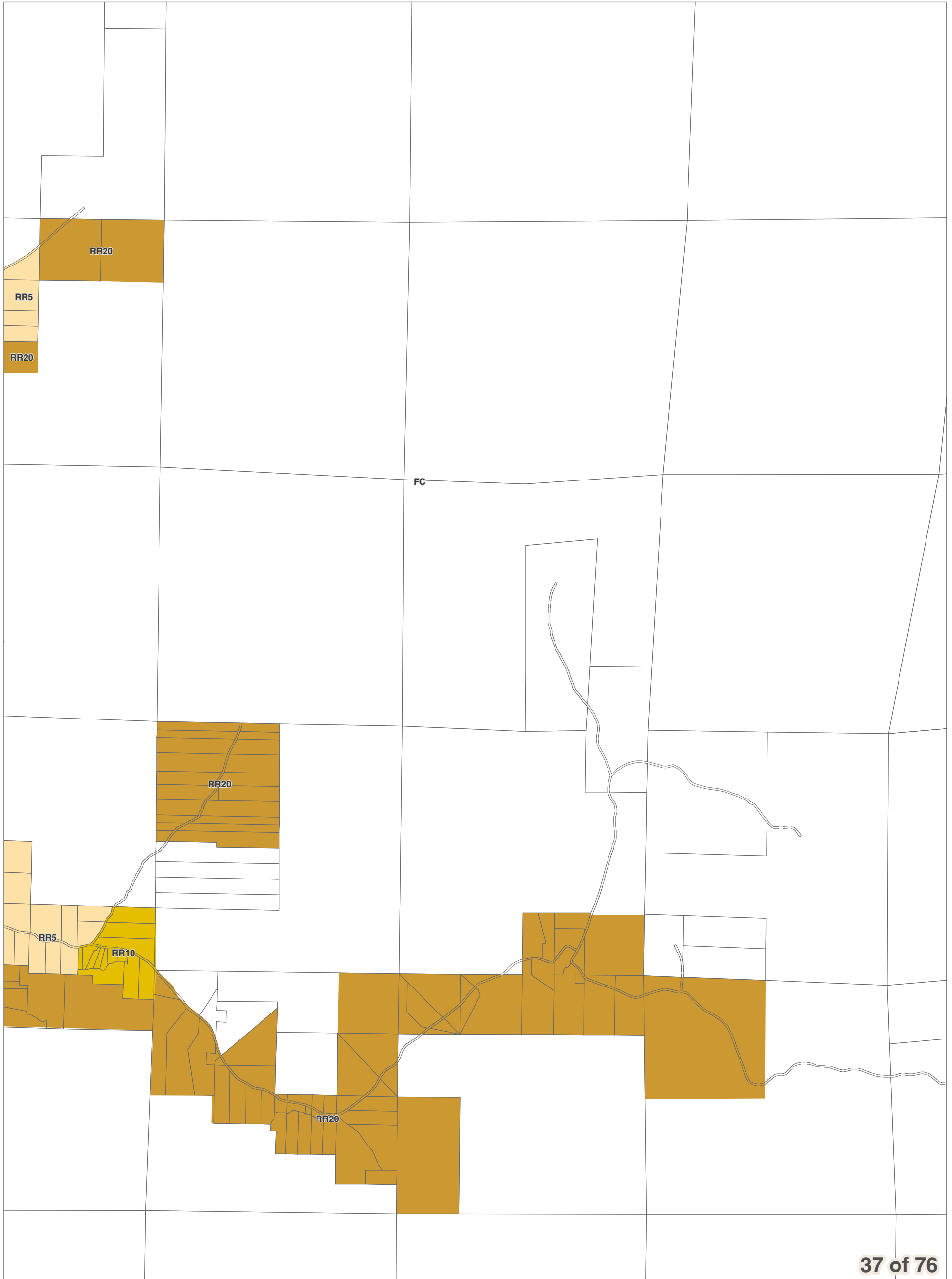
December 15, 2017
Data: Chelan County, WSDOT










Area of Interest in Red

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Chelan County Land Use Designation



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-  City Boundaries
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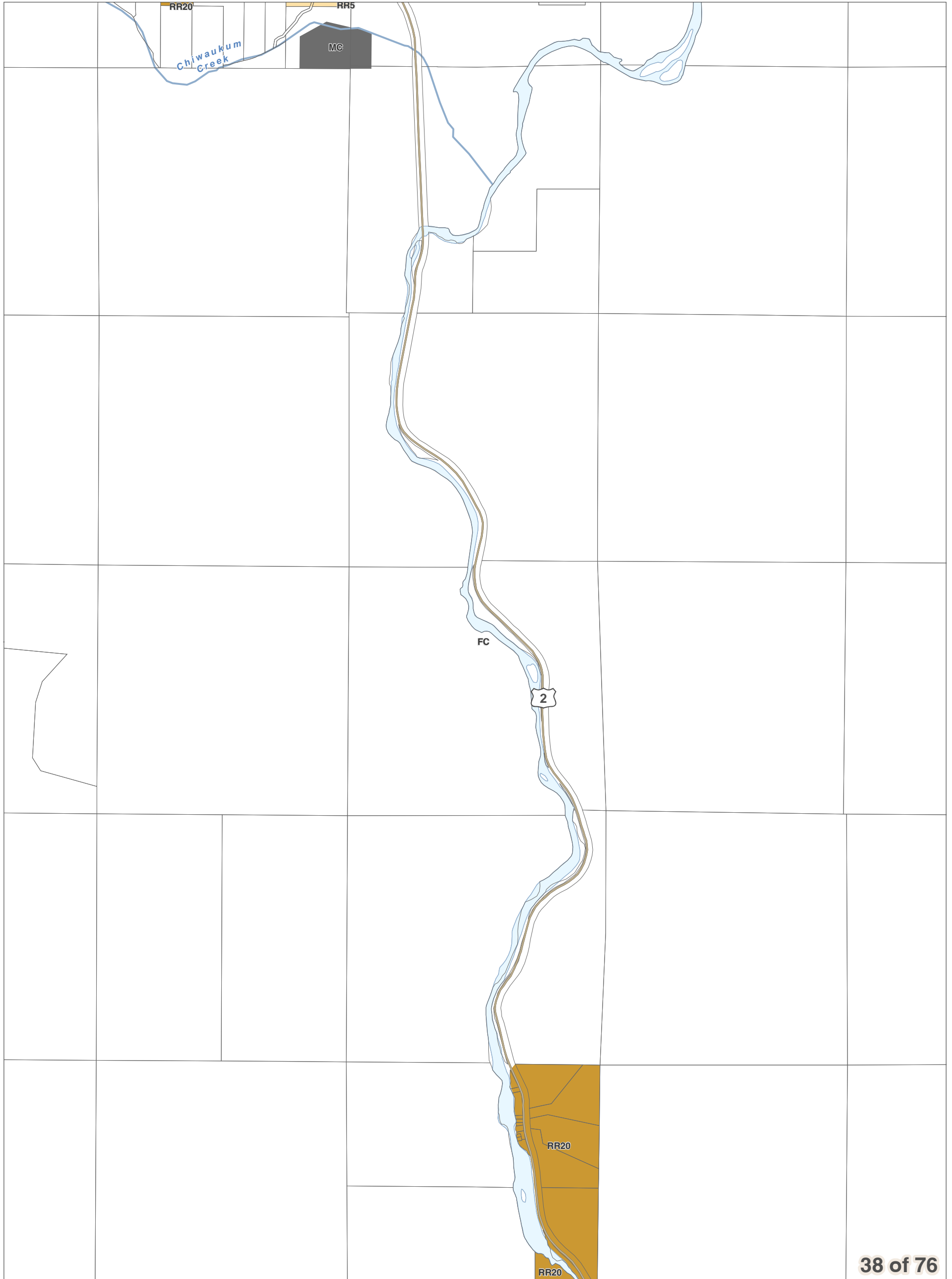
December 15, 2017
Data: Chelan County, WSDOT










Area of Interest in Red

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Chelan County Land Use Designation



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-  City Boundaries
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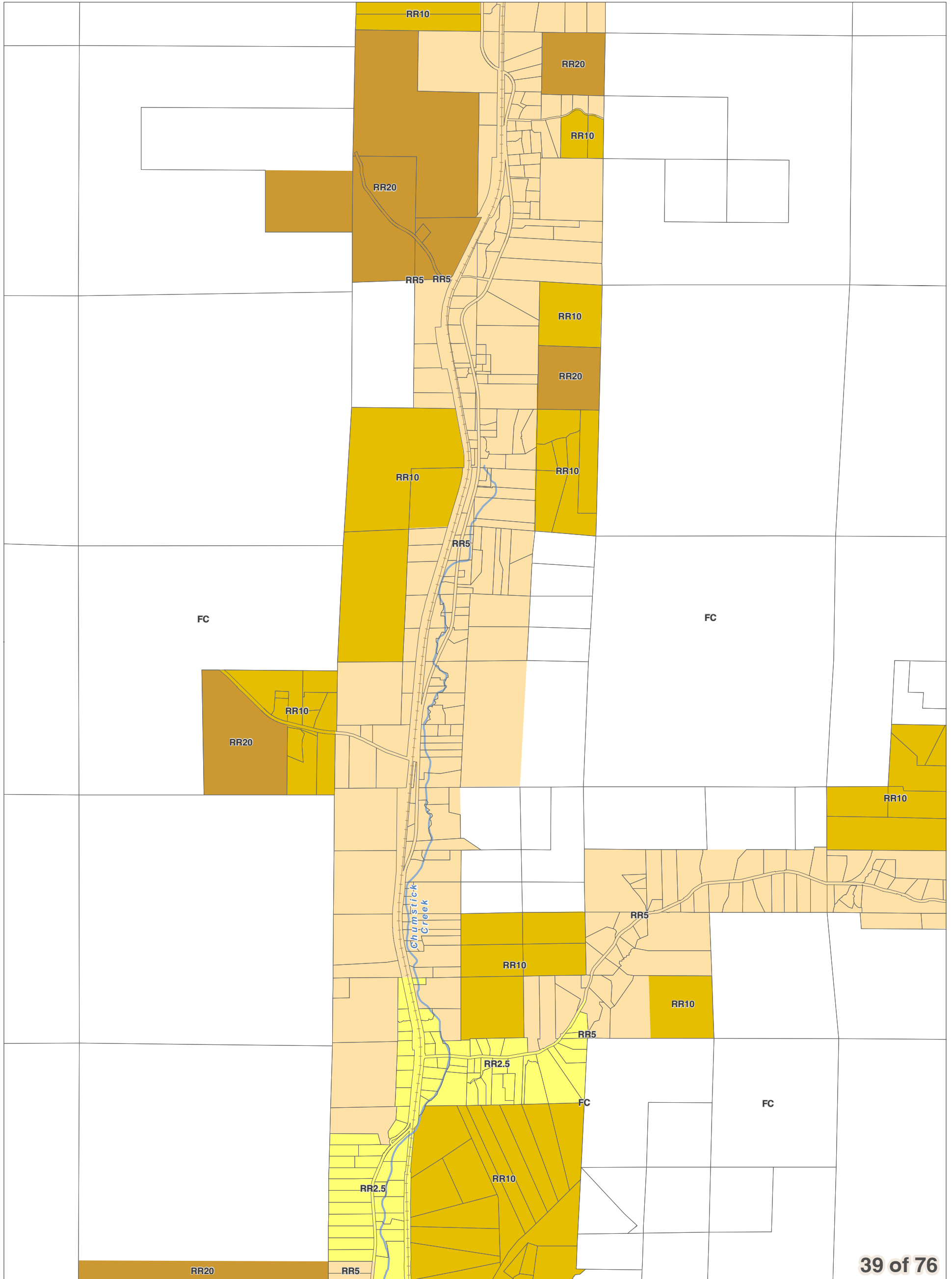
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Miles
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December 15, 2017
Data: Chelan County, WSDOT










Area of Interest in Red

Chelan County Land Use Designation



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-  City Boundaries
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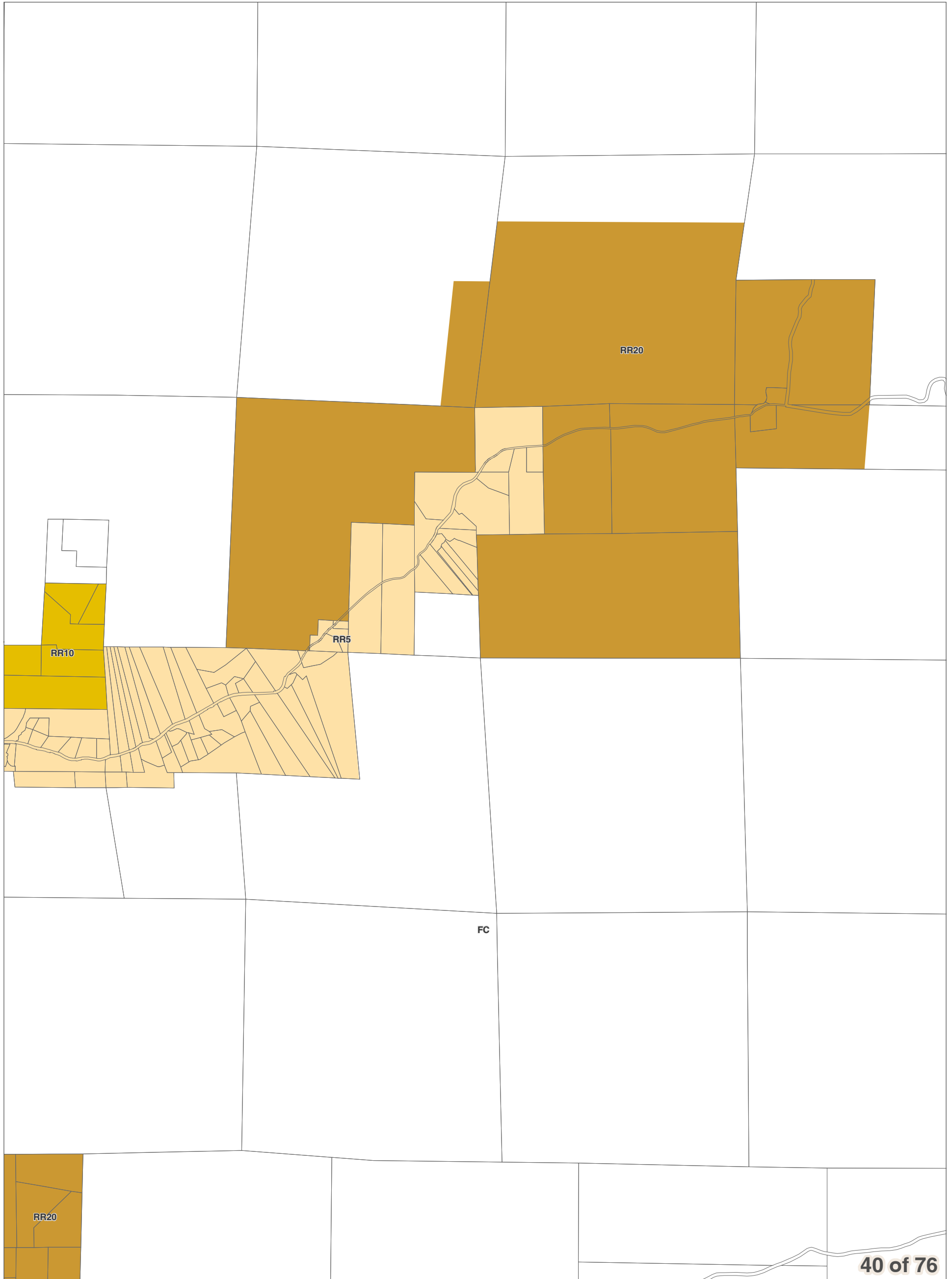
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Miles
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December 15, 2017
Data: Chelan County, WSDOT










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Chelan County Land Use Designation



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-  City Boundaries
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-  Rivers & Streams

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Miles
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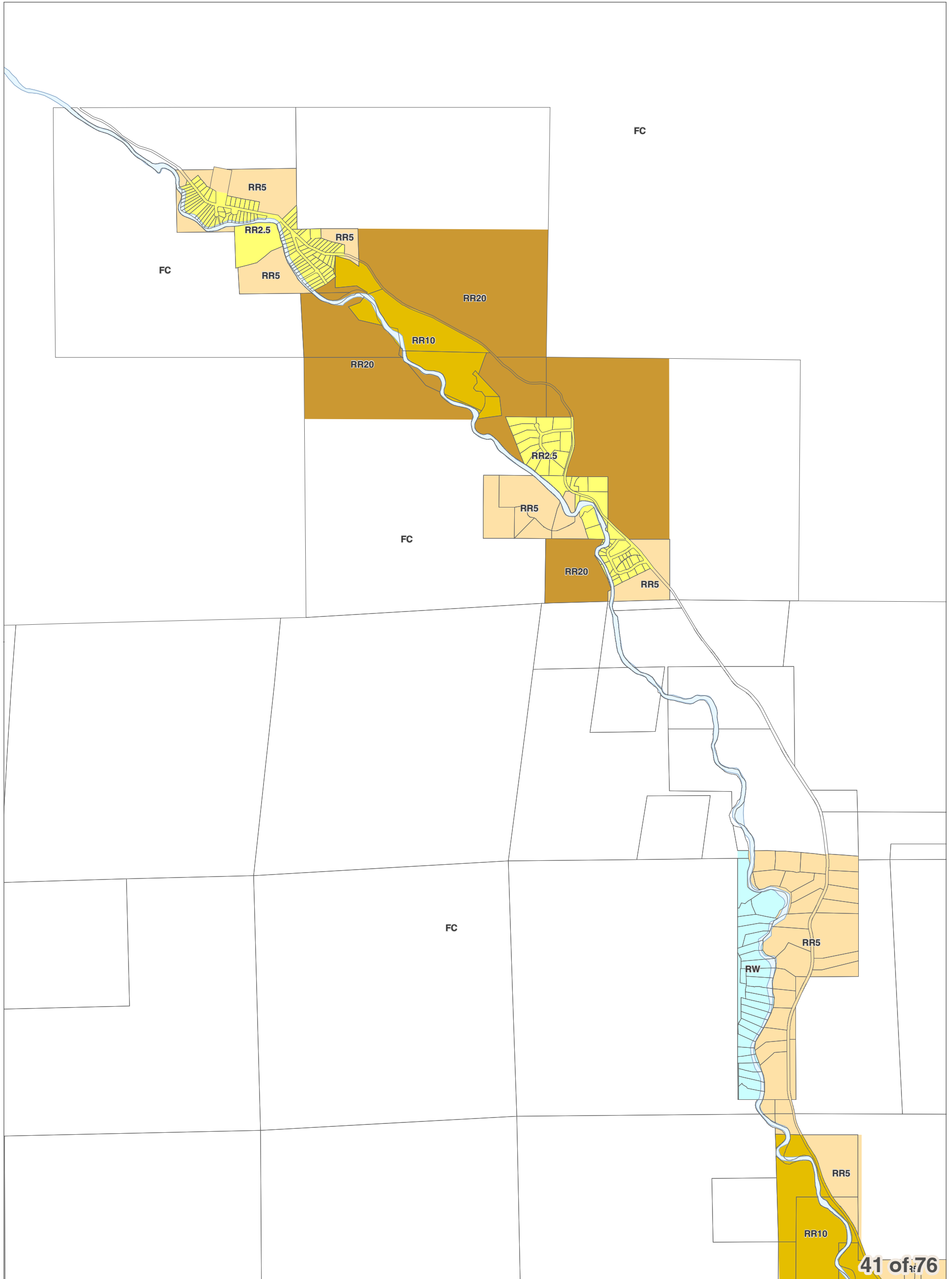
December 15, 2017
Data: Chelan County, WSDOT










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Chelan County Land Use Designation



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-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
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-  Rivers & Streams

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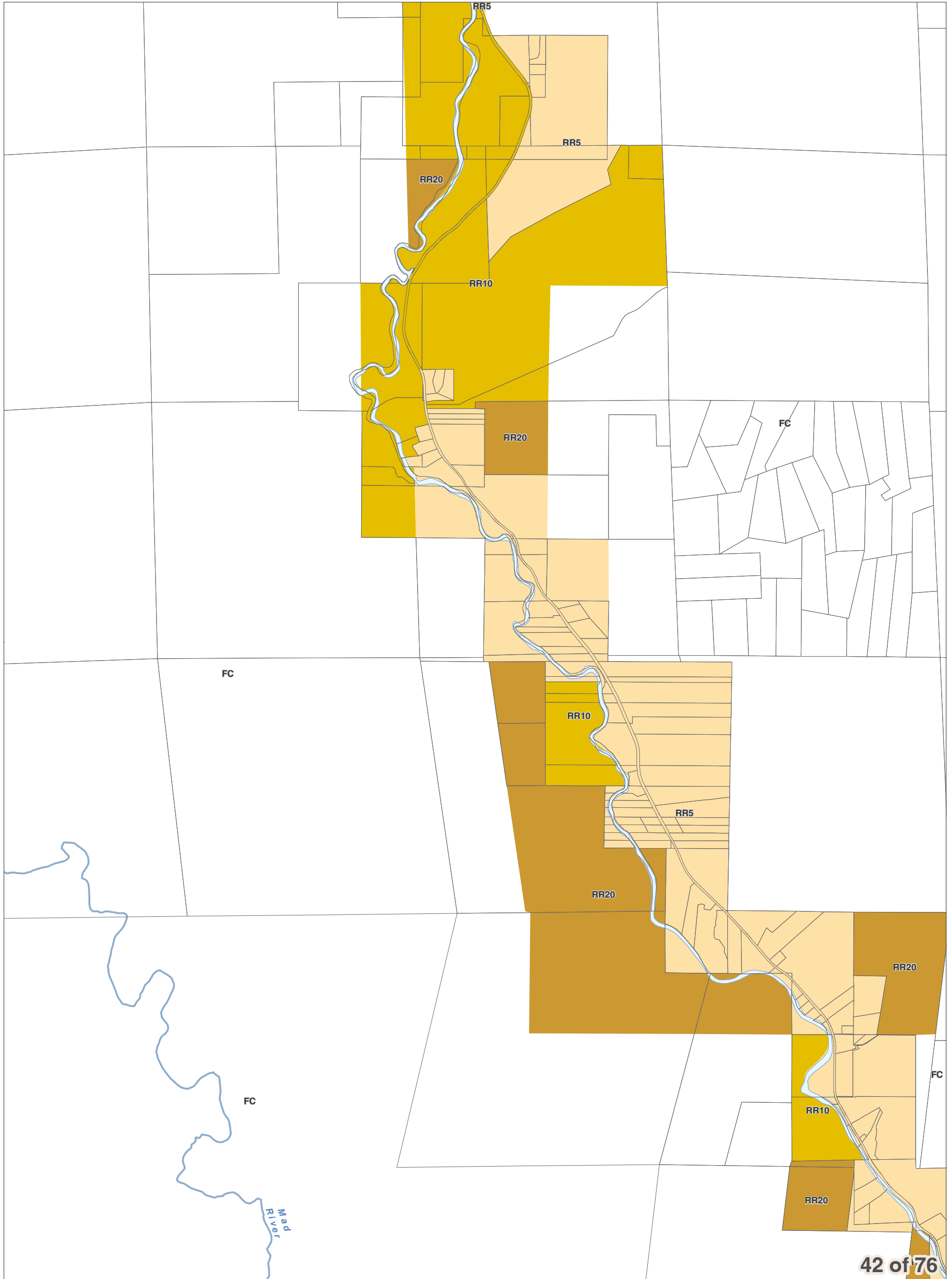
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Miles
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December 15, 2017
Data: Chelan County, WSDOT



Area of Interest in Red

Chelan County Land Use Designation



-  City Boundaries
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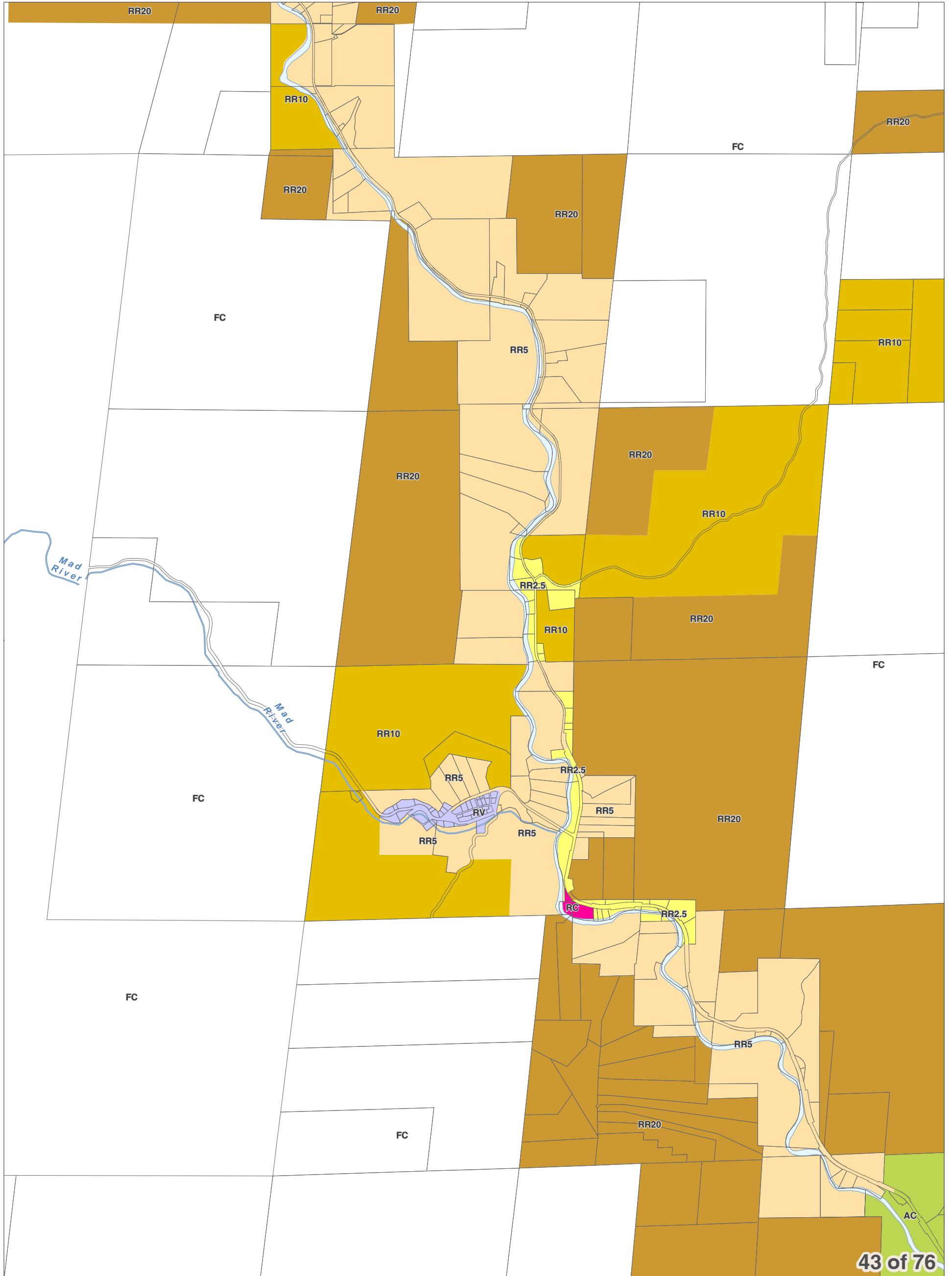









0 0.25 0.5
Miles
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December 15, 2017
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Chelan County Land Use Designation



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-  Rivers & Streams

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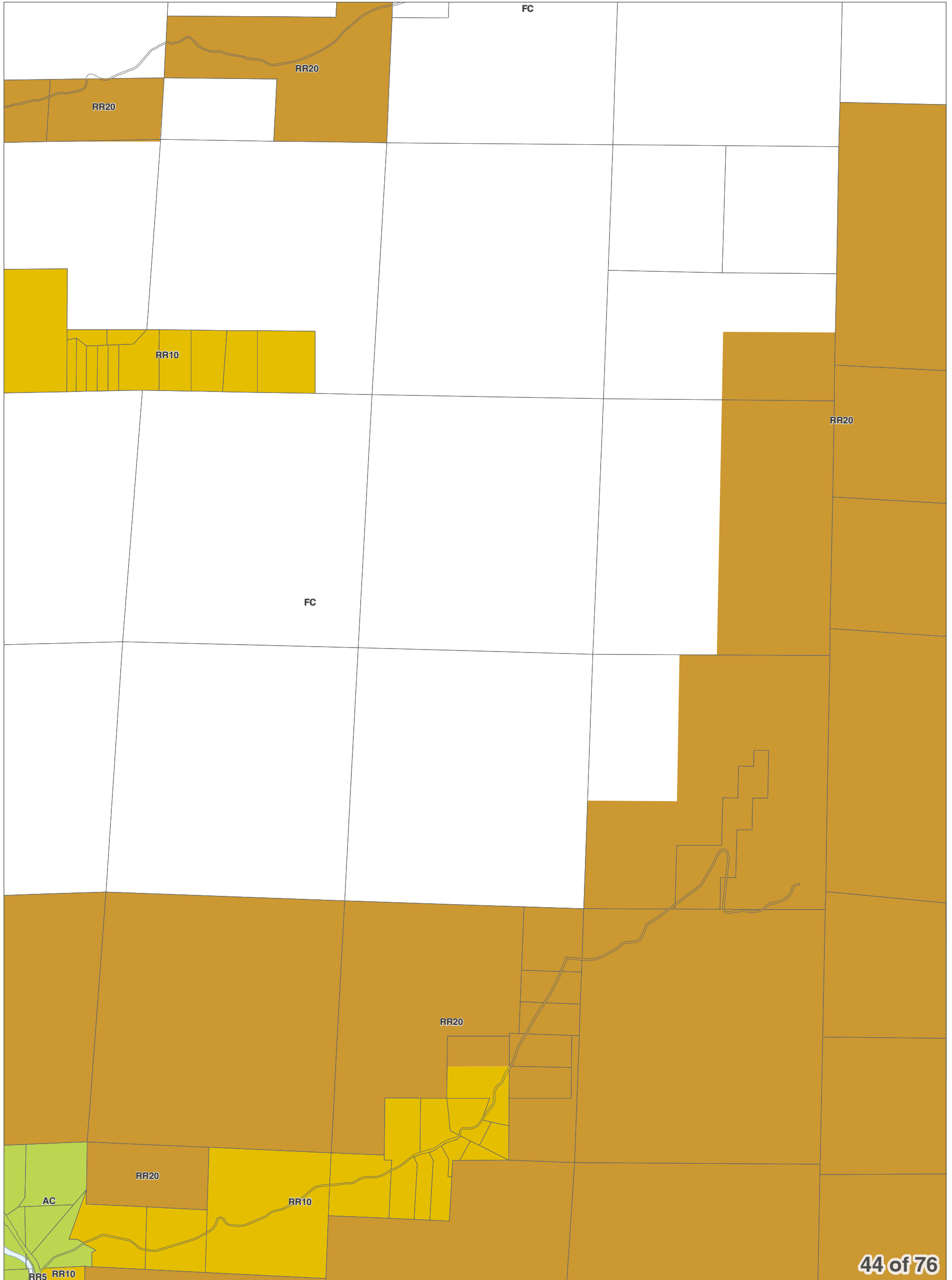









0 0.25 0.5
Miles
1 inch = 2,000 feet

December 15, 2017
Data: Chelan County, WSDOT



Chelan County Land Use Designation



-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
-  Railroads
-  Lakes
-  Rivers & Streams

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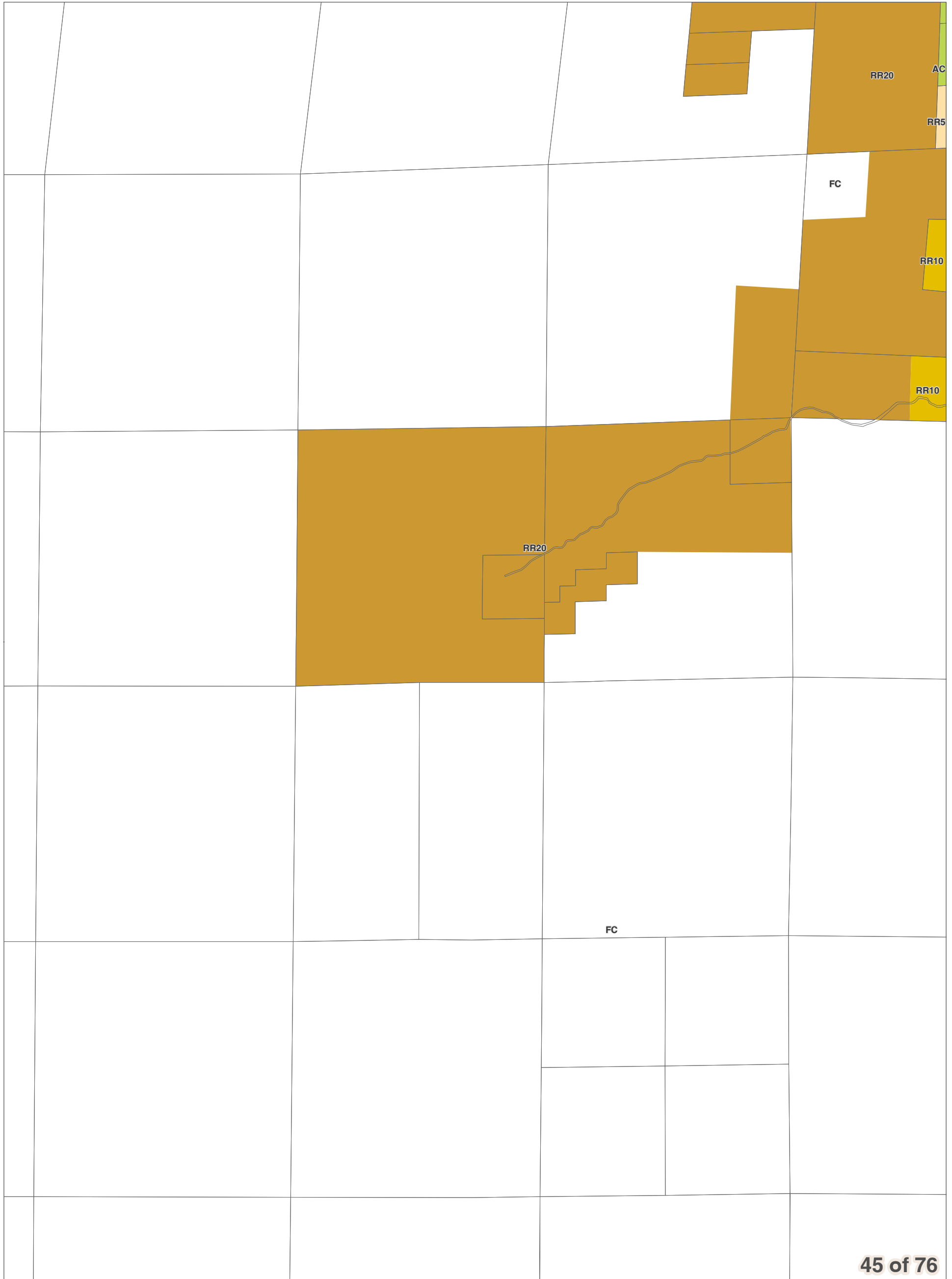


0 0.25 0.5
Miles
1 inch = 2,000 feet








December 15, 2017
Data: Chelan County, WSDOT



Chelan County Land Use Designation



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-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
-  Railroads
-  Lakes
-  Rivers & Streams

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0 0.25 0.5
Miles
1 inch = 2,000 feet

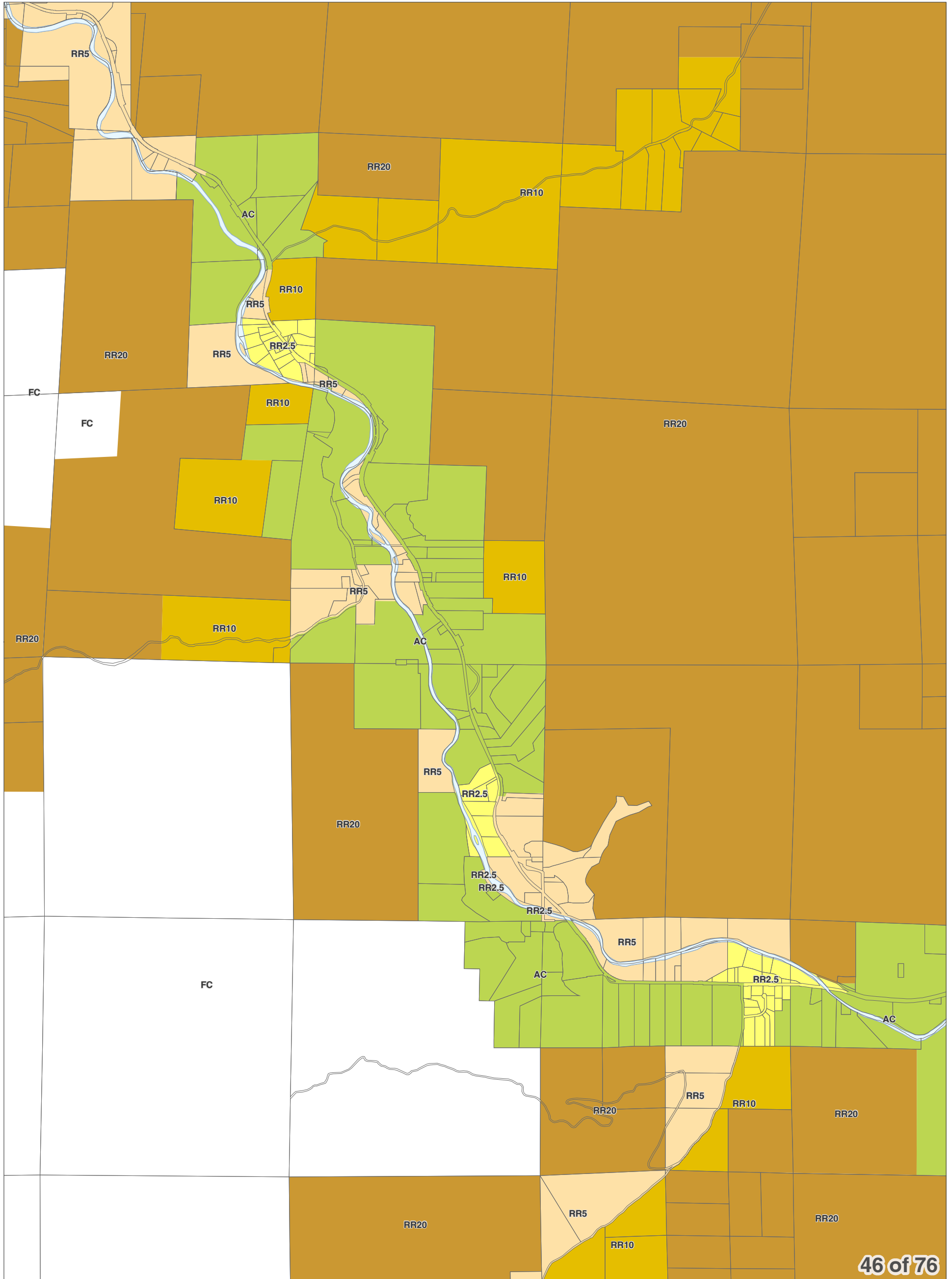
December 15, 2017
Data: Chelan County, WSDOT










Area of Interest in Red

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Chelan County Land Use Designation



-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
-  Railroads
-  Lakes
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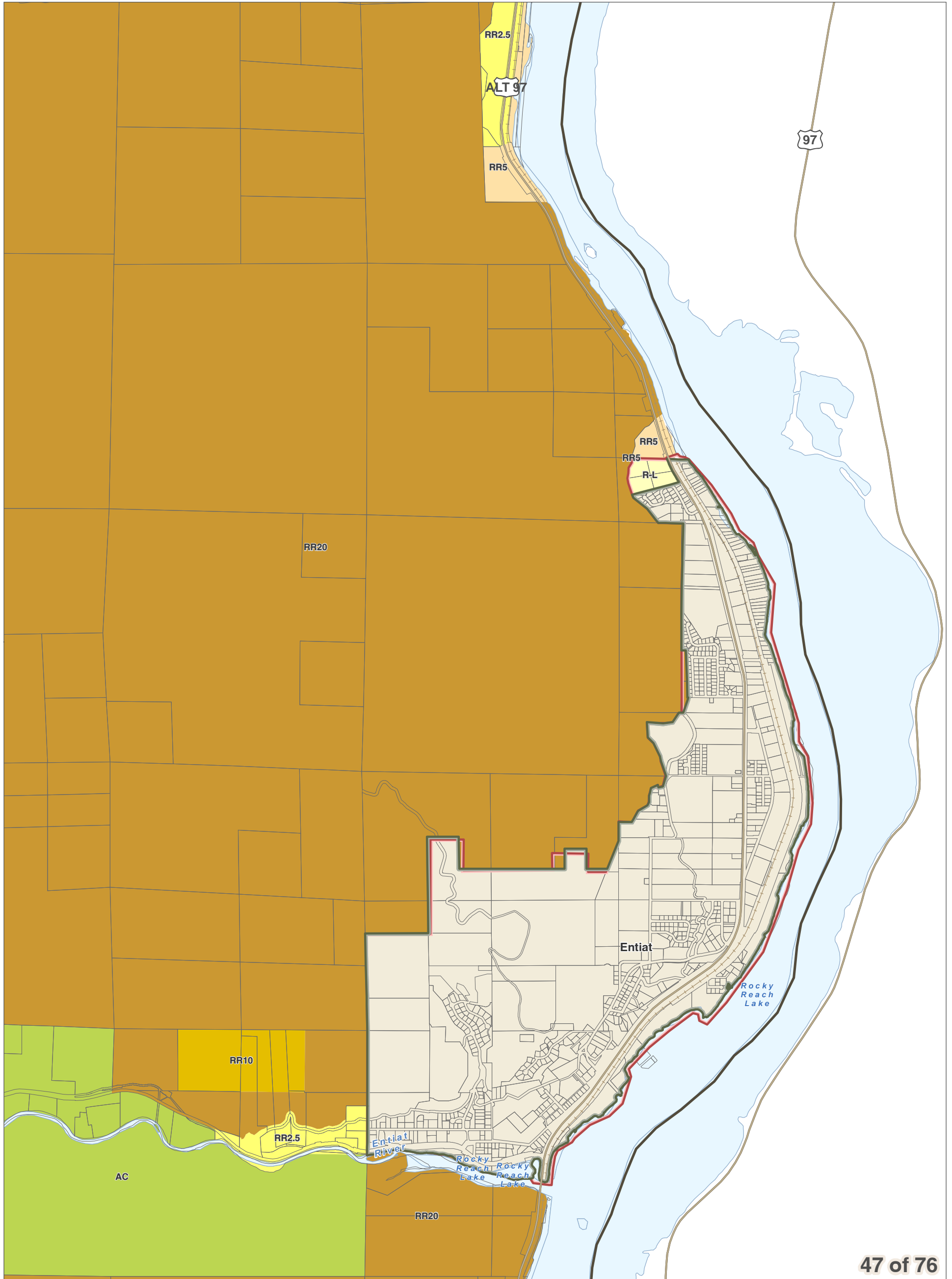
0 0.25 0.5
Miles
1 inch = 2,000 feet

December 15, 2017
Data: Chelan County, WSDOT










Area of Interest in Red

Chelan County Land Use Designation



47 of 76

-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
-  Railroads
-  Lakes
-  Rivers & Streams

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0 0.25 0.5
Miles
1 inch = 2,000 feet

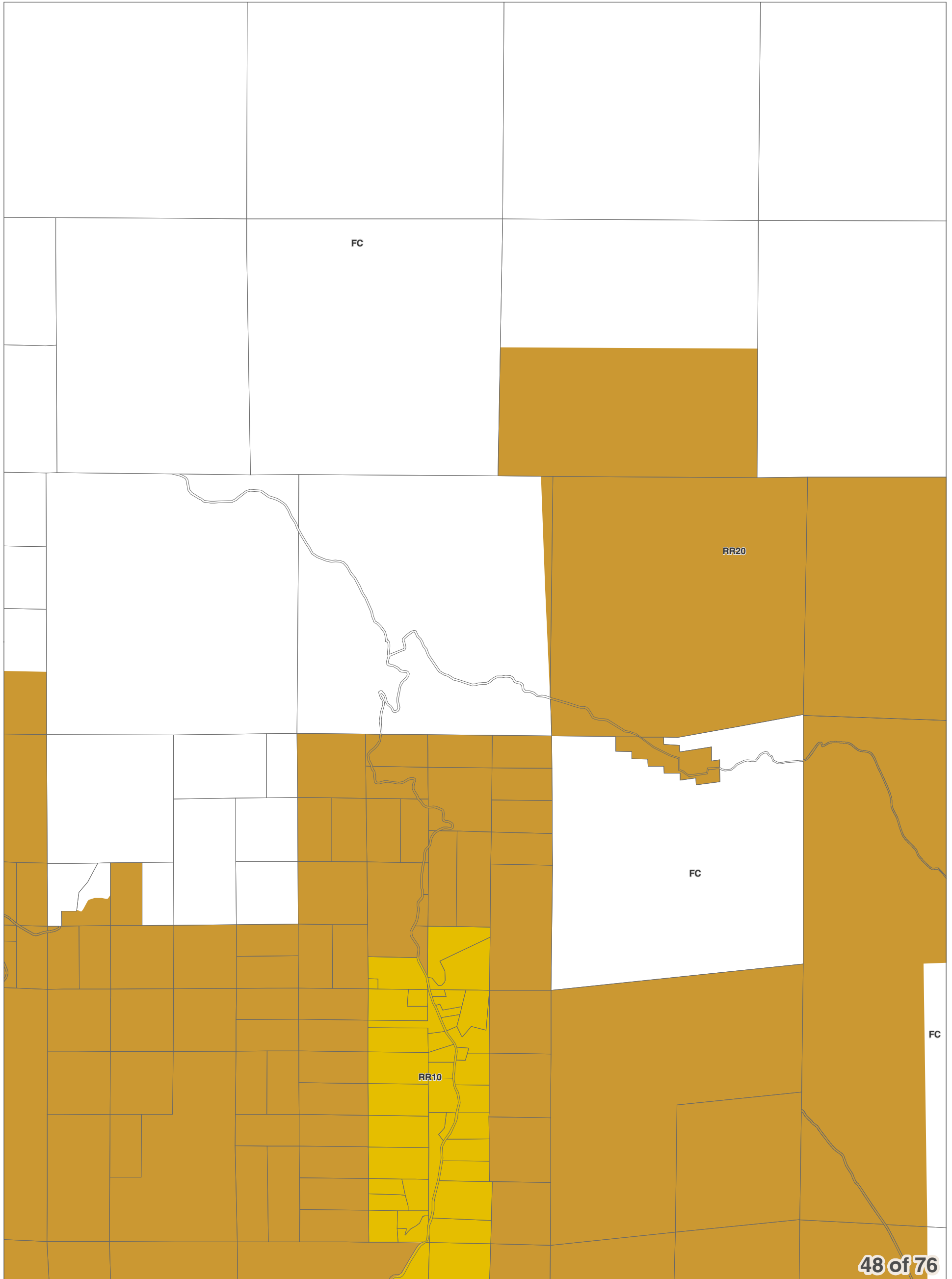
December 15, 2017
Data: Chelan County, WSDOT










Area of Interest in Red

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Chelan County Land Use Designation



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-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
-  Railroads
-  Lakes
-  Rivers & Streams

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0 0.25 0.5
Miles
1 inch = 2,000 feet

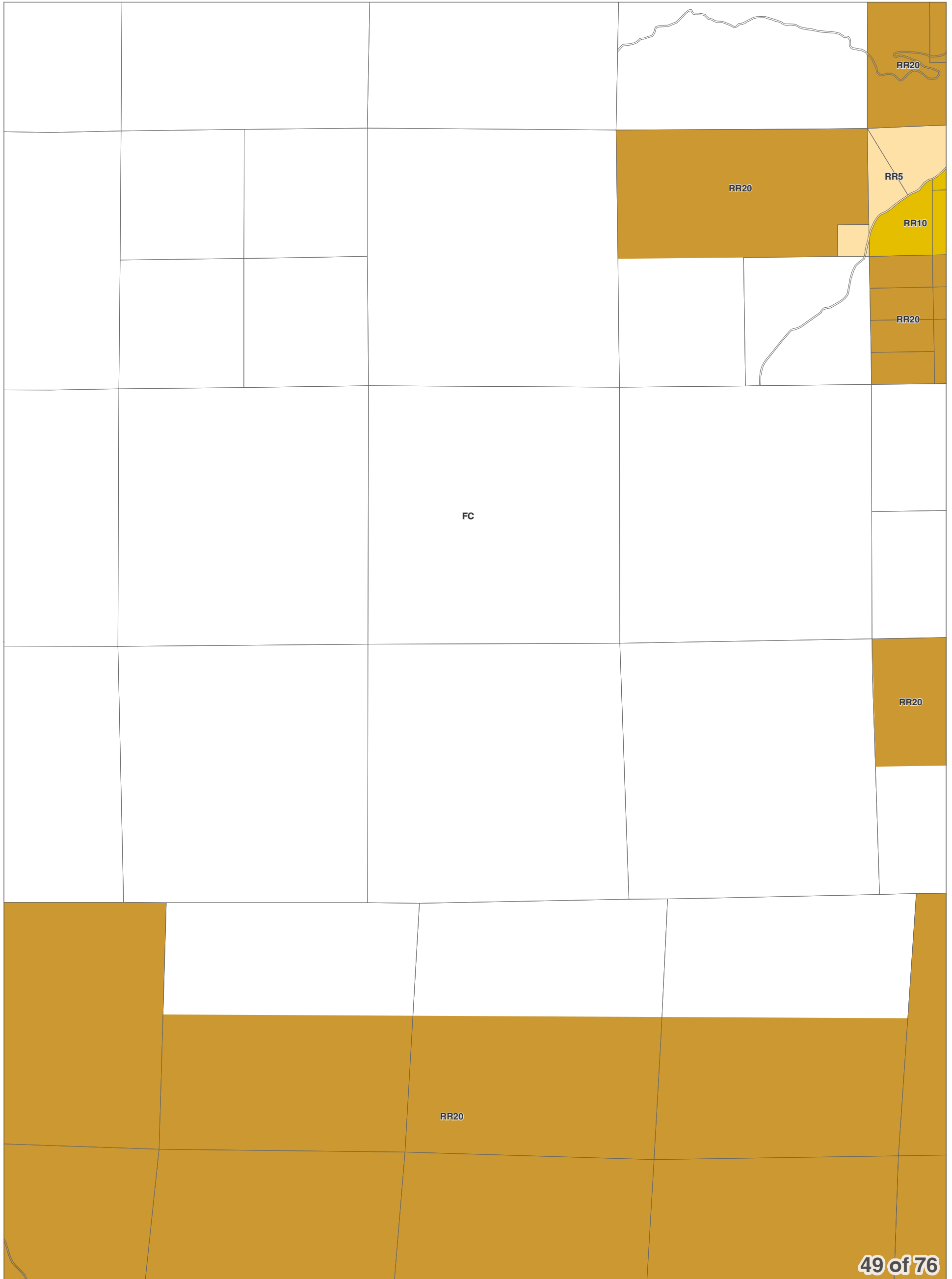
December 15, 2017
Data: Chelan County, WSDOT










Area of Interest in Red

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Chelan County Land Use Designation



-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
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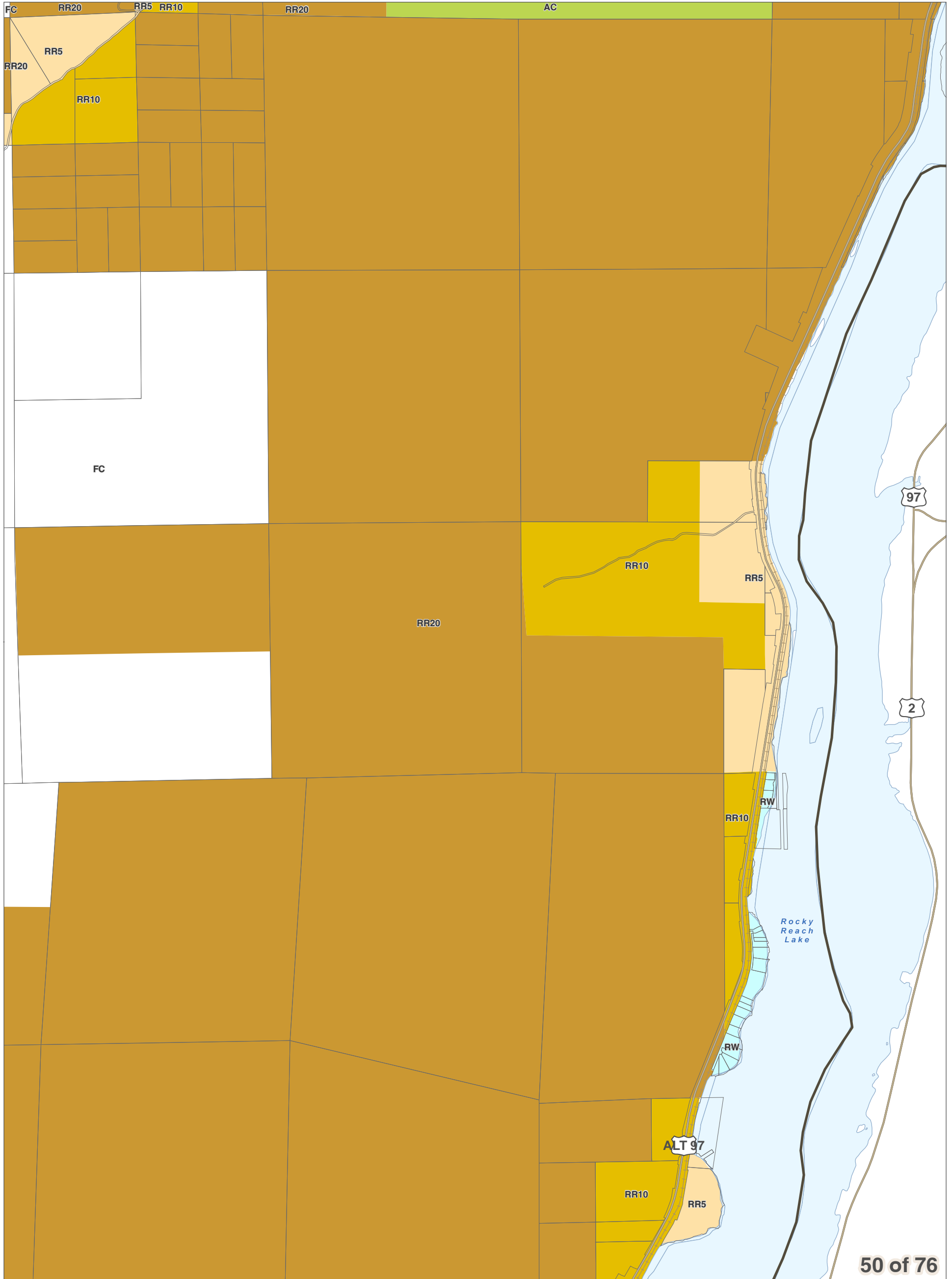


0 0.25 0.5
Miles
1 inch = 2,000 feet

December 15, 2017
Data: Chelan County, WSDOT

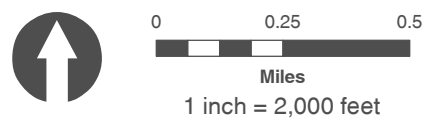


Chelan County Land Use Designation



- City Boundaries
- Urban Growth Areas
- County Boundary
- Highways
- Railroads
- Lakes
- Rivers & Streams

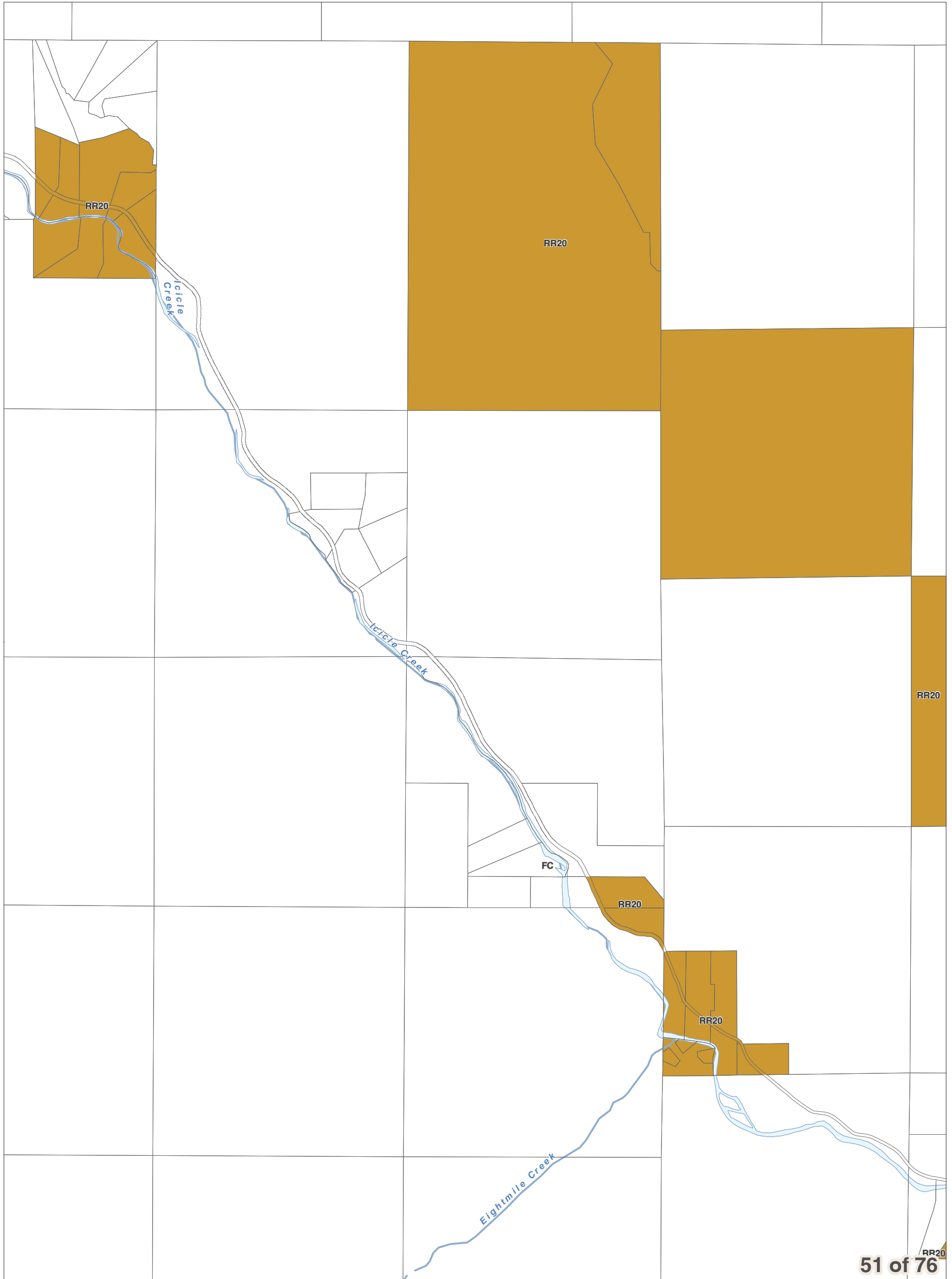
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December 15, 2017
Data: Chelan County, WSDOT



Chelan County Land Use Designation



-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
-  Railroads
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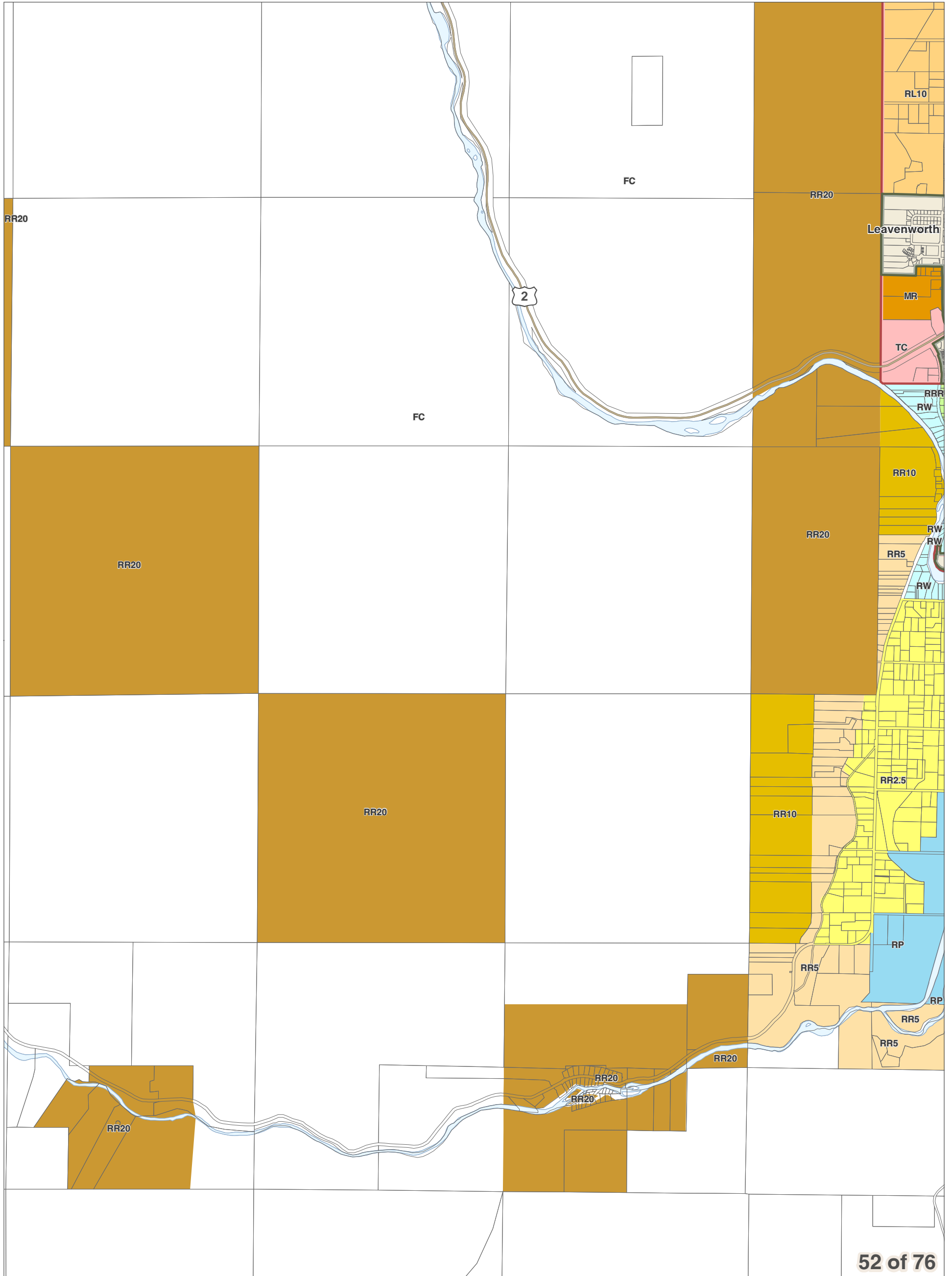


0 0.25 0.5
Miles
1 inch = 2,000 feet








December 15, 2017
Data: Chelan County, WSDOT



Chelan County Land Use Designation



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-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
-  Railroads
-  Lakes
-  Rivers & Streams

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0 0.25 0.5
Miles
1 inch = 2,000 feet

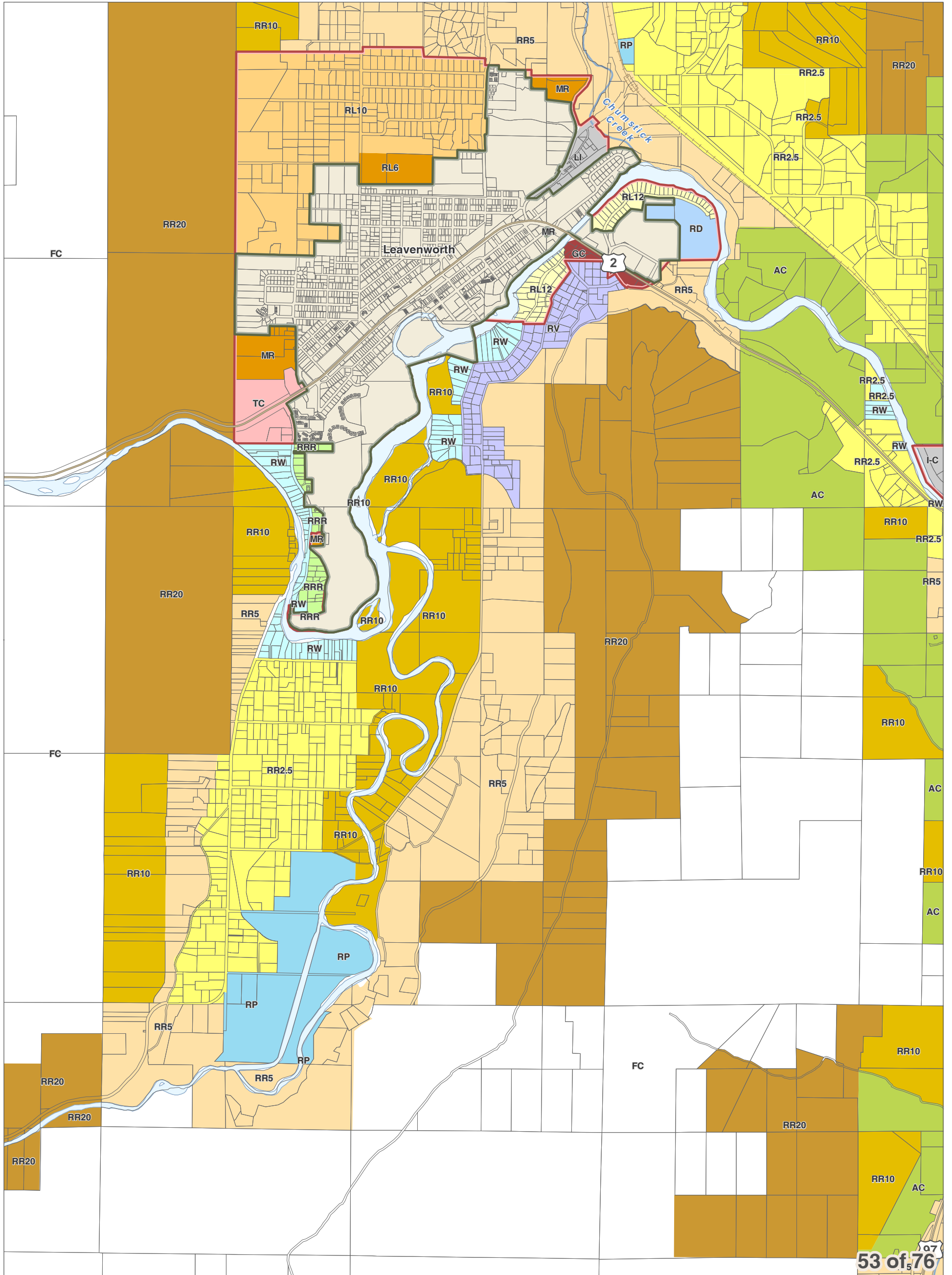
December 15, 2017
Data: Chelan County, WSDOT



Area of Interest in Red

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Chelan County Land Use Designation



- City Boundaries
- Urban Growth Areas
- County Boundary
- Highways
- Railroads
- Lakes
- Rivers & Streams

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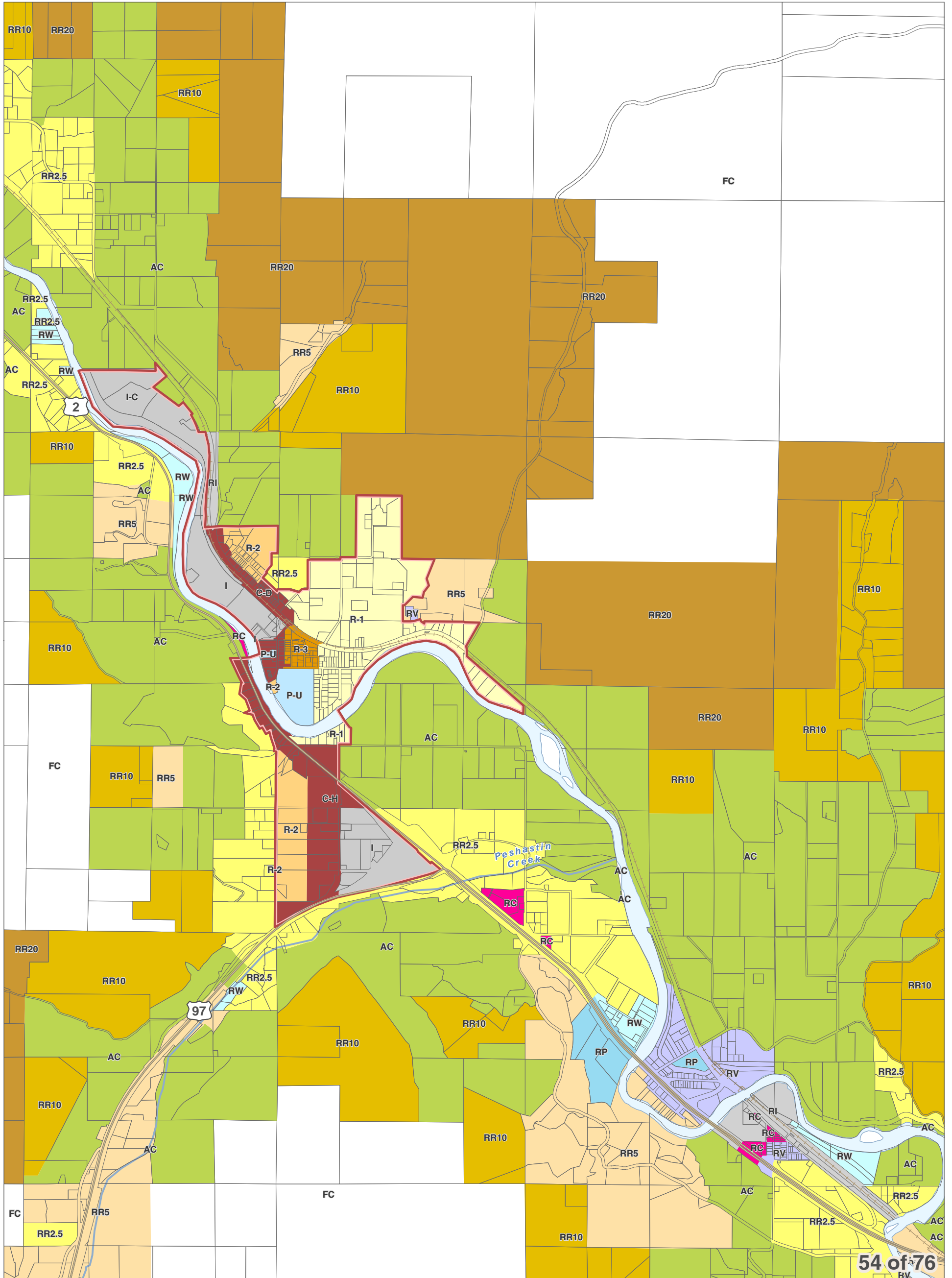
0 0.25 0.5
Miles
1 inch = 2,000 feet

December 15, 2017
Data: Chelan County, WSDOT



Area of Interest in Red

Chelan County Land Use Designation



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- City Boundaries
- Urban Growth Areas
- County Boundary
- Highways
- Railroads
- Lakes
- Rivers & Streams

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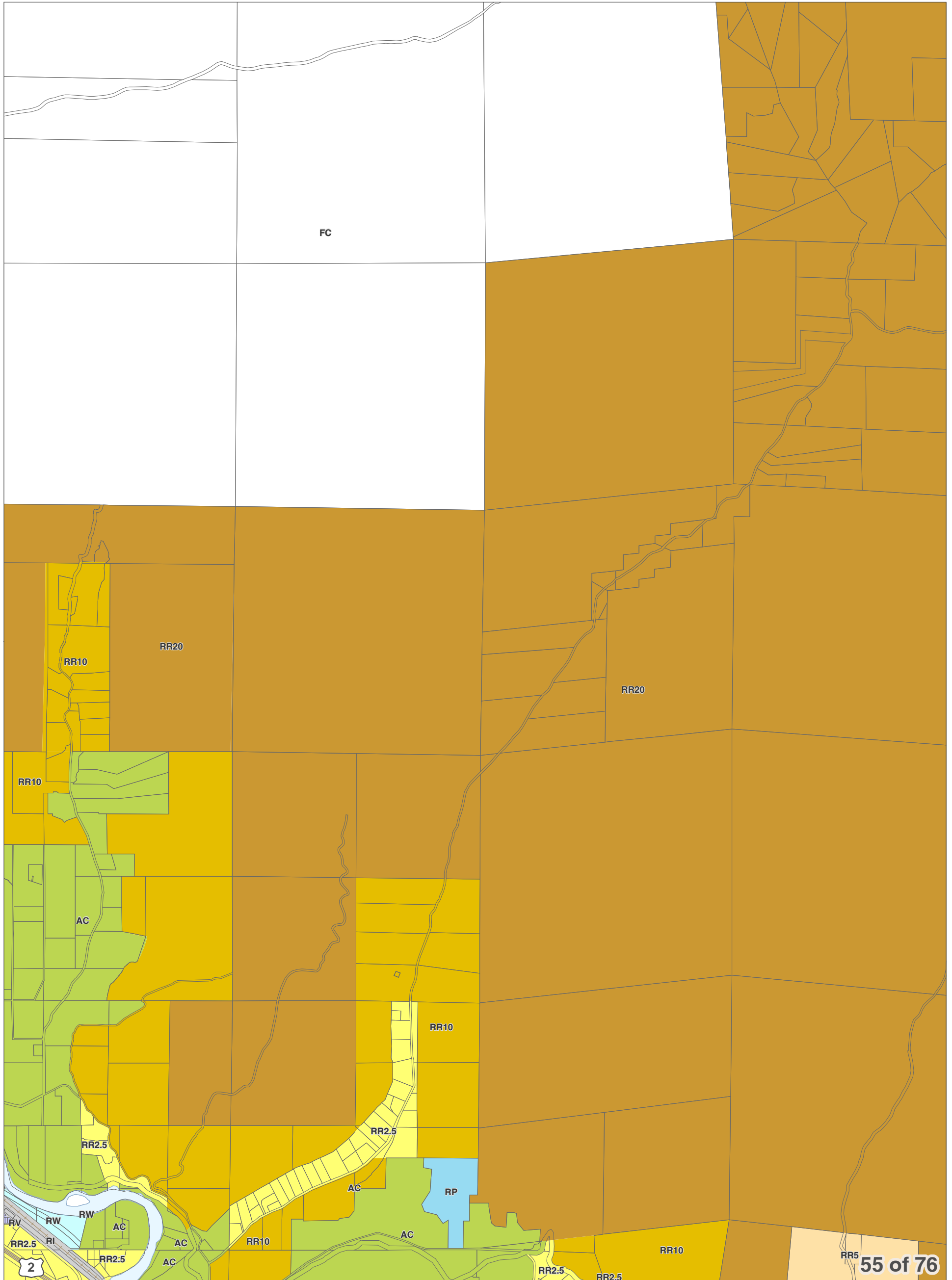
0 0.25 0.5
Miles
1 inch = 2,000 feet










Area of Interest in Red

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Chelan County Land Use Designation



-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
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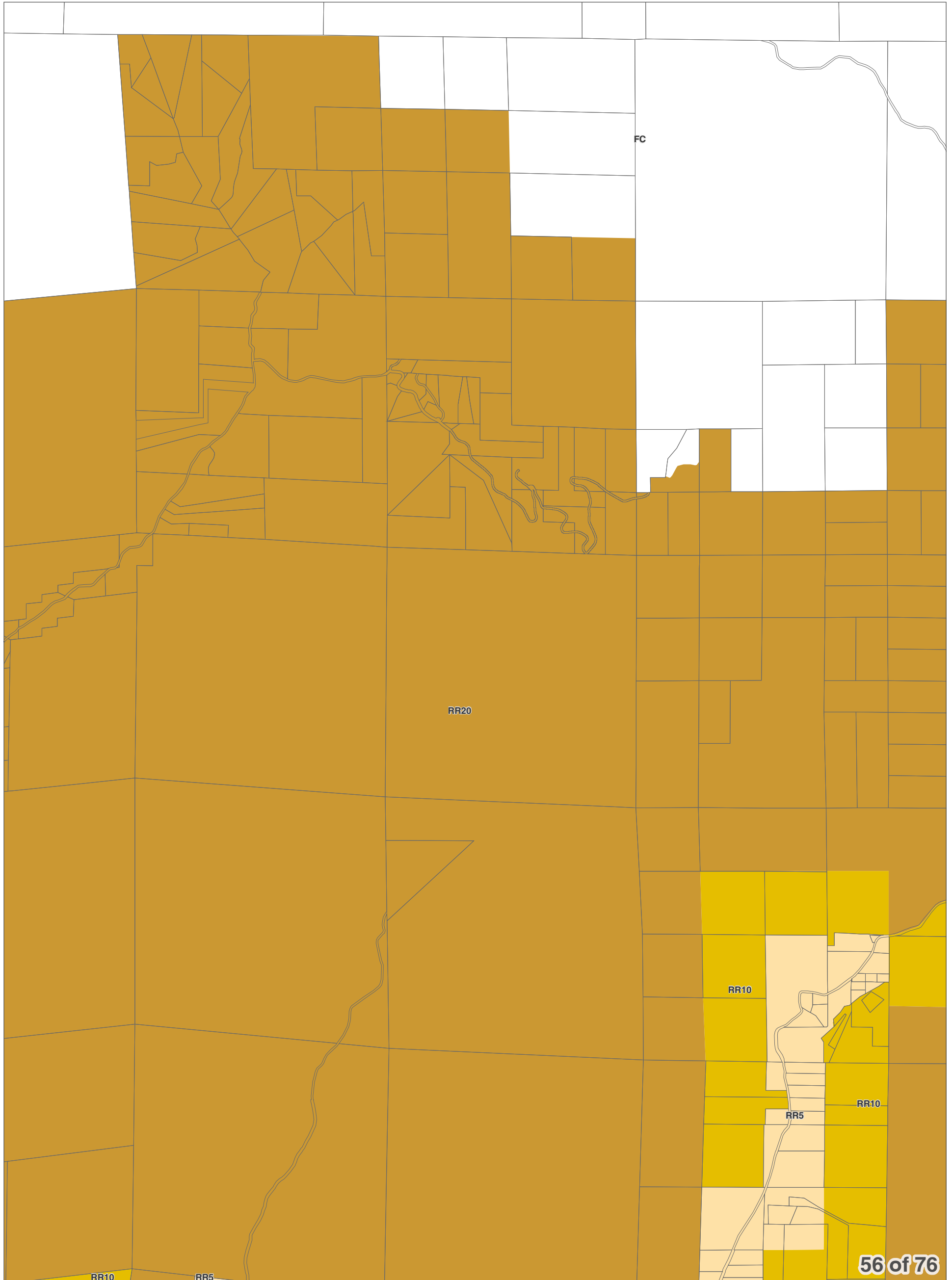


0 0.25 0.5
Miles
1 inch = 2,000 feet








December 15, 2017
Data: Chelan County, WSDOT



Chelan County Land Use Designation



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-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
-  Railroads
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-  Rivers & Streams

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0 0.25 0.5
Miles
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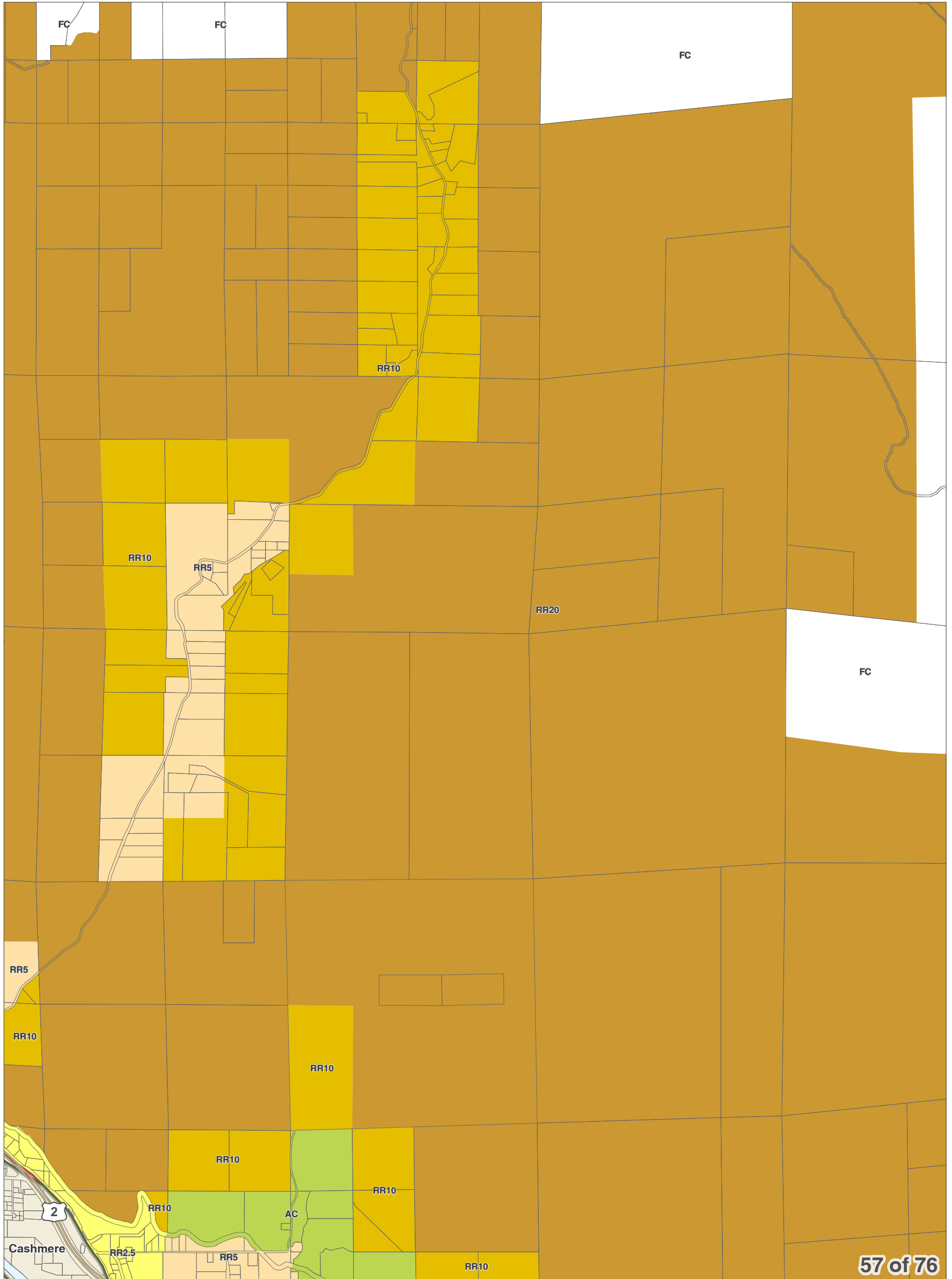
December 15, 2017
Data: Chelan County, WSDOT










Area of Interest in Red

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Chelan County Land Use Designation



-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
-  Railroads
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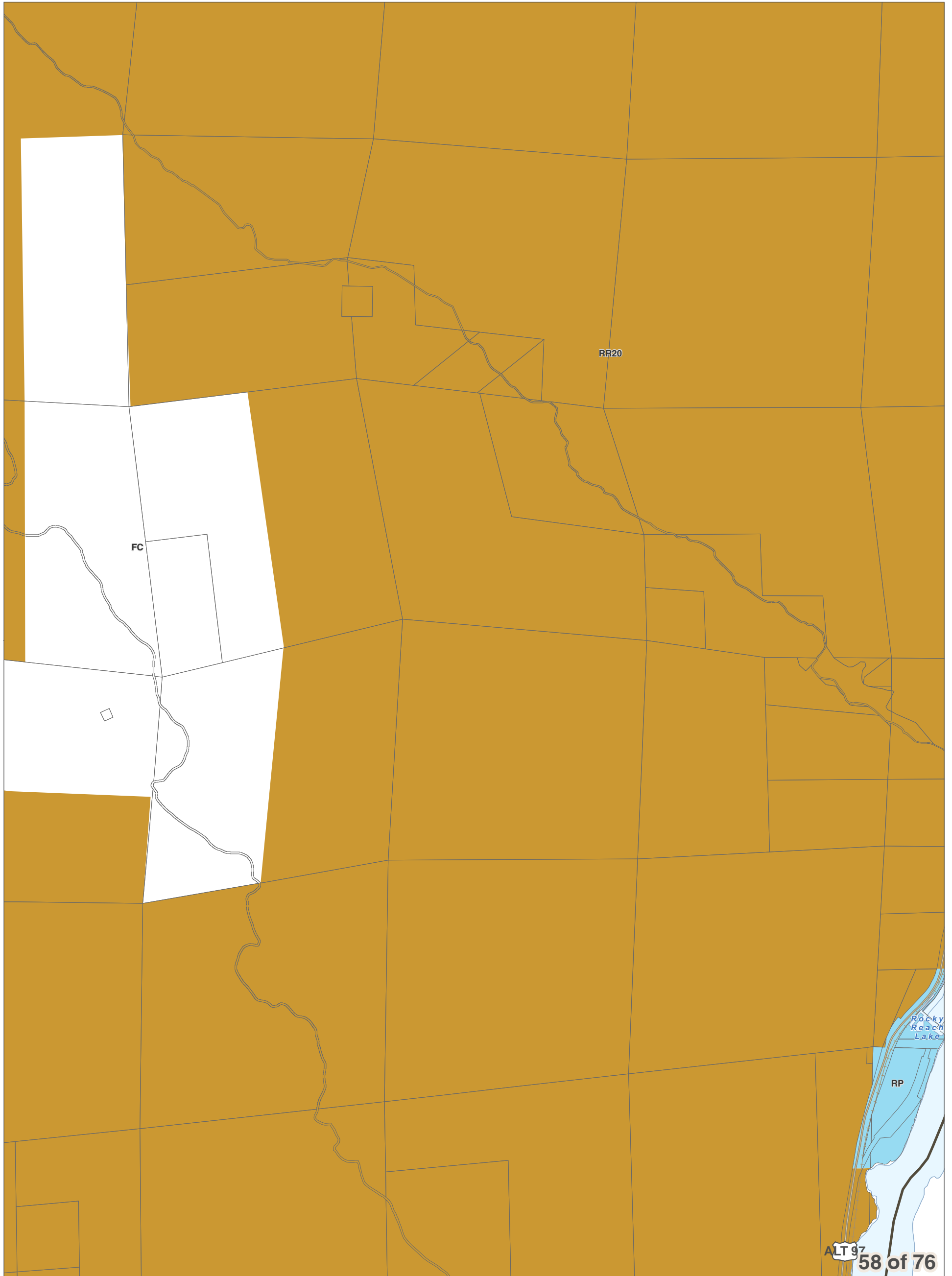









0 0.25 0.5
Miles
1 inch = 2,000 feet

December 15, 2017
Data: Chelan County, WSDOT



Chelan County Land Use Designation



-  City Boundaries
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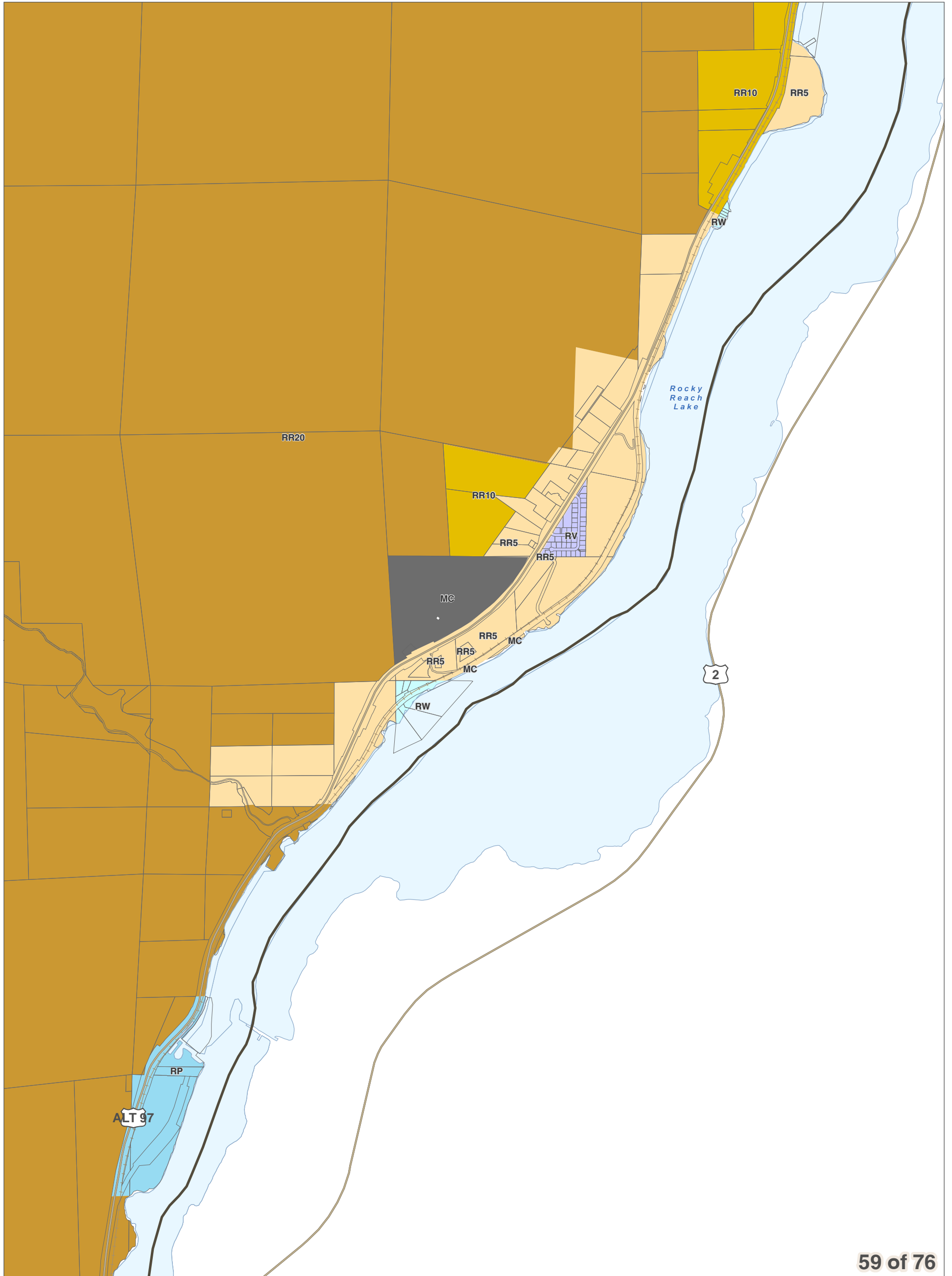









0 0.25 0.5
Miles
1 inch = 2,000 feet

December 15, 2017
Data: Chelan County, WSDOT



Chelan County Land Use Designation



-  City Boundaries
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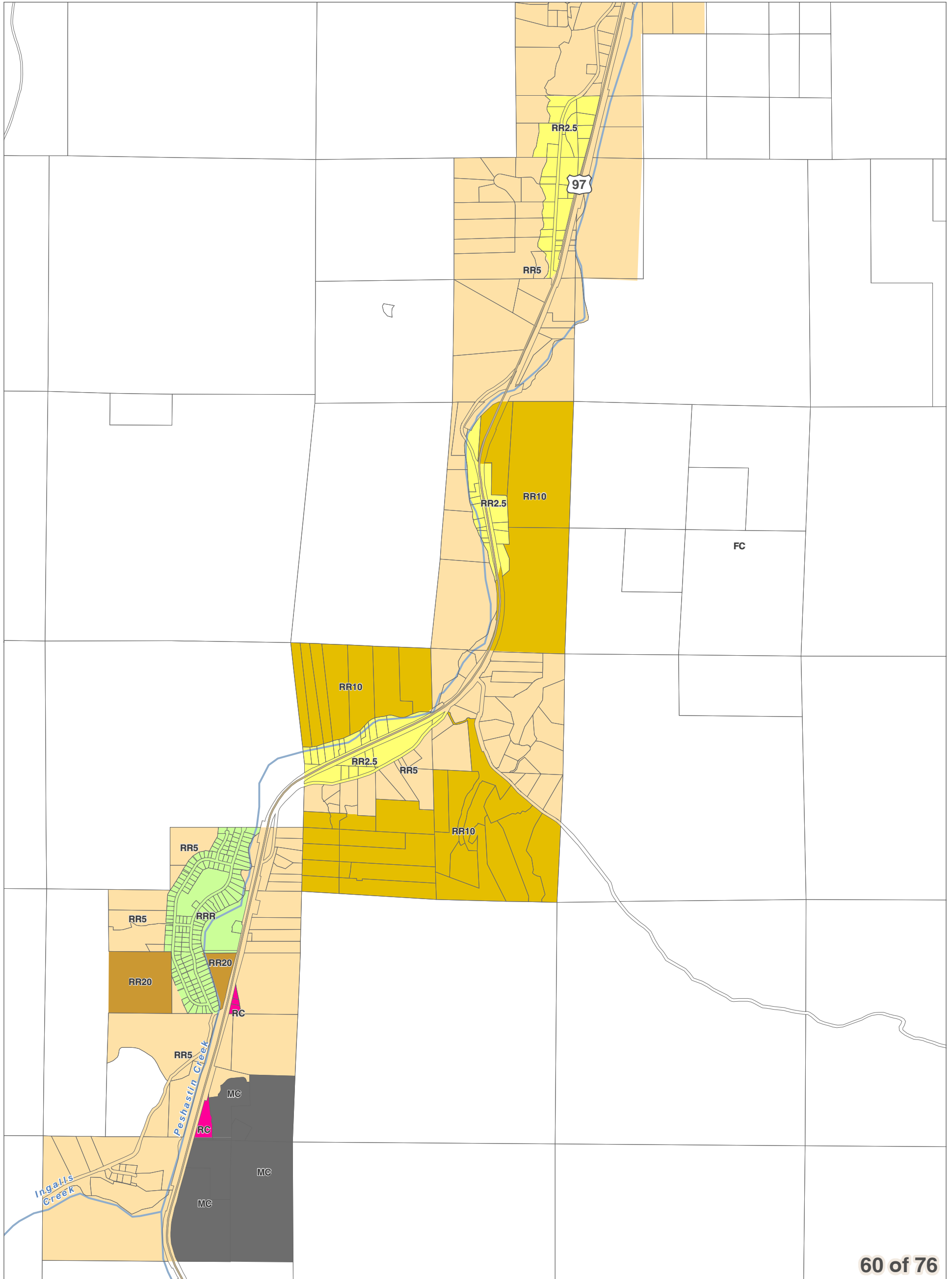


0 0.25 0.5
Miles
1 inch = 2,000 feet








December 15, 2017
Data: Chelan County, WSDOT



Chelan County Land Use Designation



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-  City Boundaries
-  Urban Growth Areas
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-  Rivers & Streams

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0 0.25 0.5
Miles
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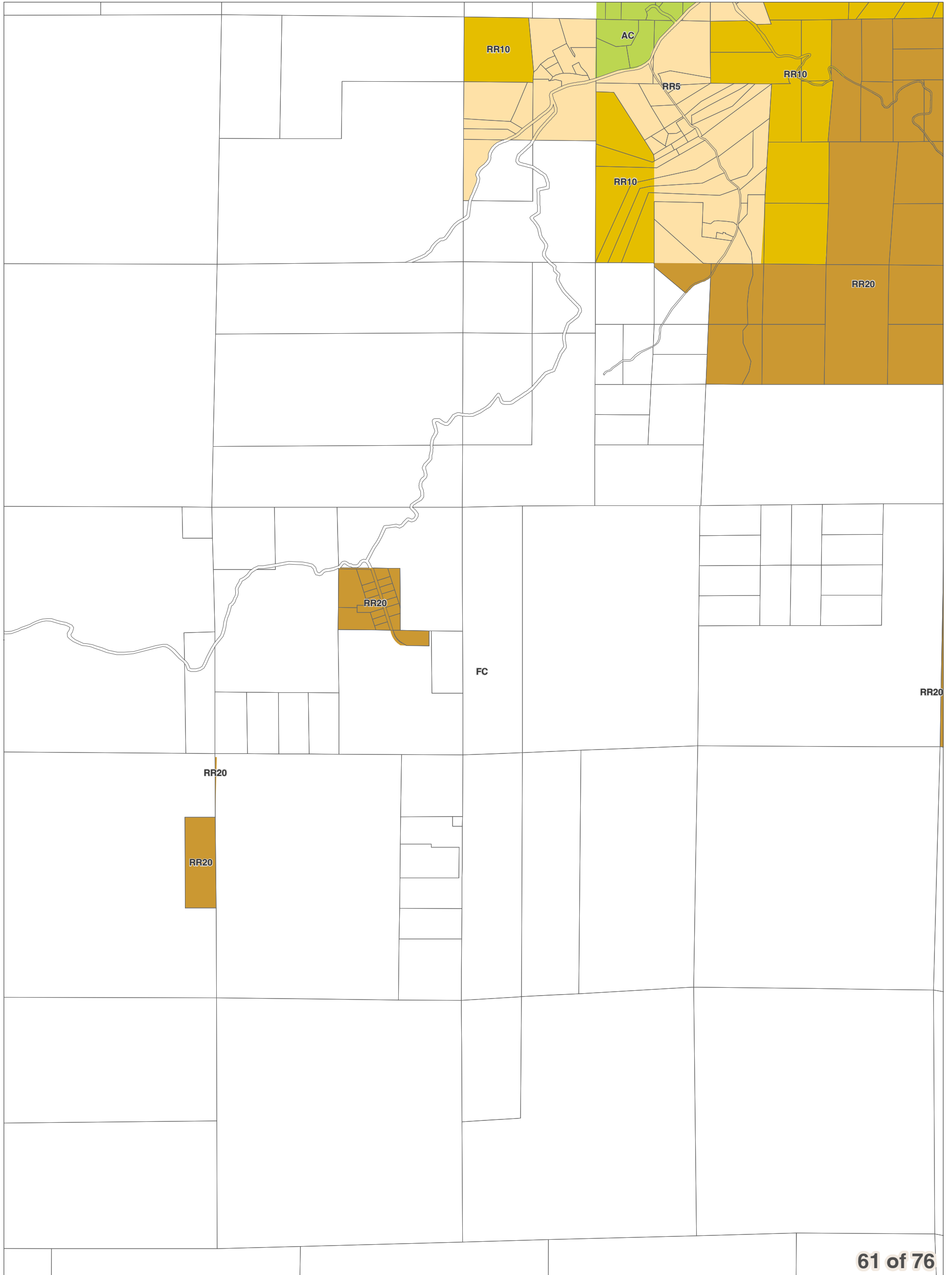
December 15, 2017
Data: Chelan County, WSDOT










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Chelan County Land Use Designation



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-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
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-  Rivers & Streams

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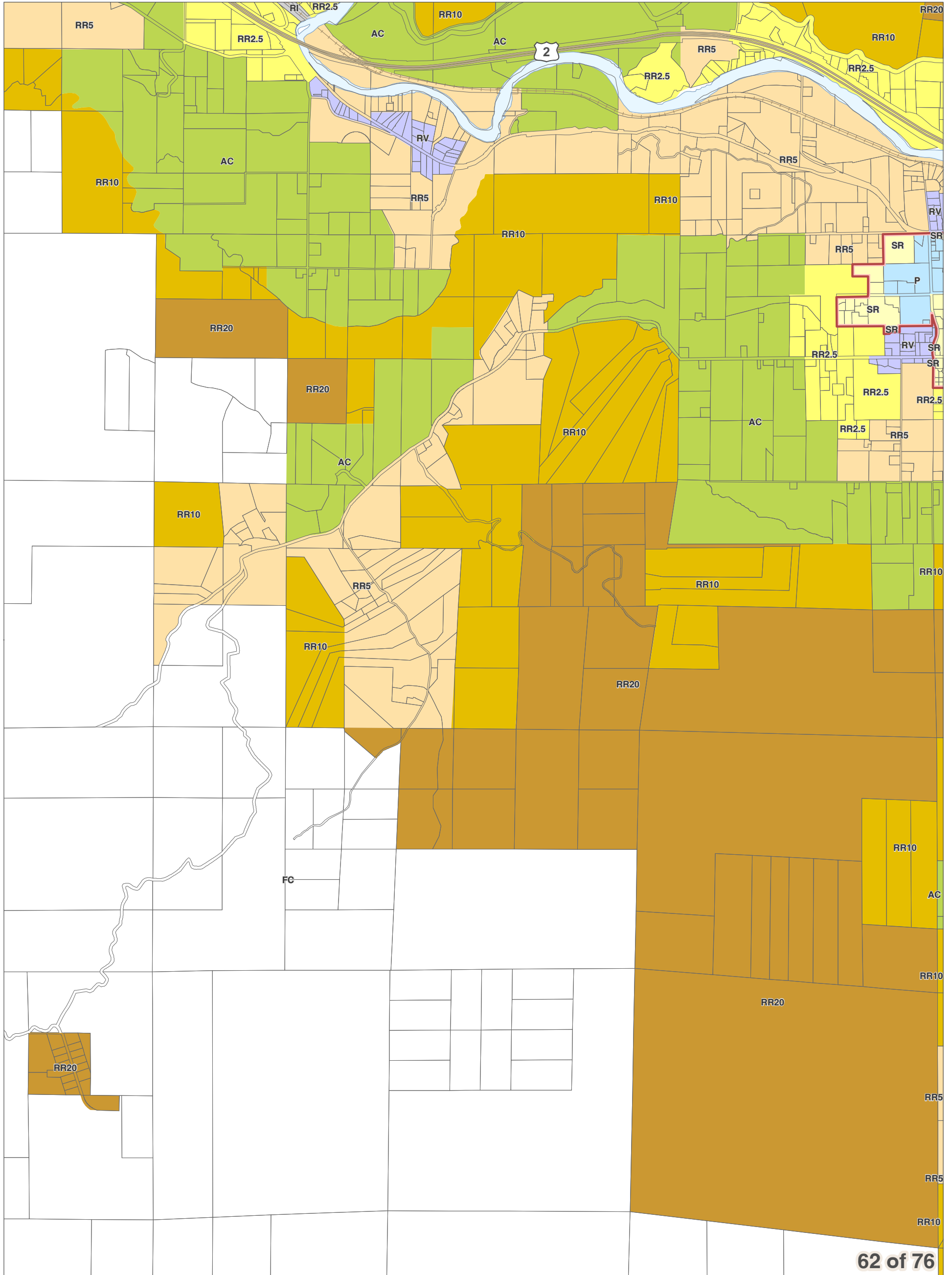
0 0.25 0.5
Miles
1 inch = 2,000 feet








December 15, 2017
Data: Chelan County, WSDOT



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Chelan County Land Use Designation



-  City Boundaries
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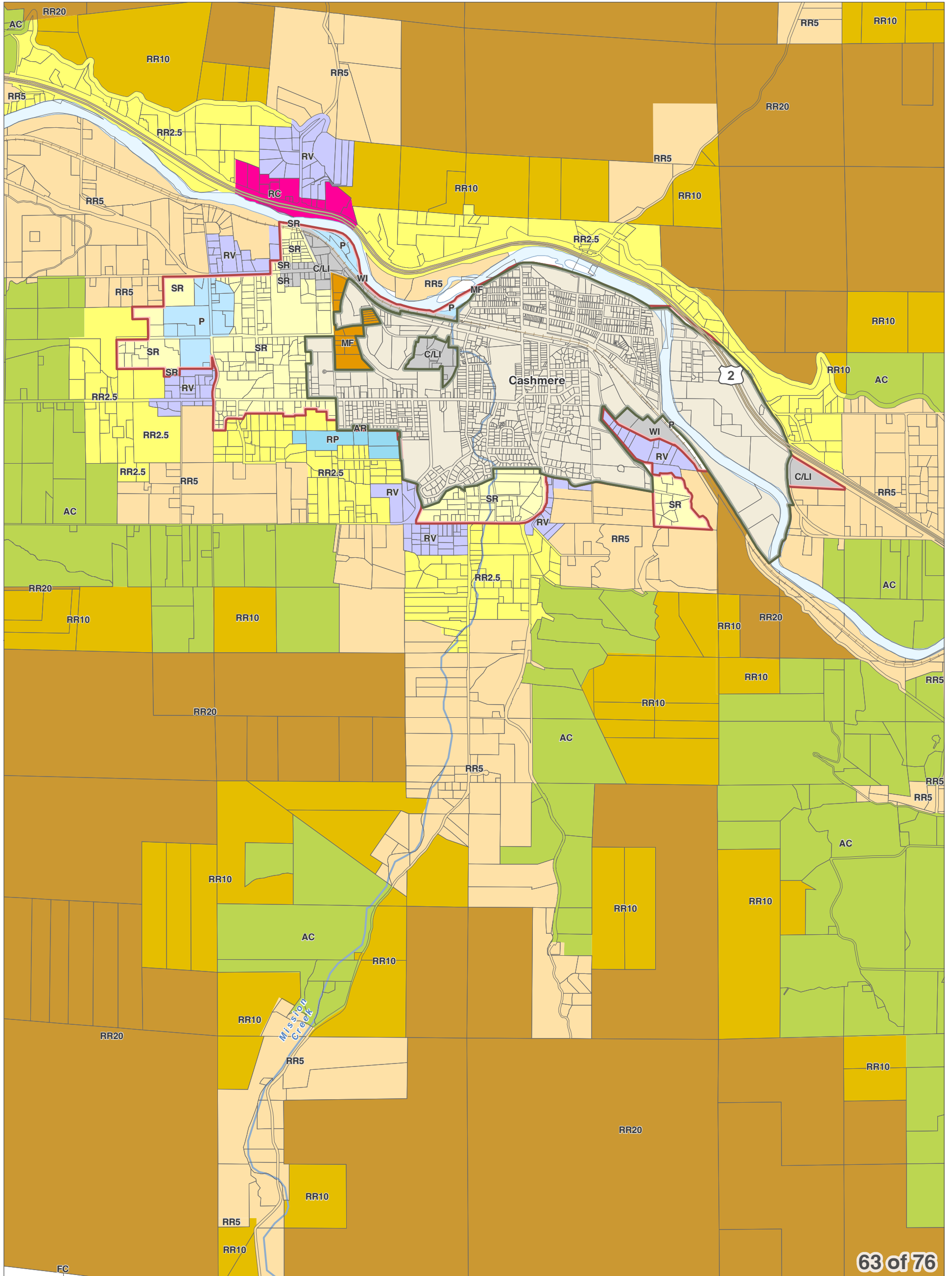
0 0.25 0.5
Miles
1 inch = 2,000 feet








December 15, 2017
Data: Chelan County, WSDOT



Area of Interest in Red

Chelan County Land Use Designation



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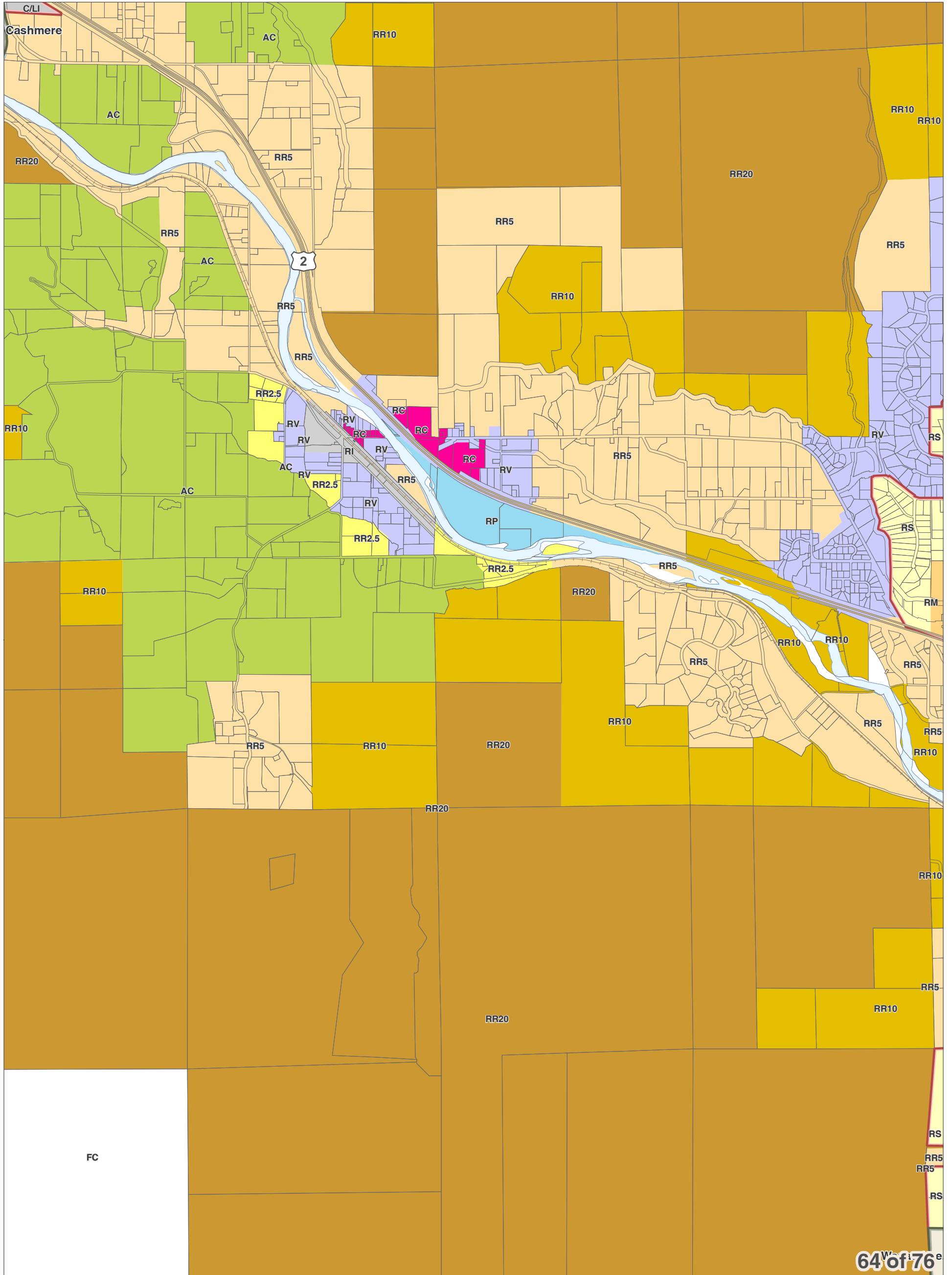
0 0.25 0.5
Miles
1 inch = 2,000 feet








December 15, 2017
Data: Chelan County, WSDOT



Area of Interest in Red

Chelan County Land Use Designation



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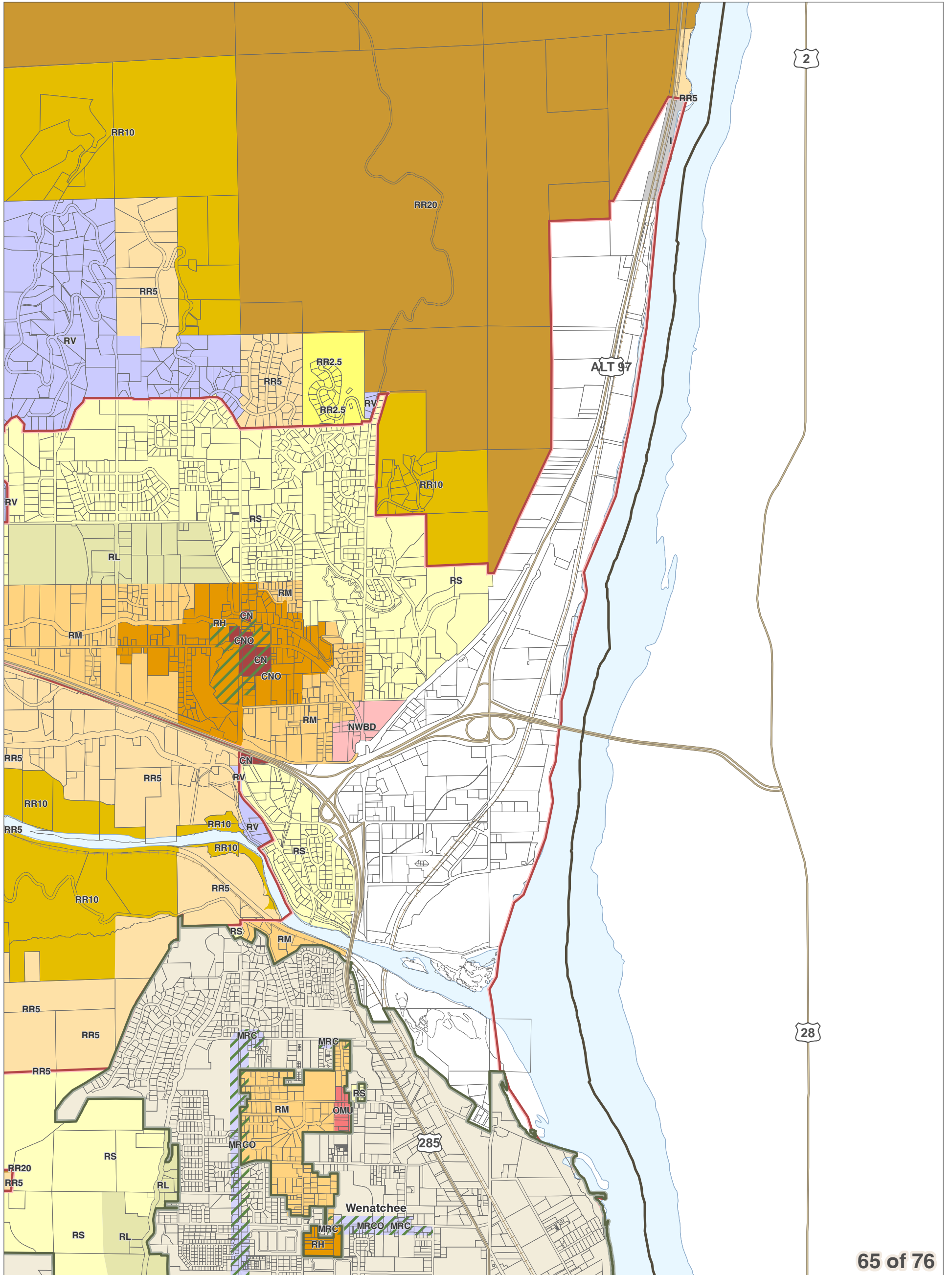
0 0.25 0.5
Miles
1 inch = 2,000 feet

December 15, 2017
Data: Chelan County, WSDOT










Area of Interest in Red

Chelan County Land Use Designation



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-  City Boundaries
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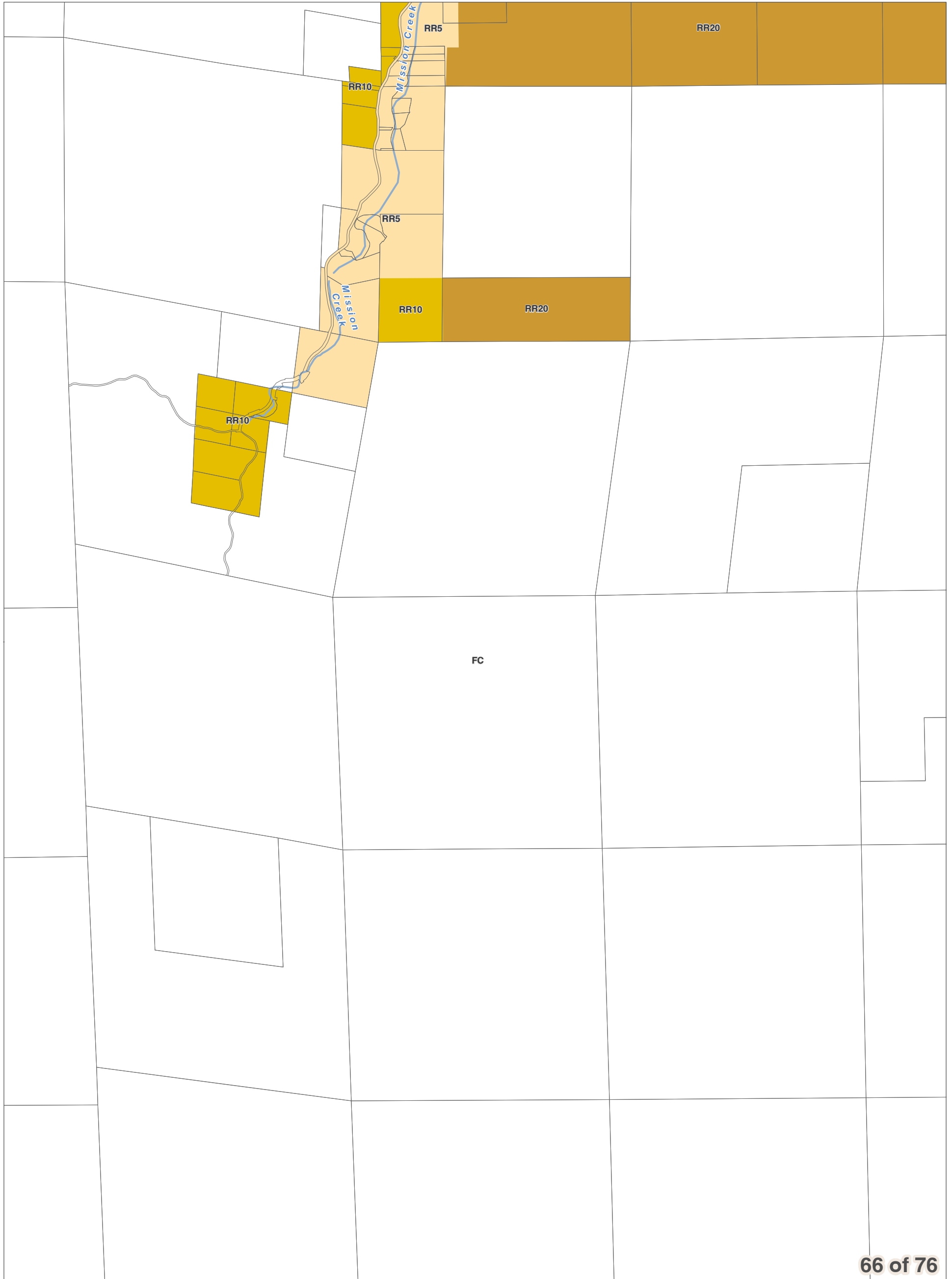
0 0.25 0.5
Miles
1 inch = 2,000 feet

December 15, 2017
Data: Chelan County, WSDOT










Area of Interest in Red

Chelan County Land Use Designation



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-  City Boundaries
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-  County Boundary
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-  Rivers & Streams

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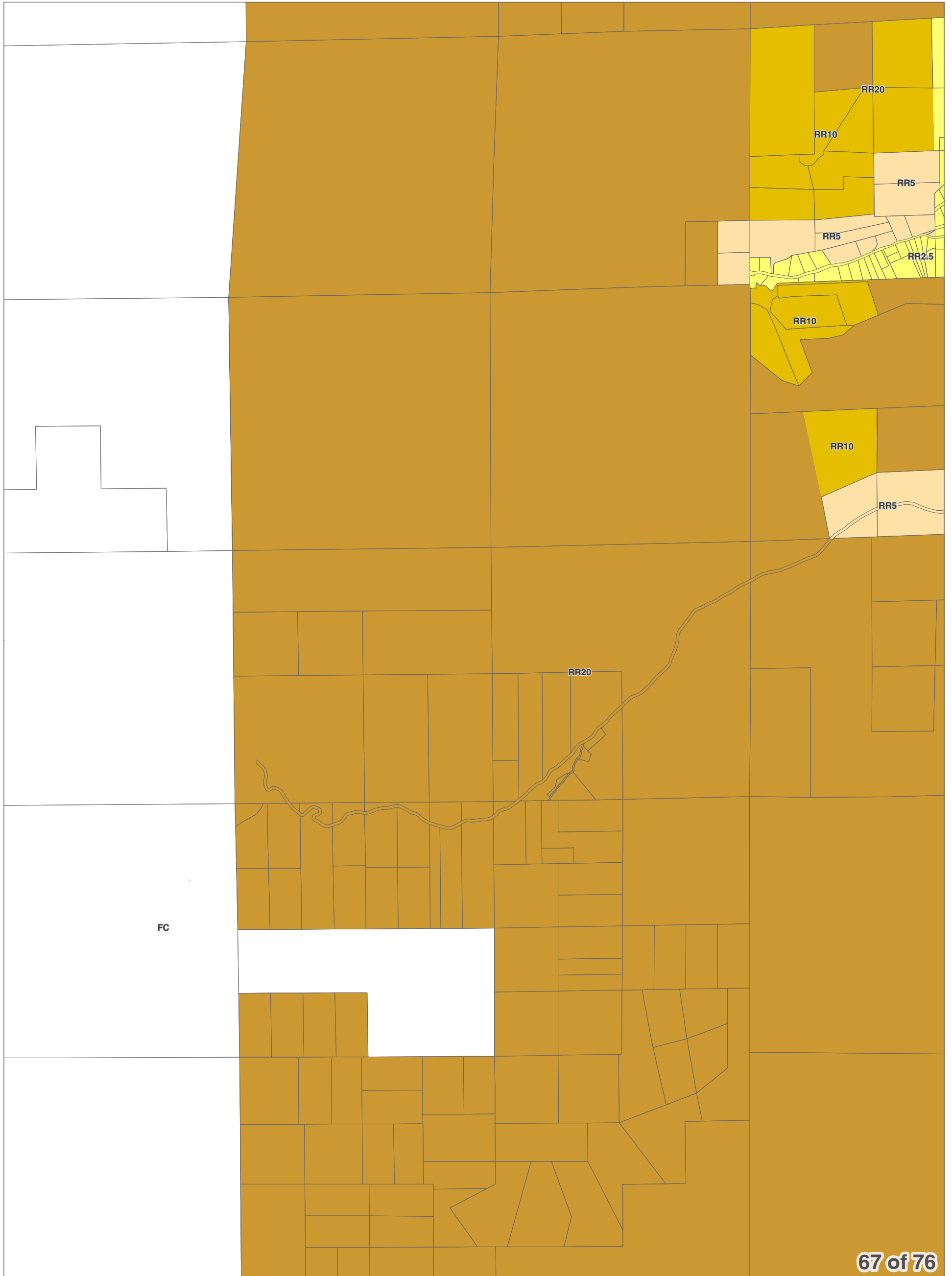


0 0.25 0.5
Miles
1 inch = 2,000 feet








December 15, 2017
Data: Chelan County, WSDOT



Chelan County Land Use Designation



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-  City Boundaries
-  Urban Growth Areas
-  County Boundary
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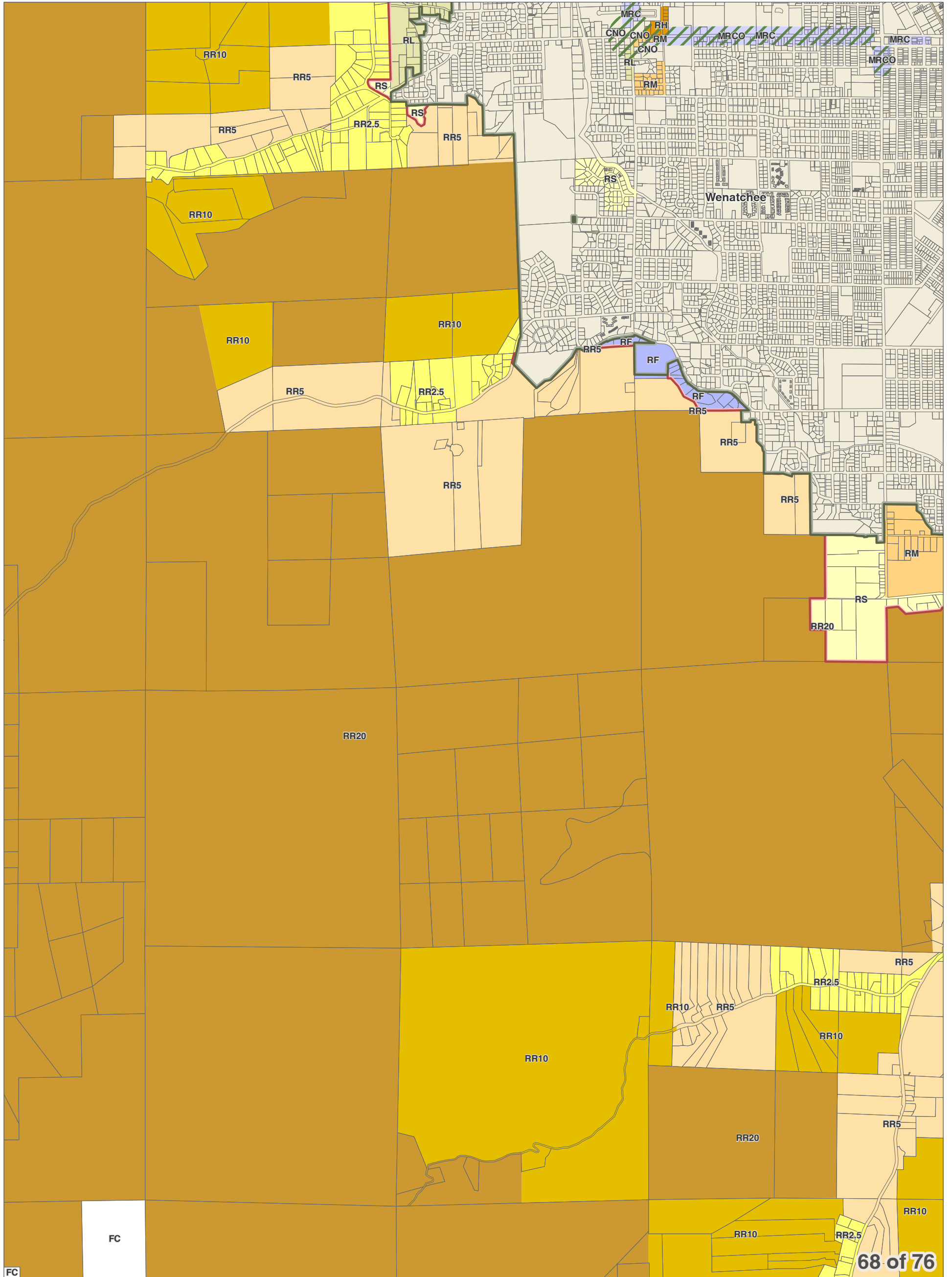
0 0.25 0.5
Miles
1 inch = 2,000 feet








December 15, 2017
Data: Chelan County, WSDOT



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Chelan County Land Use Designation



-  City Boundaries
-  Urban Growth Areas
-  County Boundary
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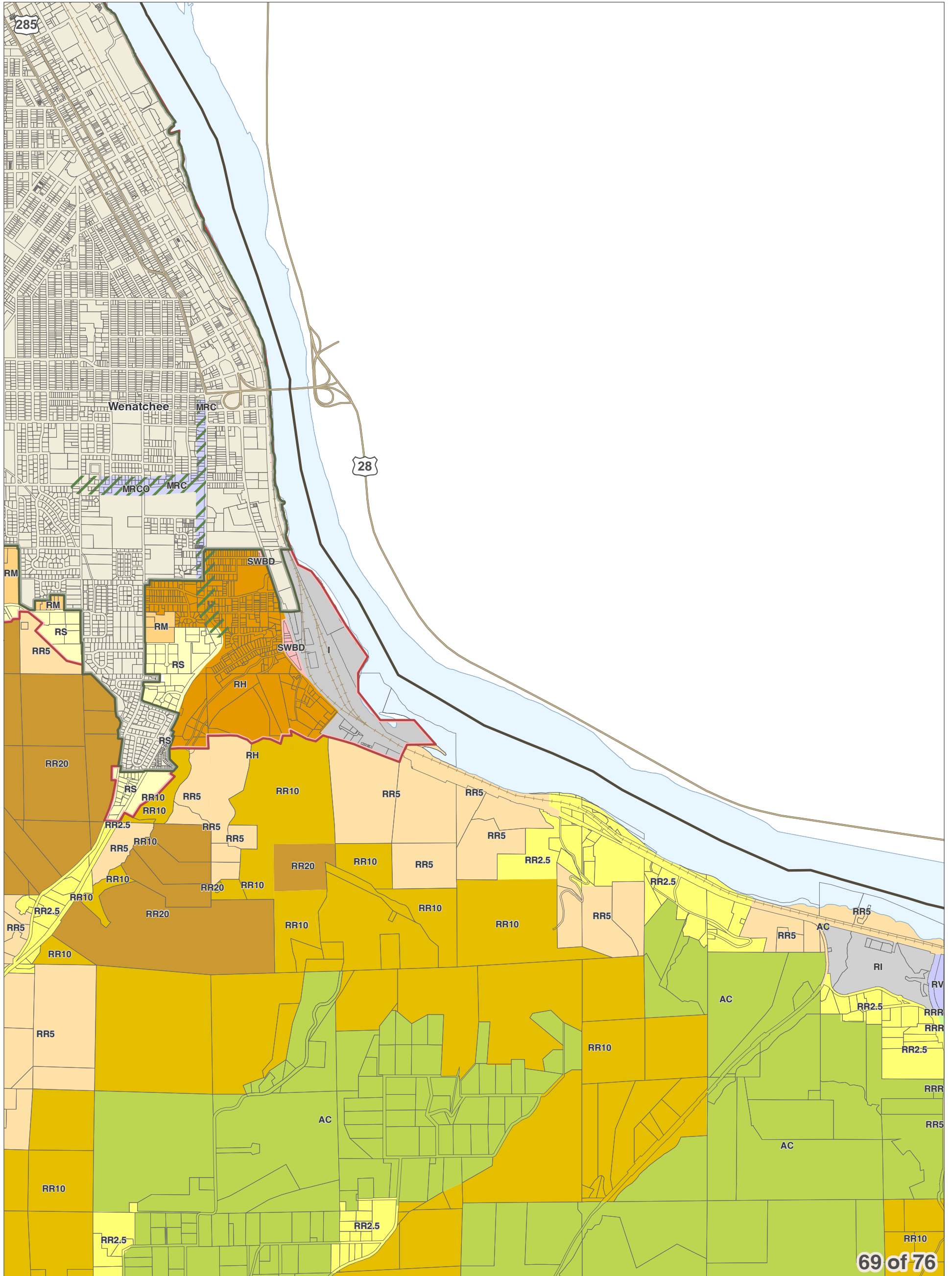
0 0.25 0.5
Miles
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December 15, 2017
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Area of Interest in Red

Chelan County Land Use Designation



-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
-  Railroads
-  Lakes
-  Rivers & Streams

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Miles
1 inch = 2,000 feet

December 15, 2017
Data: Chelan County, WSDOT










Area of Interest in Red

Chelan County Land Use Designation



70 of 76

-  City Boundaries
-  Urban Growth Areas
-  County Boundary
-  Highways
-  Railroads
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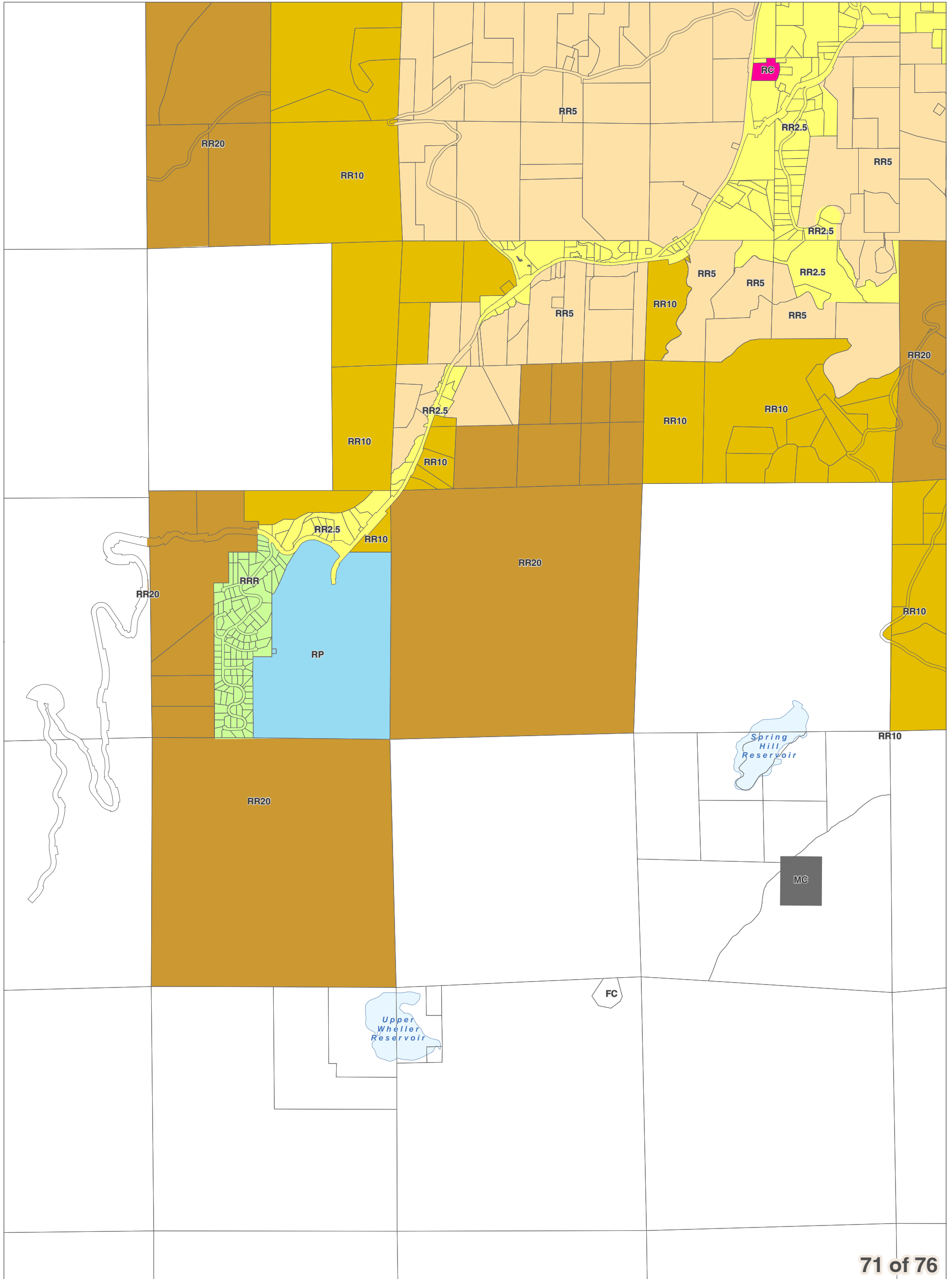
December 15, 2017
Data: Chelan County, WSDOT










Area of Interest in Red

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Chelan County Land Use Designation



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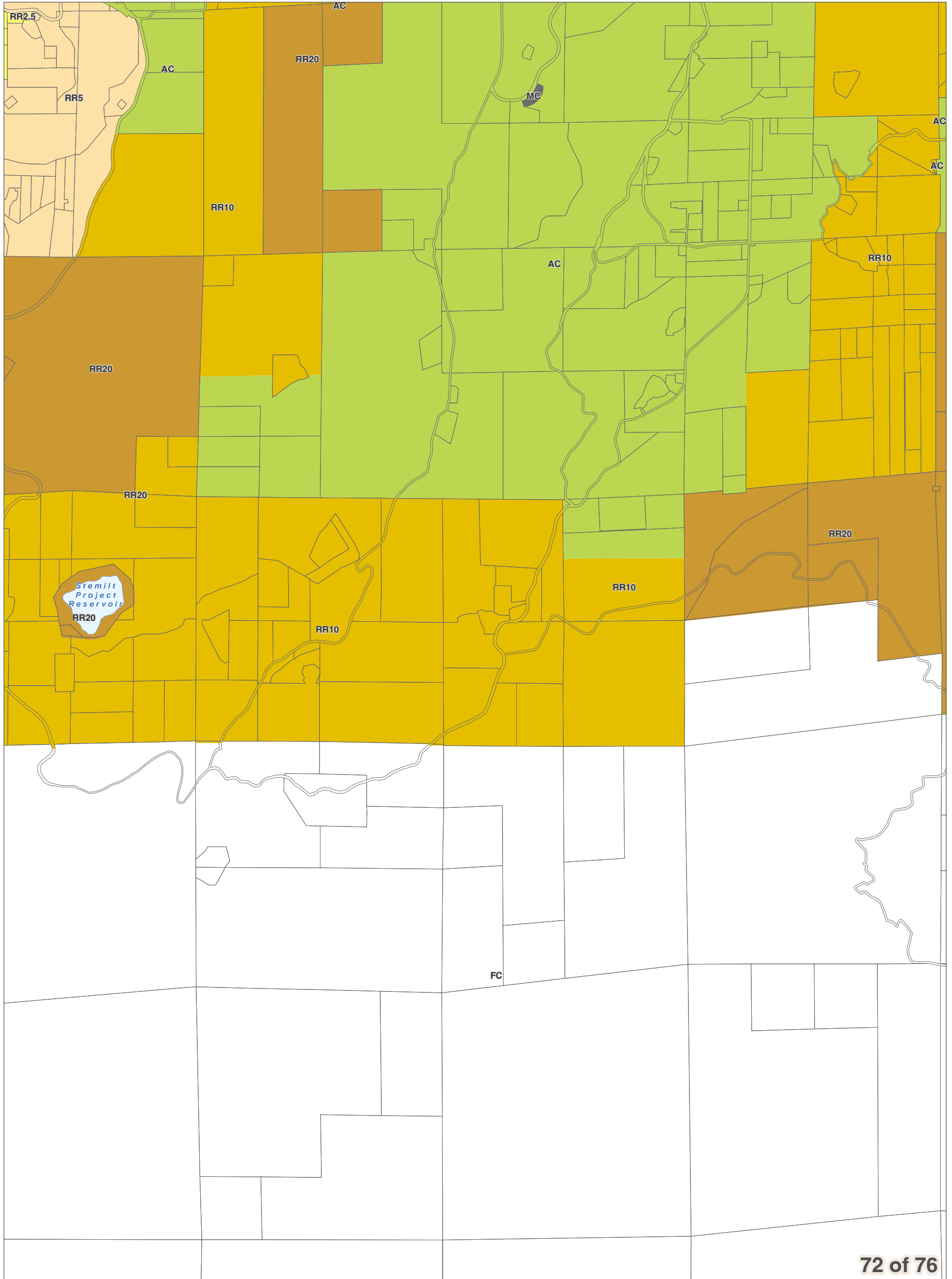
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Area of Interest in Red

Chelan County Land Use Designation



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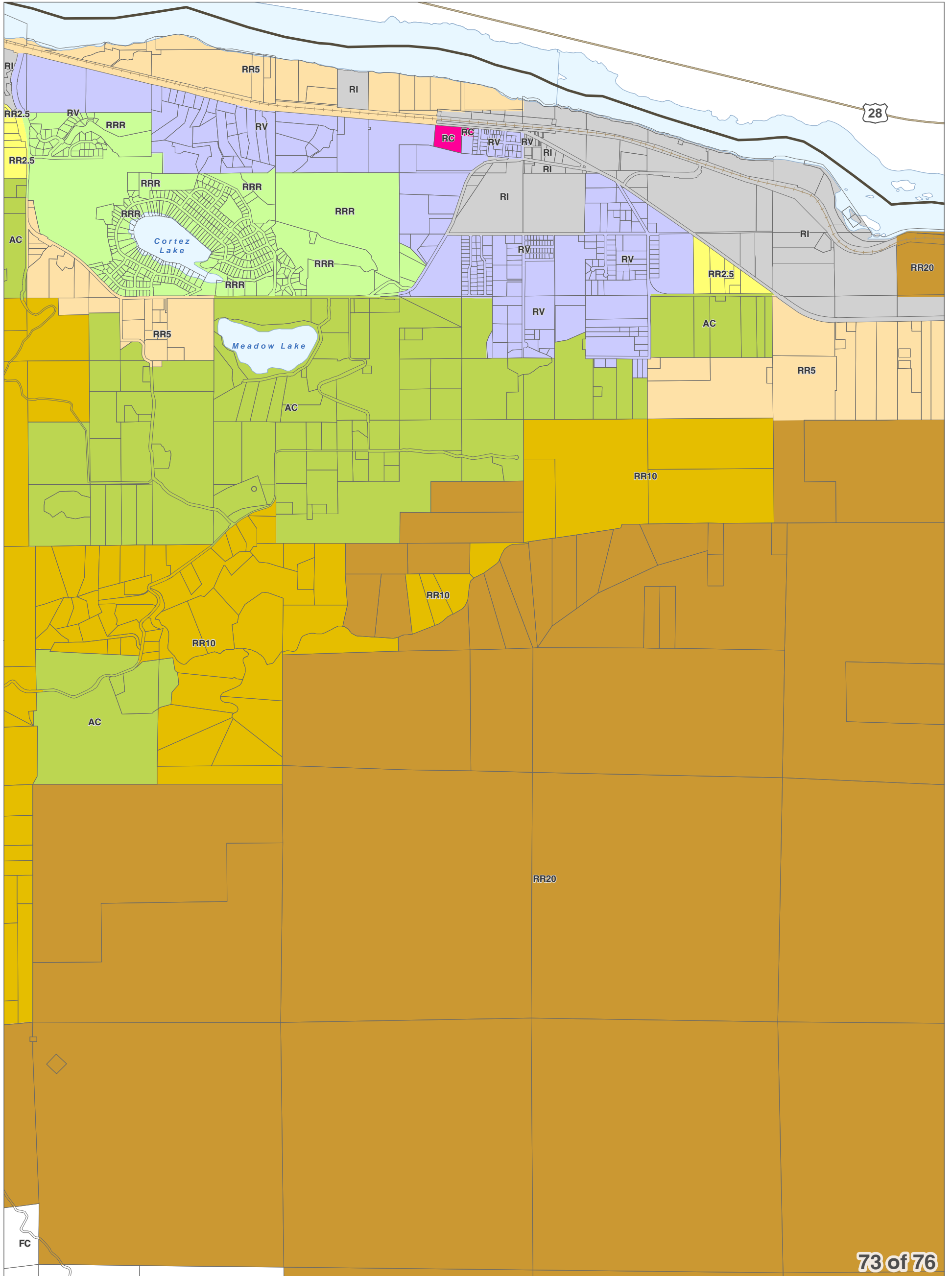
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Area of Interest in Red

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Chelan County Land Use Designation



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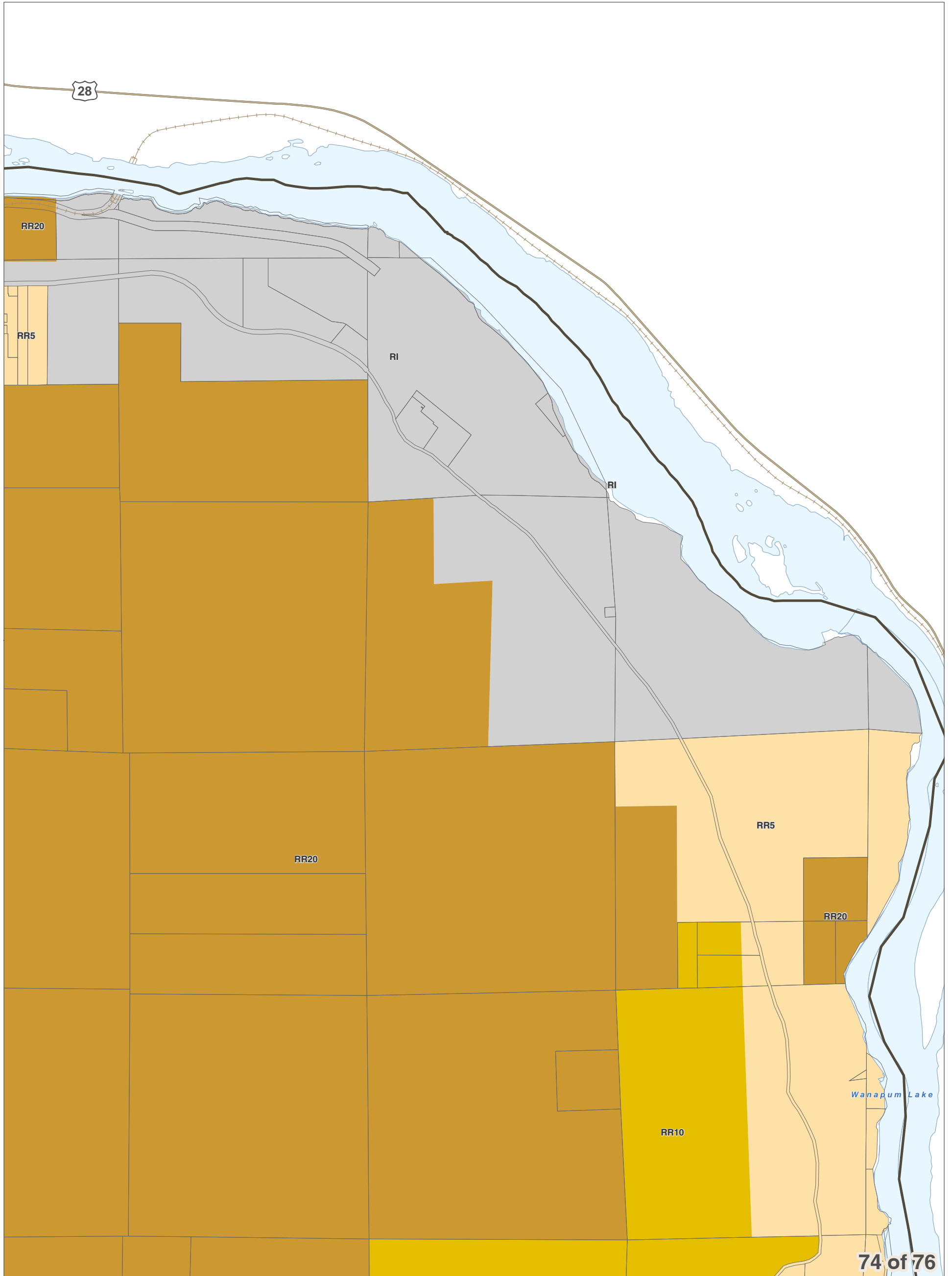
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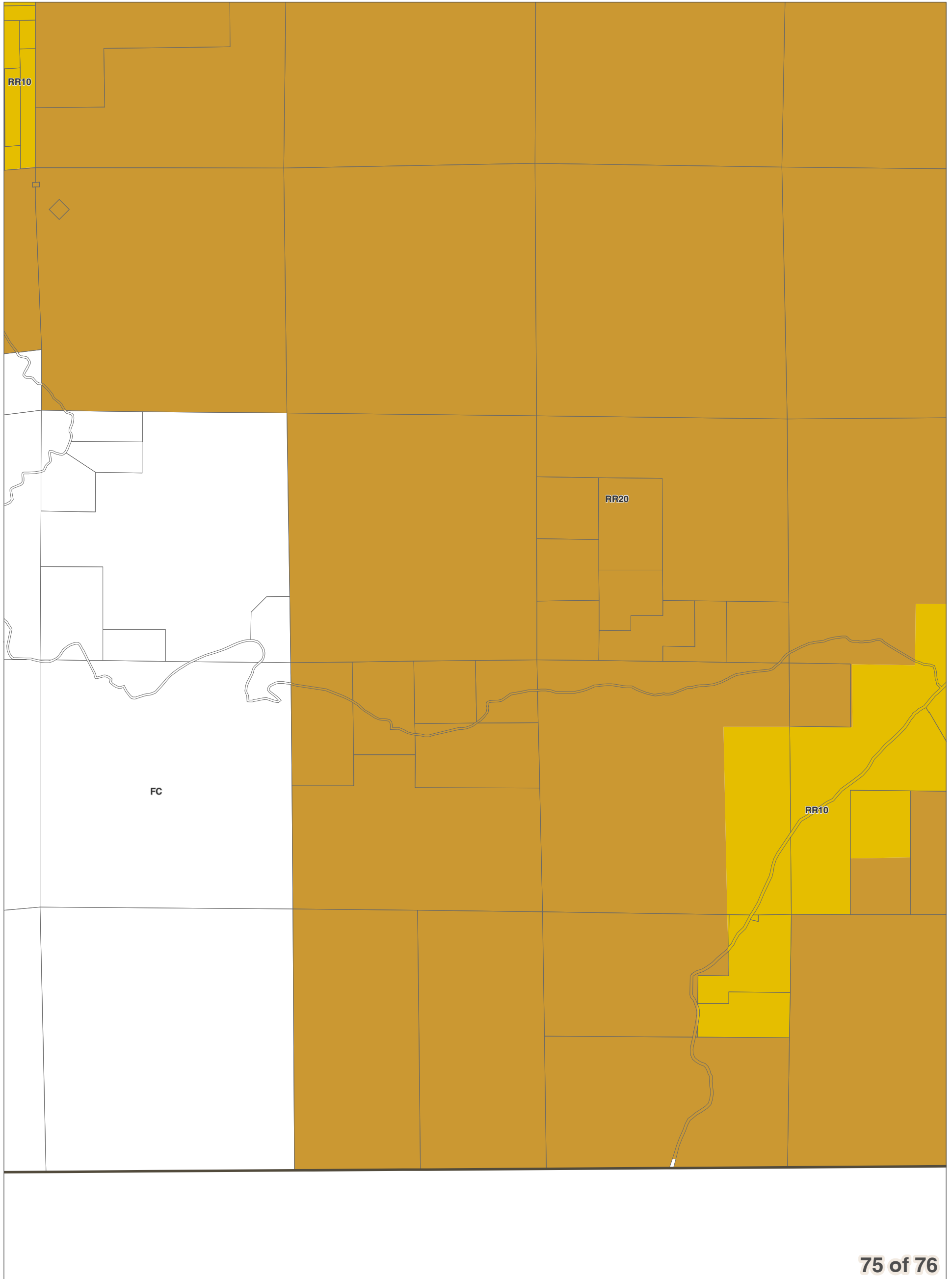
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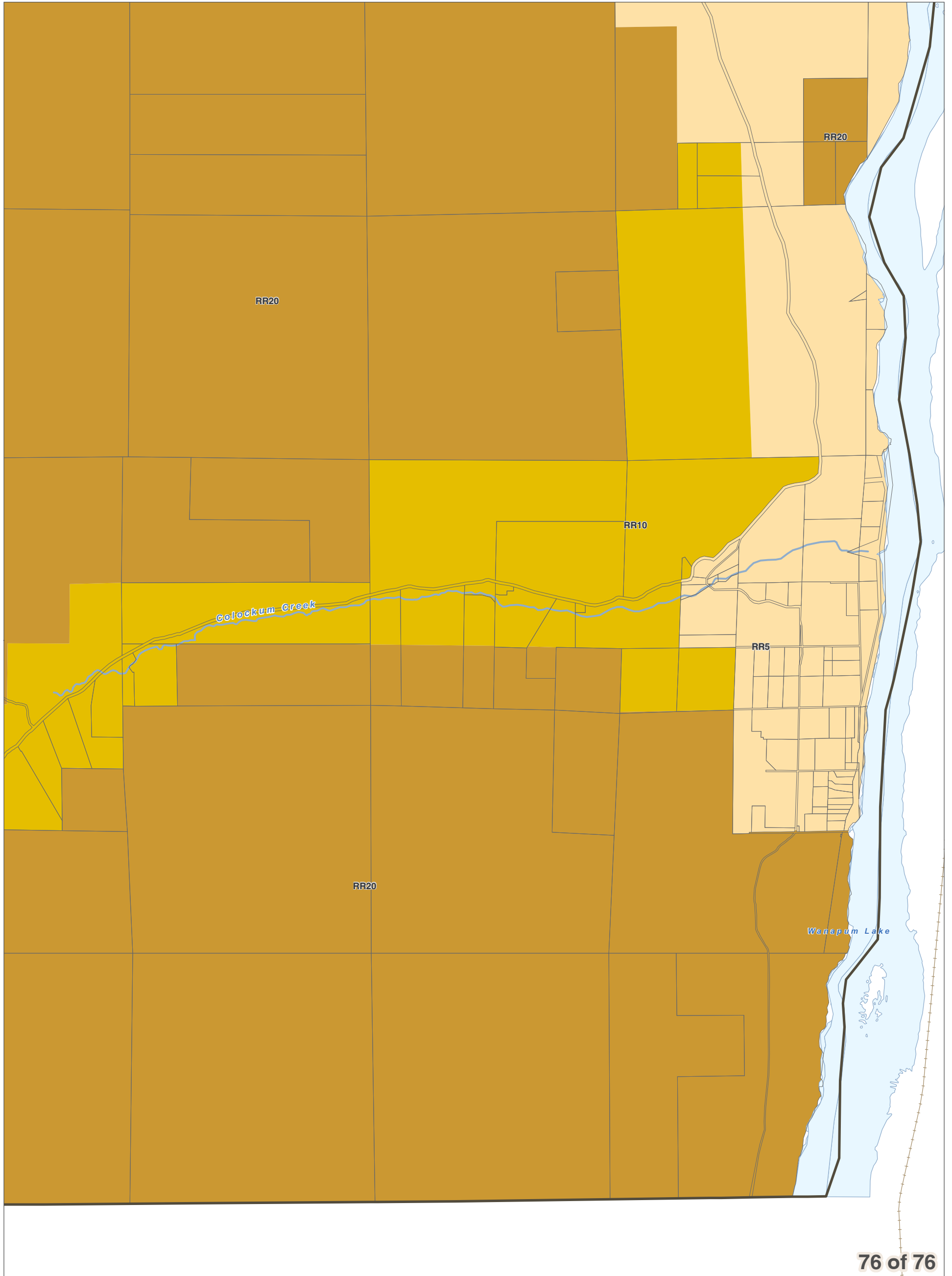
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Malaga Vision Plan

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I. Introduction

Purpose

Overall...

The purpose of this project was multi-faceted. Below are bulleted statements of the overall project goals, as developed through the Board of County Commissioners, the Malaga Community Council and the Chelan County Planning staff.

Project Goals:

- Provide a Forum for Malaga Residents to discuss issues
- Create a Vision for the Malaga Community
- Review Basic Demographic Data
- Introduce Planning Concepts-LAMIRD Designation, Housing Needs
- Make Course of Action Recommendation to Chelan County Commissioners

In 2005/2006, the Malaga Planning Area visioning process was undertaken by the Malaga Community Council and the Chelan County Commissioners. In addition, it identifies the possible tools with which to implement the Vision. The Introduction provides information on the background and conception of the Malaga Coordinating Committee that directed the work on this Plan. The second section describes the public process, where local residents were given the opportunity to freely express their opinions and views regarding important emerging issues. The information gathered from that process was reviewed and incorporated into the substance of the Malaga Vision Plan, including the Key Recommendations.

In 2016/17, the Malaga Community Council requested that the Rural Commercial land use designation and zoning be reviewed and considered for removal within the historically residential area.

This document concludes with suggested Next Steps section where specific recommended actions are provided that will assure the needs and desires of the Malaga community are incorporated into local government planning. As the Vision is the first step, the next step is to incorporate and coordinate with the Chelan County Plan.

The final three sections address the Public Participation Summary provides a compilation of the specific questionnaire results and the input that was received at the two public participation meetings, which is the un-synthesized information that provides the basis for this Malaga Vision Plan; the Background information about the community in 2005; and, finally, the criteria used by the Community to designated the LAMIRD boundary.

Coordination of County and Community Planning Process...

“The legislature finds that ... It is in the public interest that citizens, communities, local governments, and the private sector cooperate and coordinate with one another in comprehensive land use planning.” RCW 36.70A.010

Within the context of planning under the Growth Management Act, intergovernmental coordination and cooperation is seen as a paramount feature. Section 36.70A.100 RCW states:

“The comprehensive plan of each county or city that is adopted pursuant to RCW 36.70A.040 shall be coordinated with, and consistent with, the comprehensive plans adopted pursuant to RCW 36.70A.040 of other counties or cities with which the county or city has, in part, common borders or related regional

issues.”

Because many components of the growth and development of a community overlap political and jurisdictional boundaries, it is imperative that there is a coordinated process among adjoining jurisdictions to address these issues. Transportation facilities, critical areas, utilities and capital facilities are examples of items making up our communities, the planning for which cannot be done in isolation: the decisions made by Chelan County regarding transportation facilities have the potential to affect not only each of the cities, but also unincorporated communities such as Malaga. Through coordination and consistency, each community gains benefit through economies of scale achieved when pooling resources, lowering unit costs and avoiding duplication of tasks. The primary, underlying purpose of coordination and consistency is to provide a predictable atmosphere for the development community, as well as the respective local governments and decision makers: knowing the expectations and requirements upfront provides valuable costs savings information to land developers.

To further the practice and implementation of the ideas behind coordination and consistency, the GMA requires Counties and their cities to have developed and adopted county-wide planning policies. These policies are to be the framework for the development of city and county comprehensive plans. The topics required to be covered in the county-wide planning policies include such things as implementing urban growth boundaries, promoting the orderly provision of urban services into developing areas, providing for county-wide transportation and affordable housing, and to encourage county-wide economic development.

Another tool for ensuring coordination and consistency is through a detailed community Vision, as is presented in this document for the Malaga Planning Area. Where the county-wide planning policies are a plan for how local governments will coordinate activities, a community Vision, crafted through an intense public process, is a statement by the citizens about how they would like growth and development to occur in their area while preserving desired features. By considering and implementing the key recommendations provided later in this document, as well as adhering to the stated desires of the community, Chelan County will be helping to realize the Vision voiced by the citizens of the Malaga Planning Area.

2005-06 Planning Process

Malaga Coordinating Committee...

In recent years, Chelan County Commissioners have been approached by a number of community members who expressed concerns over development in the Malaga area. Issues raised covered the gamut of land uses matters, from over development of land to the inability to develop private property.

In consultation with the Malaga Community Council, the Commissioners decided that Malaga community residents and property owners should be approached to evaluate local preferences for the future direction of the community. These preferences serve as the basis for future planning processes for the Malaga Planning Area. An initial public meeting held in August 2005 was well attended by the local residents. The community showed great enthusiasm in planning for its own interests; the Malaga Area Planning Coordinating Committee was appointed from this initial public meeting. This process continued with full support from the Malaga Community Council and the Chelan County Board of Commissioners.

The Malaga Planning Area Coordinating Committee was the driving force behind the Vision Plan. As a group, they worked with a consultant and Chelan County Planning staff to craft and implement the public participation process. The Committee developed a questionnaire that was mailed out to all residents and absentee property owners. The coordinating committee then hosted two community meetings, giving the residents additional opportunities to discuss the future of Malaga. Committee members generated

information and interest in the meetings, as well as in the overall process, and can be credited with the extensive degree of public participation that went into the development of this Vision Plan.

Community Meetings...

The key component to the drafting of this Vision Plan is the public participation that occurred to direct the general outcomes and key recommendations. This participation occurred in two main ways: through community outreach meetings and through a questionnaire that was distributed both at these meetings as well as through a number of other sources. In mid-November two community outreach meetings were held at the Malaga Fire Hall, one was held in the afternoon, the next in the evening. The meetings were well attended, with a total of approximately 45 residents participating

At these meetings, the participants were asked three questions:

- What do you value most about the Malaga area?
- What things do you believe may have a negative effect on the quality of life in the Malaga area?
- What would you like to see in the next 15-20 years in the Malaga area?

Through both of these avenues (meetings and questionnaire), a significant amount of information was generated about how Malaga area residents feel about growth and development in their community.

The information from the public process was synthesized by the Malaga Planning Area Coordinating Committee. Draft text and maps were generated by staff and the consultants in a form that could be reviewed by the community. The Malaga Community Council hosted a Community Picnic in May where the compilation of the work of the Coordinating Committee was presented to the community at large. The community was afforded the opportunity to make additional comments on the Vision Plan and land use designations during the Community Picnic. Because of the amount of comment at the Picnic, the Community Council determined it was best to continue the discussion of the Committee's recommendation at their next regular meeting on June 6, 2006.

After much deliberation at their regular meeting, the Malaga Community Council modified the Malaga Planning Area Coordinating Committee's recommendations, which are incorporated into this document and the accompanying maps. In total, the result of this months-long Malaga Area Visioning Process is a vision plan, including proposed comprehensive plan land use designations map and zoning map amendments. The Malaga Community Council now forwards this document to the Chelan County Planning Commission, for consideration during the required 2006 Comprehensive Plan Update. Should this Vision Plan be incorporated into the Chelan County Comprehensive Plan, it will be implemented through the development regulations adopted by Chelan County.

2016-17 Planning Process

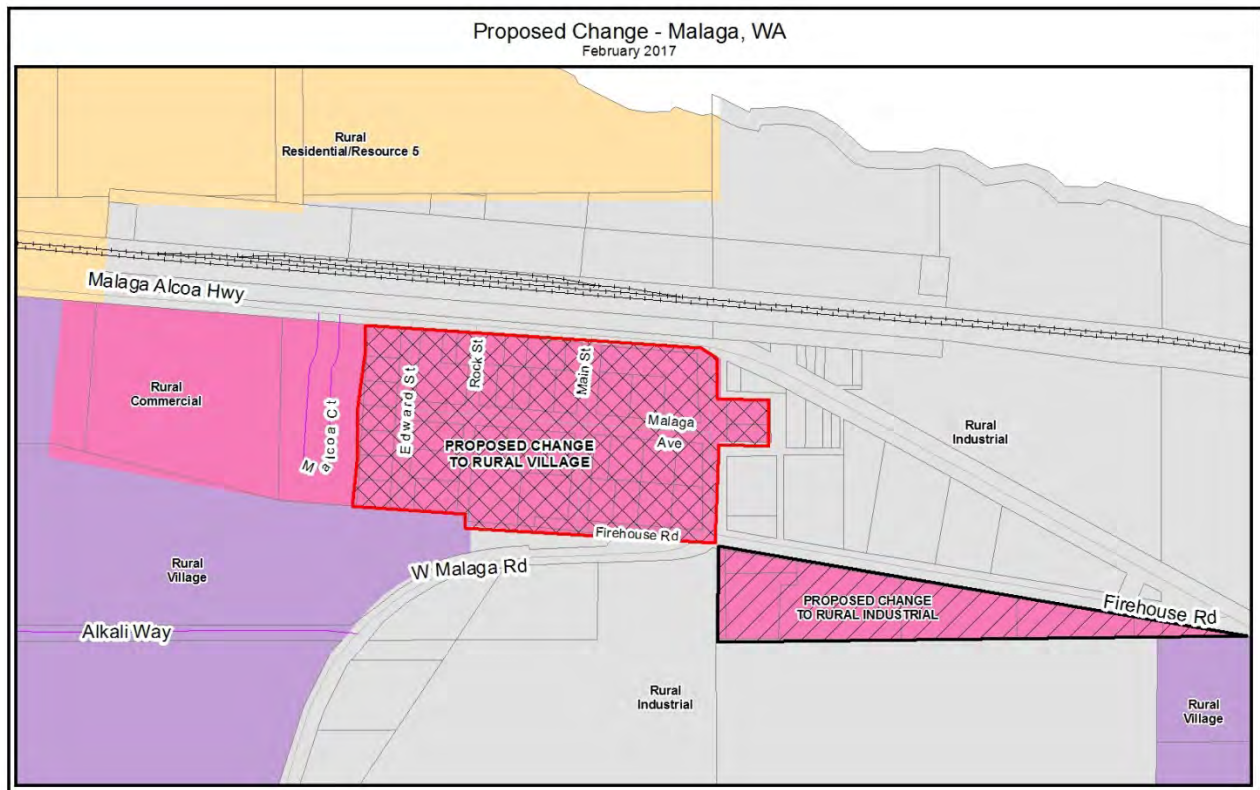
In recent years, Chelan County Commissioners have been approached by a number of community members who expressed concerns regarding development in the Malaga area. Issues raised covered the gamut of land use matters, from over development of land to the inability to develop property.

Chelan County staff met with the Malaga Community Council during their regularly scheduled meeting on August 2, 2016 to review the Rural Commercial zoning district which includes a residential neighborhood.

On November 1, 2016 staff returned to the Malaga Community Council to review draft alternatives with the intent of permitting new or redeveloped of residential structures within the Malaga Rural Commercial zoning district. The Council agreed on three options, to be presented at a public meeting on February 6, 2017.

The February meeting resulted in a Community recommendation for modifying the land use designation

and zoning of the Rural Commercial. While there was not full consensus, the following map was reviewed by the Community Council and is forwarded to the County for consideration of adoption:



II. Community Outreach

Overview

The community outreach meetings were very successful from a number of perspectives. The attendance and participation can be characterized as excellent. Typically, it is difficult to attract public attention to issues that don't seem immediate or pressing. Furthermore, the amount and quality of input received at each meeting was substantial, making the Committee's work crafting detailed key recommendations that much easier.

The success of these meetings is directly attributable to the support and cooperation from coordinating committee members in getting the word out and Chelan County staff in providing notice of the meetings.

The following sections describe general themes that were discussed at each meeting, (detailed documentation of input is included in the Malaga Planning Area Public Participation Summary). This information, in conjunction with the information contained in the questionnaires, is the basis for the foundation statements and key recommendations that constitute the substance of the Vision Plan presented later.

Outcomes

General...

The high turnout at each of the community meetings was reflective of the Malaga area's tradition of self-sufficiency and independence. The following topics were overall themes discussed by the residents:

- A great appreciation for the natural environment and fantastic views;
- Retention of rural character and open spaces;
- Available clean drinking water and functioning water district;
- Quality people in the community;
- Proximity to outdoor activities;

Malaga Community Participation Meetings and Survey...

The community participants in the meetings and surveys had a variety of ideas about the strengths, threats and desired future conditions for the Malaga Planning Area.

Strengths: "What do you value most about the Malaga area?"

One thing that's clear, what the people of Malaga appreciate most about their community is its rural character, described as being open, with minimal development. The existing agriculture, particularly orchards, in the area is much appreciated and adds to the fantastic views enjoyed by most residents. The open spaces and available land were also noted as being assets to the community.

Residents are able to enjoy a number of outdoor activities while being in the proximity of the river, creeks and mountains. The Malaga micro-climate also adds to the enjoyment, as regional rain storms seem to miss the area and even the wind blows more gently in Malaga. The beauty of the natural environment, clean air, wide open spaces are what the area residents most want to retain. With a tip of the hat to Robert Frost, a common sentiment seems to be "separation makes close neighbors."

Malaga residents appreciate the basics. Along with the land, water is recognized as a valuable asset to the community's current and future quality of life. The Malaga Water District maintains the infrastructure that brings quality drinking water to the residents.

The residents of Malaga enjoy the advantage of close proximity to the greater Wenatchee area, without noise, traffic congestion and other tribulations of city living. This gives them easy access to medical facilities, shopping and employment opportunities, while still living in the rural environment that is so valued.

Among Malaga's most valued treasures are its people. They manage to demonstrate the same independent traits of its original pioneers and settlers maintaining "a live and let live" attitude, while remaining community minded, caring and friendly to neighbors, who may also be multi-generational family or friends. It was also noted that Malaga's leaders, those on the Community Council are very proactive.

Threats: "What things do you believe may have a negative effect on quality of life in the Malaga area?"

Water ~ Community members have concerns regarding the availability of water quality and availability for both domestic use and irrigation as development increases. It was stated that the Stemilt Irrigation District has limited resources to support new agricultural activities, due mainly to

increased costs.

Development pressures are strong in the entire region, over development and depletion of water sources add to the rising level of concern regarding the future of the community.

Residents noted that the water supply at Three Lakes system has already been reduced. This is demonstrated in the increased costs to users, as compared to the recent past.

Agricultural economy ~ Perceived to be the biggest threat to the local economy and future land uses is the most difficult issue to influence at the local level; that is the condition of the agricultural economy in today's market. Producers are faced with rising costs, particularly irrigation water and property taxes, as well as the proclivities of the weather and other market forces.

Respondents noted producers are dealing with increased taxes on agricultural operations and water. Of particular concern are property tax assessments, which are based on highest and best use, rather than the existing agricultural use. Additionally, new agricultural operations are difficult to start as existing orchards are being pushed out of production by increased regulations, costs and corporate farms.

Junk ~ Residents noted an increase in the number of instances of illegal dumping in the area, along with unscreened wrecking yards and gravel pits. The perception is that there is little enforcement of the existing codes, raising concerns from many that if allowed to continue, these activities will detract from the aesthetic value of the area, leaving Malaga vulnerable to becoming a regional junk yard.

Planning ~ Land use planning, or lack of adequate planning was noted as being a particular threat to the area. It was recommended that a plan be developed identifying where growth should be encouraged, and that there be fewer zoning options. There were also concerns that zoning changes were taking place without appropriate notification.

Evidently there have been developments permitted in the area where the developers haven't fulfilled their responsibilities, in addition to the haphazard development that has been permitted without appropriate planning in place. Some of these have been large housing developments while in other instances commercial development has been placed in rural areas. The concern with this is the potential impacts and incompatibility with the farm and orchard activities.

Housing ~ Housing choices in the Malaga area are limited; some respondents state that if multi-family units were available, they would provide an affordable housing option. Conversely, others are concerned that permitting condominiums will detract from the highly-valued views, particularly on or near the water.

Transportation ~ Deficiencies have been identified in the local transportation system. The increased traffic raises additional concerns regarding the single access/entry to the Malaga area from the rest of the County.

Miscellaneous ~ The Malaga Planning Area residents recognize what they value most about the community are the exact characteristics that will draw others to the community. The fact that Malaga has managed to retain its sense of "community" even as the churches and school moved out of the area speaks volumes about the people. The quiet, pastoral environment, with little traffic congestion and other city problems is still very attractive. The Malaga area has an abundance of affordable undeveloped land which presents many opportunities for development. There seems to be an acceptance among most of the residents that the area is on the verge of development that will make the forty percent growth of the nineties pale in comparison. The fear

is that this next growth spurt is beyond the carrying capacity of the rural lands, and that it will in fact destroy the rural characteristics the community values and wishes to retain. Though tempered by a reticence to infringe upon private property rights, most Malaga residents want to see a process developed that retains the rural atmosphere and provides for limited opportunities for development of the area.

Desires: “What would you like to see in the next 15-20 years in the Malaga area?”

The dreams of Malaga residents come in all sizes, with desired improvements ranging from 4-H kids program to building a bridge across the Columbia to Rock Island, or even East Wenatchee.

There was a diversity of opinion about new residential growth and development expressed by the community. While many people stated that new growth was inevitable (as demonstrated by recent population growth) and should be managed and controlled for the least amount of impact, others were opposed to any more residential development. Most recognized that concentrating newer, higher intensity residential uses into clearly identified areas would be most beneficial in maintaining a balance between accommodating growth and preserving the community’s characteristics.

More along the middle of the road, residents hope to see the industrial area develop more and expand the job base. The larger companies are appreciated, but there’s room for smaller industries also.

Additionally, there is a need to increase the commercial service and retail sector. It was noted that commercial uses would be compatible with uses along the Malaga-Alcoa Highway.

The Community desires to strengthen the local infrastructure, especially the road system. There are severe limitations to crossing the railroad tracks, and there aren’t many public roads on the river side of the tracks. Also desired are more formal recreation facilities for active recreation, such as camping, hunting, and creating water access through a boat launch or marina for recreational boating and fishing.

Housing affordable to families with a wider range of income levels is needed in Malaga. A limiting factor to housing development may be the need for a sanitary sewer. Some assessment should be made to quantitatively assess at what point or even the need for a community wastewater disposal system will be triggered.

Locating an elementary school in the Malaga Planning Area is again at top of the “desires” list for many community members. As of this writing, it appears that the elementary school age population in Malaga has reached the point where the school district will consider adding another elementary school.

Community members desire to continue to be involved in local development activities. They envision opportunities for a commercial center, similar to a “Main Street” design, as well as industrial areas and recreation facilities to exist alongside small homesteads with agricultural uses.

Other Comments Received:

Some believed there was a strong need for buffers between agriculture and other types of land uses. This was seen as necessary not only based on where there were commercial agricultural land use designations, but anywhere there were intensely farmed areas.

Some also expressed concern that the Malaga Planning Area Visioning process was merely being

implemented in order to advance someone's or some group's hidden or existing agenda. Similarly, people were adamant that during this on-going process that there be adequate notice of meetings.

Rural Character...

In addition to the questions asked at the public meetings, survey respondents were asked to define "Rural Character" through a series of questions. Malaga residents responded to these questions in terms of physical characteristics, functionality, as well as in terms of quality of life measures.

Physical Rural Character ~ The rural physical character of the Malaga Planning Area is characterized by large expanses of open space and the natural environment, interspersed with residential and agricultural uses. Unobstructed views of fields, orchards, pastures, gardens, plant nurseries, homes, barns and community facilities such as churches and schools make up the physical rural character.

Rural housing is built at a lower density, where the preference is for large lots, keeping space between neighbors, and allowing humans to connect with nature. While it is not expected that there would be a proliferation of city-size subdivisions, some new residential development would be likely, preferably in concentrated areas that don't negatively impact large open space and/or natural environments. Farms and orchards are welcome, as well as lots large enough to park all necessary equipment and toys.

Many commented that commercial or industrial development in the rural areas should be oriented primarily toward services that support the community and the families within, as well as supporting agricultural activities. The rural environment is as much identified by what does not exist as what is located there. Items common in the city, such as sidewalks, street lights, tall buildings, are missing in the rural areas. The low profile buildings keep the views open to everyone. The rural areas are located where residents have to drive into town to conduct most of their business.

Functional Rural Character ~ Functionally, the rural area provides space conducive to flora and fauna, wildlife habitat and corridors, as well as small farms, orchards and other agricultural activities. The natural features also support many recreation opportunities. Wildlife is welcome and expected in the rural environment, and that they coexist with humans is appreciated.

Space, the main feature in the rural environment, keeps the neighbors friendly, and close. Enough space is needed to be able to appreciate the natural landscapes and distant views. People who are attracted to the rural lifestyle also make up its character, a community unencumbered by city tribulations. The rural areas provide the opportunity for people to participate in small scale agricultural activities including farm animals. Even those families whose incomes are not 100 percent derived from the land, often contribute to their households by gardening or raising livestock in small quantities.

Quality of Life Rural Character ~ Due to the dispersed population density, peace and quiet can be enjoyed in the rural area. While traveling on rural roads, one is more likely bothered by a slow farm vehicle than traffic congestion. The days and nights are quiet and peaceful and this is an area where one can appreciate the "clear skies," unobstructed by either light or air pollution. The night stars will be part of childhood memories as city lights don't interfere with the views.

The lower densities of concentrated development contributes to the feeling of community, as where there are few people, there are few strangers. People who enjoy "country living" spend more of their home time outdoors, enjoying the views, recreation activities, chores, good neighbors and quality of life. The well-kept houses and yards give an impression that life is calm yet lively, pleasant to look at, pleasant to live in. The rural area needs to retain larger properties with space between for scenery, animals, agriculture and the slower pace with more opportunity to appreciate and observe nature.

The rural areas maintain quality water and air, as well as clean and safe neighborhoods. New developments are concentrated and contained to keep the open spaces. Children have room to run and

play, exploring their world, in a neighborhood where they are known and safe.

Aesthetics are very important to the rural residents. They expect existing county codes to be enforced, not only to maintain the quality of life, but also to keep property values. The proliferation of junk cars, junk piles and abandoned buildings are becoming more of a concern, as is the concern that permitting more development will require the area to be more regulated.

III. The Malaga Vision

A Community's Vision should be the foundation for the development of comprehensive plan goals and policies for the local government charged with implementing that vision. A Vision Plan is one tool that can be used to paint a picture of a community's desired future, expressing the hopes and aspirations of the citizens within that community. With a clear and concise description of the community's vision, better decisions and actions can be made and taken to ensure that desired future outcome is achieved.

The purpose of this Malaga Planning Area Vision is to describe what the citizens of Malaga see as important qualities in their community that need to be preserved and maintained over the course of time, as well as the changes that need to be made to achieve their vision.

As both long-term and short-term decisions are made by the Community Council and County Commissioners, the key recommendations described in this document should be continuously referenced for guidance and direction to ensure the Malaga Community area grows and develops through a better decision making process that takes into account the needs and desires of the Malaga residents.

Following is the existing Vision Statement developed for the Malaga-Stemilt-Squilchuck area that was included in Chelan County's Comprehensive Plan adopted in 2000.

MALAGA-STEMILT-SQUILCHUCK STUDY AREA

The citizens of the Malaga-Stemilt-Squilchuck Study Area believe that their greatest asset is the rural character of the community. Rural character may be defined as that mixture of open space, housing, and agricultural land uses which are believed to express and preserve the quality of life desired by the residents.

The citizens of the Malaga-Stemilt-Squilchuck Study Area envision future development that will complement and enhance, and not unreasonably impact, our rural character, our strong agricultural economy, and natural resource based industries.

We foresee maintaining the area's high quality of life while sustaining growth that can be served with the necessary public services and, facilities. Open spaces, wildlife conservation, and recreational opportunities will be encouraged.

We foresee expansion of transportation systems to allow efficient movement of goods, services and people within the planning area and connecting with the rest of Chelan County.

We foresee the establishment of quality educational facilities to meet the needs of community growth.

We foresee varied levels of development with suitable mitigation between different land uses. We envision that the expansion of our existing residential, commercial and industrial land uses will take place in those areas already characterized by that type of use.

We foresee the requirement to support sustainable hydroelectric power generation to maintain and meet our community growth.

In recognition of the importance of preservation of existing water rights and future need for water for our community and its agricultural base; we foresee the continued support, development and expansion, and maintenance of water supplies and their associated sources.

In conclusion we envision growth that will maintain the continuity of our rural character and quality of life while protecting the private property rights of the citizens of this area.

Source: Community Vision Statement, Chelan County Comprehensive Plan 2000, Last Amended 2-14-05

This most recent process in many ways confirmed the sentiments expressed in the existing Vision Statement. However, through the process, other issues came to light that may affect the future development potential of the Malaga area. The issue that may most significantly affect the future development in Malaga refers to the statement “our strong agricultural economy”. The changing agricultural economy may have a direct impact on whether or not the Malaga area will be able to meet the desires of the community. Following are some key recommendations for the community based on the results of this public participation process.

IV. Key Recommendations

From the Public Participation process, as well as through many coordinating committee meetings, a number of recommendations have been developed that help forward the vision of the Malaga Planning Area residents. These recommendations are categorized into two components: recommended comprehensive plan land use map designation and zoning map designation changes and next steps that should be undertaken by Chelan County in the near future to carry forward this process.

Recommended Comprehensive Plan Land Use Designation Map and Zoning Map Changes

The following narrative and accompanying maps located at the end of this document describe what proposed comprehensive plan land use designation map and zoning map changes are being recommended to Chelan County by the Malaga Planning Area, and why. The first two maps show the proposed changes in the context of the overall Malaga Planning Area. It shows the entire area (10,874 acres), including areas not proposed for a change in the land use designation, such as the Industrial land to the east and the Three Lakes area. The second map is a close-up view of the areas that are proposed to be changed. The final map is intended to help the reader understand the different proposed changes, and is keyed to the narrative description below. Only the areas the Malaga Coordinating Committee has proposed for change in designation are discussed below. A detailed Background Report of existing conditions within the overall Malaga Planning Area was completed as part of the overall project and used by the Coordinating Committee to assist them in their process. It is available at the Chelan County Planning Department.

The Malaga Planning Area is a rural area in Chelan County with a variety of rural land use and zoning designations. Additionally, there are a variety of rural residential densities, including the Rural 5, Rural 2.5, and Rural Residential Recreational districts. Given the variety of densities, uses in the area, and the development pressures occurring throughout the region, the Malaga residents desired to take a hands-on approach in planning for the community’s future land uses. The Malaga Community Council coordinated with Chelan County Commissioners to facilitate the planning process. Chelan County reviewed its Comprehensive Plan’s rural element and established the land use designations that constitute Limited Areas of More Intensive Rural Development (LAMIRDs) concurrently with Malaga’s planning process.

Chelan County has adopted five different land use designations and zones that are consistent with LAMIRD designations, as described below.

Rural Waterfront (RW): *This designation implements a Type 1 LAMIRD. The RW provides the*

opportunity for the development, redevelopment and infill of existing intensely developed shoreline areas for residential, and water related/water dependent recreational and tourist development consistent with the rural character and rural development provisions outlined in the goals and policies of this comprehensive plan. These areas provide a distinct water related lifestyle. These areas must be clearly identifiable as existing intensely developed rural shorelines, where a logical boundary can be established by the built environment. Such a boundary is not to permit or encourage a new pattern of sprawling low density or urban type development.

Uses appropriate for the RW designated areas include: open space and developed open space; residential; agriculture; and forestry. Additional uses may be considered with supplemental provisions. Such uses may include: intensification of existing development or new development of small scale water related/water dependent recreational or tourist uses, including commercial facilities to serve those recreational or tourist uses, that rely on a rural location or setting but that do not include a new residential component; intensification of development on lots containing existing isolated nonresidential uses; home occupations; bed and breakfasts; and community facilities.

Density: The density in the RW designation allows for less than one acre per dwelling unit, when consistent with the Health District standards. The provision of necessary public facilities and services shall not permit or encourage low density sprawl or urban type development outside of the designation boundary. Existing urban governmental services in some areas may allow for higher densities than those with rural governmental services.

Rural Recreational/Residential (RRR): This designation implements a Type 1 LAMIRD, consistent with the Growth Management Act.

Purpose: The RRR designation provides the opportunity for the development, redevelopment and infill of existing intensely developed rural recreational/residential areas for residential, recreational and tourist development consistent with the rural character and rural development provisions outlined in the goals and policies of the comprehensive plan. These areas provide a distinct rural lifestyle closely associated with the many natural amenities found within Chelan County. These areas must be clearly identifiable as existing intensely developed rural recreational development; where a logical boundary can be delineated and set by the built environment. Such a boundary shall not permit or encourage a new pattern of sprawling low density or urban type development.

Uses appropriate for these areas include: open space and developed open space; residential; agriculture; and forestry. Additional uses may be considered with supplemental provisions. Such uses may include: intensification of existing development or new development of small scale recreational or tourist uses, including commercial facilities to serve those recreational or tourist uses that rely on a rural location or setting but that do not include a new residential component; intensification of development on lots containing existing isolated nonresidential uses; home occupations; bed and breakfasts; and community facilities.

Density: The density in the RRR areas allow for less than 1 acre per dwelling unit, when consistent with Health District standards. The provision of necessary public facilities and services shall not permit or encourage low-density sprawl or urban type development outside of the designation boundary.

Rural Village (RV): This designation implements a Type 1 LAMIRD, consistent with the Growth Management Act.

Purpose: This designation recognizes the existence of intensely developed rural residential developments and communities, with densities less than 2.5 acres per dwelling unit, which typically

will not have sewer service. The RV designation provides the opportunity for the development, redevelopment and infill of existing intensely developed rural residential areas for residential and other rural development consistent with the rural character and rural development provisions outlined in the goals and policies of this comprehensive plan. These areas must be clearly identifiable as existing intensely developed rural residential development; where a logical boundary can be delineated and set by the built environment. Such a boundary shall not permit or encourage a new pattern of sprawling low density or urban type development.

Uses appropriate for RV designation include: developed open space; residential; agriculture; and forestry. Additional uses may be considered with supplemental provisions. These provisions shall address performance standards, impacts to the surrounding area, and be consistent with the goals and policies of the comprehensive plan. Such uses may include: intensification of existing small scale recreational or tourist uses that rely on a rural location or setting but that do not include a new residential component; intensification of development on lots containing existing isolated nonresidential uses; home occupations; bed and breakfasts; and community facilities.

Density: The RV density may allow for less than 2.5 acres per dwelling unit. The establishment of densities shall consider pre-existing development patterns, Health District standards, proximity to resource lands, existence of critical areas and the availability of necessary public facilities and services. The provision of necessary public facilities and services shall not permit or encourage low density sprawl or urban type development outside of the designation boundary.

Rural Commercial (RC): The RC designation implements a Type 1 LAMIRD consistent with the Growth Management Act where it is applied to existing mixed use areas. Additionally, this designation is considered an implementation of Type 2 and Type 3 LAMIRDs, consistent with the Growth Management Act, where the existing uses consist of only commercial activities, whether general retail or tourist recreational in nature.

Purpose: The RC designation provides for a range of commercial uses to meet the needs of local residents, and small-scale tourist or recreational uses including commercial facilities to serve those recreational or tourist uses within the rural areas to meet the needs of local residents and visitors. RC provides the opportunity for the development, redevelopment and infill of commercial uses in existing rural commercial developments, mixed use areas or intensely developed residential areas consistent with the rural character and rural development provisions outlined in the goals and policies of this comprehensive plan. These areas must be clearly identifiable as existing rural commercial developments, mixed use areas or intensely developed residential developments; where a logical boundary can be delineated and set by the built environment. Such a boundary shall not permit or encourage new rural commercial development outside of these boundaries.

Uses appropriate for RC designated areas include: commercial facilities and services; developed open space; above ground floor residential housing; agriculture; forestry; natural resource support facilities and services, tourist or recreational uses; home occupations; bed and breakfasts; and community facilities.

Rural Industrial (RI): This designation implements a Type 1 LAMIRD, consistent with the Growth Management Act.

Purpose: The RI designation recognizes the need for rural industrial and resource based industrial activities within the rural areas. This designation provides the opportunity for the development, redevelopment and infill of existing rural industrial developments or former industrial sites consistent with the rural character and rural development provisions outlined in the goals and policies of this comprehensive plan. These areas must be clearly identifiable as existing rural industrial developments or former industrial sites; where a logical boundary can be established by

the built environment. Such a boundary shall not permit or encourage new industrial development outside of these boundaries.

Uses appropriate for RI designation include: industrial facilities and services; intensification of development on lots containing isolated nonresidential uses; agriculture; forestry; caretaker residence for industrial facilities; and natural resource support facilities and services. Additional uses may be considered with supplemental provisions. Such uses may include: mineral resource activities.

New industrial sites may be designated during yearly comprehensive plan amendments if consistent with criteria and requirements outlined in RCW 36.70A.365 and the goals and policies of this comprehensive plan. Such a new industrial area would be designated as an urban growth area and have the potential to receive urban services.

The Washington State Legislature amended the Growth Management Act to allow for the designation of LAMIRDs in 1997. The legislative intent in allowing for the designation of LAMIRDs was an effort to recognize the existence of development and activities in the rural areas of counties; and confirm their importance to the local economy and lifestyles of residents. The Legislature directed Counties to contain and control this more intensive rural development while preserving its rural character by defining and limiting the areas. One of the main criteria in order for an area to be designated as a LAMIRD, is that the designation must be applied to areas built as of July 1, 1990. This represents the date that the County was required to plan under the GMA. In addition to structures, the built environment includes infrastructure. This is significant in the Malaga area, with three different water districts, two of which provide strictly domestic water.

The Coordinating Committee struggled in its charge of balancing past land use practices with determining a land pattern for future uses under existing requirements. The proposal, including as it is proposed from the Malaga Community Council, attempts to encourage compact rural development in areas where such development currently exists and to contain the development within a logical outer boundary. The Community first looked at the existing built environment, which includes not only existing structures, but also existing patterns of land division and infrastructure already in place to serve the rural community. In addition to the water service, rural services such as a fire and ambulance service and facility, a post office, commercial area and a transportation system are in place.

The proposed map amendments attempt to identify where infill development will be appropriate, make efficient use of the existing infrastructure, and contain and control development, while remaining consistent with the expressed desire of the community to retain its rural character. There are 863 acres proposed for changes within the planning area, which is approximately 8% of the overall planning area.

Actual land suitable for development is further decreased by 51 acres because of critical areas, including geologically hazardous areas. Additionally, there are at least 52 acres affected by overhead power lines where development is not likely to occur within the right-of-way. The remaining 760 acres, 7% of the entire area, is on land suitable for development. Of this area, development of infill densities will be affected by soil suitability for on-site septic systems.

Though unincorporated, Malaga has the characteristics of a Rural Village, in that it has both a significant amount of existing infrastructure and rural services, as well as a sense of community among its residents. The Malaga area has developed to-date as a rural area containing a mix of residential, commercial, industrial, waterfront and agricultural uses. The community believes that Malaga currently meets the legislative definition as an existing LAMIRD. The attached map depicts areas where the Malaga community expects infill to make use of the existing infrastructure.

Initially, the Community only considered changes to the property bounded by West Malaga Road and the

Malaga-Alcoa Highway to the North (known locally as the Malaga Loop). The majority of land within this area is currently designated as Rural Residential Recreational (RRR); however, there is a significant amount of property designated as Rural Residential/Resource 5 (RR5) and a lesser amount designated as Rural Residential/Resource 2.5 (RR2.5). These two rural designations permit densities at one dwelling unit per five acres and one dwelling unit per 2.5 acres, respectively, while the RRR allows three units per acre if requirements for septic systems could be met.

The Three Lakes area developed at a density higher than is typical in rural areas. The residential development is located near and around the golf course. When originally platted, Three Lakes was intended to provide recreational or second home sites. Given its proximity to Wenatchee, Alcoa and other employment centers, the development became a desirable option for year round, permanent residences. The Three Lakes Water District provides potable water to this area. The Chelan County Comprehensive Plan map and zoning map designates this area as Rural Residential Recreational.

The Community has proposed to expand the Rural Residential Recreation (RRR) designation in the area adjacent to Three Lakes (the current RRR designation) as shown on the map as "Area B". This area consists of 239 acres including 21 acres that are already designated RRR. Along the Malaga-Alcoa Highway and behind the town site of Malaga, "Area A", which is 617 acres, is proposed to be designated as Rural Village (RV). This area includes 118 acres that are already designated RV. Both of these new proposed designations require that new lots meet the Department of Health requirements for septic systems, with the absolute minimum lot size being 12,000 square feet. These designations encourage more compact development within this area than the current designation permits. Additionally, the proposed designations are consistent with the existing rural character and density of the area.

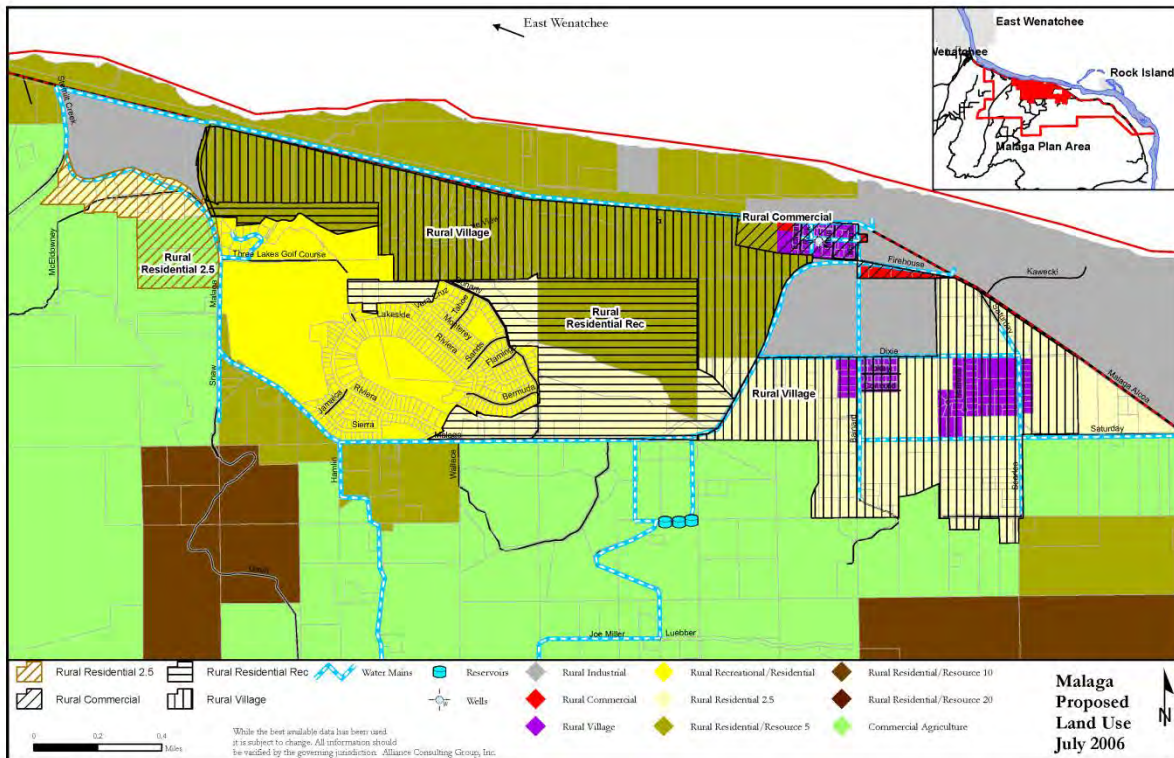
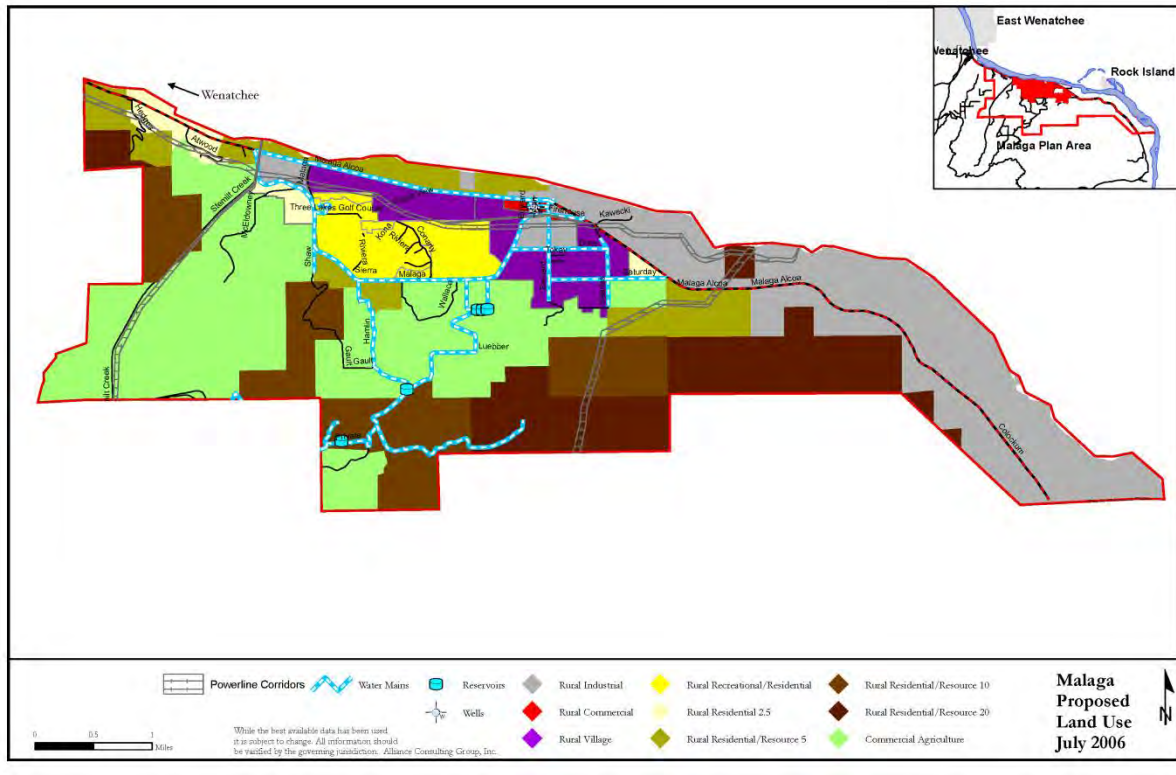
In the area behind the Malaga town site, determining factors for recommending the RV designation include the numerous pockets of existing, scattered, small lots as well as existing infrastructure, all of which are consistent with the definition of the built environment. In particular, the Malaga Water District delivers domestic water throughout this area. With regard to the existing, scattered subdivisions, most of them contain lots less than an acre in size, and therefore do not meet the criteria for the current designation of Rural Residential 2.5 (RR 2.5).

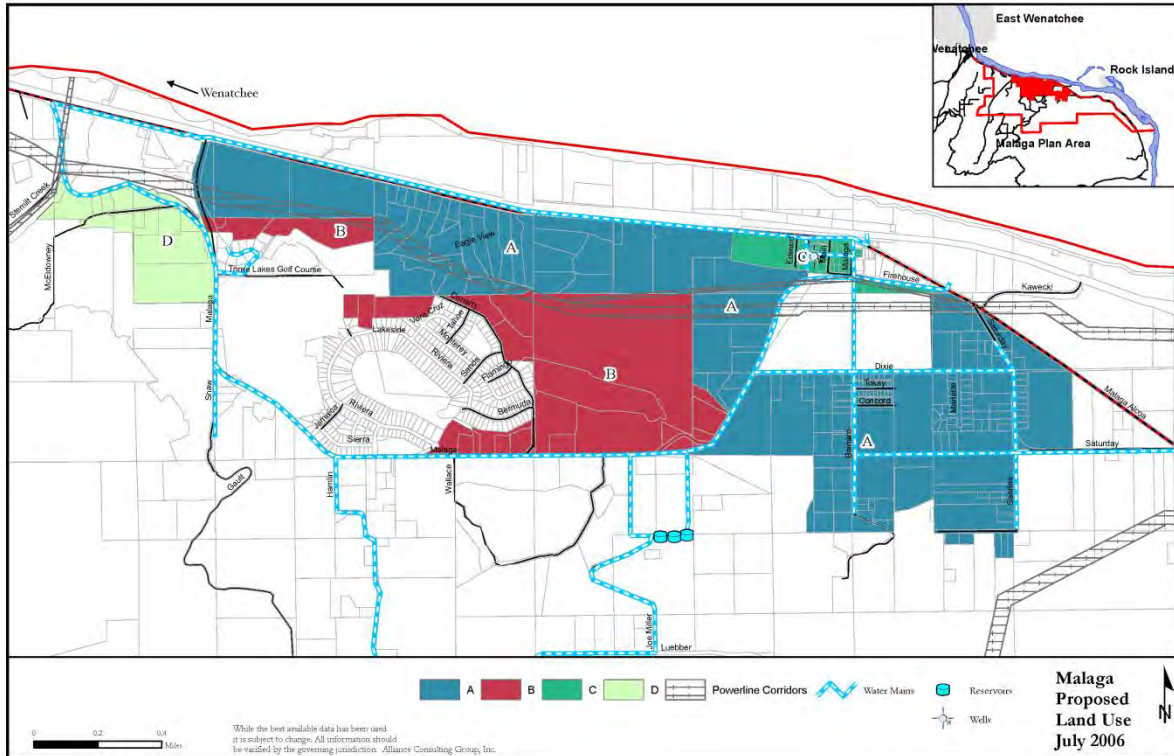
The Community recommends expansion of the Rural Commercial (RC) designation to 32 acres, shown as "Area C", adjacent to the existing Rural Commercial designated property. This includes 15 acres that are already designated RC. This will provide an area of concentrated commercial activity where currently there is a spattering of building types and uses.

Finally, to examine the best use of current built infrastructure, existing water lines and the well-developed road system, the Community decided to propose changes to some property on the southwest side of West Malaga Road. The designation for "Area D" on the map is proposed to be Rural Resource 2.5, a lower density than that shown within the Malaga Loop. There are a total of 71 acres proposed RR 2.5 designation, 36 of which are already designated RR 2.5, while the remaining 35 acres are currently designated Commercial Agriculture (AC). Designating this area at the lower density provides for a logical transition and buffer between the more compact rural development within the West Malaga Loop Road at Three Lakes and the lower density Commercial Agriculture designated to the south. As with the other proposals, this change would also make more efficient use of existing infrastructure.

Throughout this process, the Community expressed concerns regarding the potential for the area to explode with development. Though reluctant to place legislative restrictions on private property, the Community consistently expressed the desire to retain its rural character. Therefore, acting within the framework of the Growth Management Act and the ability to designate a LAMIRD, the Community proposes the land use designation changes as portrayed on the attached map. It is their finding that the proposal meets the definition of a LAMIRD, in that it contains mixed uses, preserves rural character and it

contains and controls development.





Next Steps

To further the results of the Malaga Planning Area visioning process, the community believes it is vital to take the below-identified steps within the near future.

- 1) Develop an Agricultural Issues Committee appointed by the Malaga Community Council. This committee will initially be charged with three tasks:
 - a) Review the Commercial Agriculture designations in the Malaga area;
 - b) Study the issue of retaining agriculture as a desired component of the community, while overcoming difficult economic issues.
 - c) Retention of water and water rights to the area should agriculture activities cease.
- 2) Initiate contact with the Wenatchee School District, ensure the Malaga community is involved from the beginning, should the District begin siting an elementary school in the area.
- 3) Commercial/Industrial areas
 - a) Develop landscaping, buffering, and screening standards to minimize visual impact of commercial and industrial uses.
 - b) Develop artificial lighting standards to minimize effect of artificial lighting in commercial/industrial areas.
- 4) Cluster development. Educate the community regarding the use of clustering development as a land

preservation tool, then reassess to see if there is still opposition to using clustering as a development option.

- 5) Designate residential lands in a way that preserves useful and contiguous open space and wildlife habitat and migration routes.
- 6) Increase code enforcement efforts.

Peshastin Urban Growth Area Comprehensive Plan

Prepared By the

**Citizens and
Community
Council of
Peshastin**

Adopted
October 7, 2008
Resolution No. 2008-142
Chelan County Board of Commissioners



Our Plan For The Future of Our Community

Peshastin Urban Growth Area Comprehensive Plan

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Maps

(All maps are located at the end of Chapter 1: Introduction, except Map P-7, which is located in Appendix A)

- Map P-1: Peshastin Existing (2007) County Land Use/Zoning
- Map P-2: Peshastin Existing Land Use Inventory
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- Map P-4: Peshastin Water Service Areas
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Tables

(All tables are located within Chapter 1: Introduction)

- Table P-1: Existing County Land Use Designations/Zoning: Peshastin Study Area – 2007
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- Table P-5: Existing Vacant and Agricultural Land: Peshastin UGA
- Table P-6: Land Availability Analysis: Peshastin UGA

The citizens of Peshastin envision a community that provides:

1. Future development that complements and enhances the rural character of the community, without unreasonable negative impacts.
2. An economic and educational climate that enables citizens to find suitable employment within the valley;
3. Sustainable growth that can be served effectively and efficiently with the necessary public services and facilities, while keeping it cost effective, to enhance our community's quality of life;
4. Open spaces and recreational opportunities, particularly the rivers and streams;
5. Protection of the environment and maintenance of the community's high quality of life, including air and water quality, and the availability of water;
6. Protection of private property rights of landowners;
7. Adequate housing that fulfills the housing needs of all segments of the population;
8. A transportation system that allows for the efficient movement of goods, services, and people within the community;
9. For maintenance of the area's uniqueness, and combines a quality rural small-community lifestyle with a diversified economic base that allows orderly growth and development while preserving the beauty of the area;
10. Varied levels of development with suitable mitigation.

Chapter I: Introduction

History of the Peshastin Community

The Great Northern Railway played an important part in the creation of the Community of Peshastin. The small town was established around 1890, with a post office and tavern. In 1892, the Northern Pacific Railway laid tracks up the Wenatchee River Valley and the town was moved to where it is today. At this time, a depot was created in Peshastin.

First owned by the Northern Pacific Railway, Peshastin was later bought by Aquillar Estes. J.Q. Gilbert later purchased Peshastin and it was plotted as a town. Many of the first structures in Peshastin were built by J.Q. Gilbert and his brother A.C. Gilbert including a 120,000 gallon reservoir and pumping station later used to supply the town with domestic water.

Growing up as a railroad town the small community, like many in the Wenatchee River Valley, was soon well known and well established as a fruit grower's haven. In the early days apples were the high commodity fruit, while today, a larger variety of fruits are being grown around the area. The tradition of fruit harvest has been passed down from generation to generation in this small community, a tradition that makes this small community beloved by those that live and work there.

Purpose

The Comprehensive Plan for the Peshastin Community is intended to be a guide for the physical growth and development of the community and its immediate surroundings for the foreseeable future that encompasses the next twenty (20) years. It provides goals, policies and recommendations to be used as official policy guidelines that will enable county and community leaders to make informed decisions that are in the best interest of the community as a whole.

The Plan is also intended to help maintain reasonable continuity in future decision-making as changes occur within the community's leadership and the County's legislative body. It furnishes direction for the development of the community which will make it a more convenient, attractive and orderly place in which to live, shop, work and play. However, the Plan must be periodically reviewed and updated to reflect technological, social, economic and political changes that may invalidate certain plans and policies. For the purposes of the Peshastin Sub-area, a minimum seven year update is recommended, to be prepared in association with updates in population, land use and capital facility information.

First in 1935 and again in 1990, the State Legislature realized the necessity for planning ahead, and enacted legislation that granted local governments the authority to plan for the future development of their particular jurisdiction. The primary emphasis of the Growth Management Act (RCW 36.70A) is coordinated, cooperative planning efforts, with substantial, continuous input from all sectors of the population that will help balance the scales between economic development and environmental preservation. It also became a responsibility of local governments to follow through with the citizens' vision for their community by implementing the direction laid out in the comprehensive plan with compatible development regulations such as zoning and subdivision codes.

The following fourteen goals are those broad issues that the State legislature through adoption of the Growth Management Act in 1990 and 1991, charged local government to address, as they pertain to the particular community:

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

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

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

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

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

Environment...Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

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

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

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

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

Citizen Participation and Coordination...Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

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

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

Shorelines...For shorelines of the state, the goals and policies of the Shoreline Management Act (RCW 90.58.020) are added as one of the goals of the GMA (RCW 36.70A.020).

On the pages to follow are listed the primary goals and policies of the residents of Peshastin that help define their priorities in dealing with all of these issues. These goals and policies are intended to also express what the citizens of Peshastin see as the future of their community.

Authority

The Growth Management Act (GMA) is the enabling legislation that renders this Sub-Area Comprehensive Plan a legally recognized document by the State of Washington; however, it is a policy document only. The policies are required by GMA to be implemented through the use of such regulatory tools as zoning and subdivision ordinances, as well as other innovative techniques. These regulations must be developed and maintained in accordance with the goals and policies of this Sub-Area Comprehensive Plan, as set forth in the Growth Management Act, as amended.

Scope and Organization

This Comprehensive Plan is composed of the five required elements, as provided for in RCW 36.70A.070 and 36.70A.080, and two optional elements that must be closely interrelated to serve as a satisfactory guide for future development:

- The Land Use Element
- The Housing Element
- The Utilities Element
- The Capital Facilities Element
- The Transportation Element
- The Optional Elements: Recreation and Economic Development

Plan Development and Public Participation

The comprehensive plan for the Peshastin area was originally incorporated as part of the overall Growth Management Act planning program initiated by Chelan County and its communities. However, in 2005 the Peshastin Community Council initiated a community wide meeting to discuss infrastructure needs and future development. The Council invited agencies to present information at a community meeting held on October 18, 2005 to discuss with residents updated information on different projects. Agencies attending included Chelan County Planning, Chelan County Public Works, Peshastin Water District, Chelan County PUD, and the Chelan Port District.

Subsequent to this community meeting, the Council created a special subcommittee called the “Peshastin Zoning Committee.” This Committee considered and discussed many concepts for land use, development and future growth of the community through meetings, surveys, agency meetings. The Committee recommended to the Community Council that a request be sent to Chelan County to initiate the process to create and establish an Urban Growth Area (rather than a Limited Area of More Intense Rural Development). Part of this request included a proposed urban growth area that the committee and Council had crafted through their self-directed efforts. This request was agreed to and forwarded by the Council on June 12, 2006.

Following the submission of the request to complete a sub area plan for the community, the Council created a subcommittee known as the “Urban Growth Task Force,” and initiated, in April of 2007, a process to work on the Peshastin Subarea Plan and UGA Comprehensive Plan. This Task Force met

monthly with planning staff to outline and, develop strategies, and to establish baseline concepts for creation of the Comprehensive Plan and land use designations.

In July of 2007, the Board of County Commissioners hired Alliance Consulting Group to develop the background data, facilitate continued public participation, and bring together the necessary components of the Peshastin Urban Growth Area Plan. The Task Force met many times through April 17, 2008. Each meeting typically included 20 or more participants, and included considerable progress with additional meetings set to resolve time intensive and difficult issues. During this time, the Council also sponsored public outreach meetings, including an introduction of the project at the annual Peshastin Ice-cream Social in July of 2007, and an “Agencies Special Meeting” to discuss specific infrastructure (existing and proposed) needs with residents and service providers. The Task Force presented an initial full draft of the Peshastin Urban Growth Area Comprehensive Plan and implementing development regulations to the public at an Open House in May of 2008. Following this open house, the Task Force forwarded their recommendation to the Community Council, which held a public hearing on June 12, 2008. At this hearing, the Council made minor modifications to the Task Force recommendation, and forwarded the draft documents to Chelan County. In addition to the GMA-required 60-day review, the County Planning Commission conducted one public workshop and one public hearing to review and recommend a draft Peshastin Urban Growth Area Comprehensive Plan. The Board of County Commissioners conducted a public hearing in September of 2008, which was continued to October of 2008, at which time the plan was adopted.

Background Information and Land Use Analysis

The Peshastin Sub-Area and the proposed Urban Growth Area (UGA) are made up of the historical community of Peshastin along with the surrounding rural and agricultural areas. The boundary was developed through a community visioning process that included the Community Council, residents and staff from the Chelan County Community Development Department. Considerations included parcel lines, topography, special districts (particularly the water and sewer districts) and 2000 US Census boundaries.

The Peshastin Sub-Area is 1,285 acres in size and the proposed Urban Growth Area is 610 acres, including right of way and surface water (Wenatchee River). The following technical analysis includes descriptions of existing conditions, as well as analyzing population projections and future land use needs, based on the goals, policies and land use designations identified in this plan. Map P-1 shows the extent of the Peshastin Sub-area, and the proposed urban growth area within it, as well as showing the existing County Comprehensive Plan land use designations/zoning districts. (All maps referenced are provided at the end of this chapter.)

Geographically, the area is bounded by hills and divided by the Wenatchee River Valley. The area is primarily dependent on the surrounding agricultural activities and businesses for its base economy. There are recreational activities associated with the Wenatchee River, federal forest lands and open spaces. Agriculture, the predominant land use in this area, consists largely of irrigated orchards. Where land is undeveloped, it is typically dominated by shrub-steppe or dry ponderosa pine plant communities. The average annual precipitation ranges from 22 to 24 inches.

Existing Comprehensive Plan Land Use Designations & Zoning Districts

The existing Chelan County Comprehensive Plan land use designations and corresponding zoning districts within the sub-area and proposed UGA are detailed below in Table P-1 (also see Map P-1). Currently, the proposed Peshastin UGA is predominantly designated Rural Village with 25.5% of the area in this designation, followed by Rural Industrial at 19.5%, Rural Residential/Resource 2.5 at 19%, Rural Residential/Resource 5 at 13.2% and Rural Commercial at 12.5%. The remaining designations (see

Table P-1), and including right-of-way and surface water, comprise 10.3% of the total land area in the proposed UGA.

Table P-1. Existing County Land Use Designations/Zoning: Peshastin Study Area – 2007

Zoning	Sub-Area		Proposed UGA	
	Acres	Percent	Acres	Percent
Commercial Agriculture	499	38.8	0	0.0
Peshastin Village Commercial	3	0.2	2	.3
Public	21	1.6	20	3.3
Rural Commercial	75	5.8	75	12.4
Rural Industrial	129	10	118	19.5
Rural Residential 2.5	211	16.4	120	19
Rural Residential/Resource 10	10	0.8	0.0	0.0
Rural Residential/Resource 5	123	9.6	80	13.2
Rural Village	157	12.2	154	25.5
Rural Waterfront	14	1.1	14	2.3
Sub-Total	1242	96.5	583	95.5
ROW/Surface Water*	43	3.3	27	4.5
Total	1,285	100	610	100

*This category is approximate based on the overall area within the boundaries identified, less the land area contained within the polygons associated with all land use designations/zoning categories.

Existing Land Use Inventory

The Existing Land Use Inventory Map P-2 and Table P-2 demonstrate the distribution of existing land uses throughout the community, based on County Assessor data and an aerial photograph analysis conducted during the summer/fall of 2007. The data collected was initially categorized into a number of land use types, based primarily on the Assessor's land use classification system. Further refinement of the data resulted in the following land use categories being identified for purposes of this analysis:

- Agriculture includes parcels that are primarily devoted to agricultural activities, and may include residential uses as secondary activities.
- Forest includes heavily timbered areas that are part of the National Forest, and may include residential uses as secondary activities.
- Single Family Residential includes a single home (including manufactured homes) as the primary activity.
- Multi Family Residential includes apartments, duplexes, condominiums and mobile home parks.
- Commercial includes any retail and/or service activity, and may include residential uses as secondary activities.
- Industry encompasses industrial activities, including agriculture related industrial uses.
- Transportation/Utilities includes any transportation, utility and/or irrigation activities that are occurring on fee-owned land, and excluding any facilities within right-of-way corridors.
- Public/Quasi-Public includes public facilities such as fire stations, libraries, parks, school, etc.
- Vacant includes parcels that are currently unimproved and/or unused.

The "Residential" category represents a majority of the land used for traditional dwelling units, including single family, multi-family and manufactured/mobile home residences. Included in the "Public" classification are all of the parks, schools, play fields and federal, state and county owned facilities. The

commercial lands are located primarily along the historical Main Street adjacent to the railroad. Industrial activities occur between the railroad and the Wenatchee River.

Table P-2. Existing Land Use Inventory: Peshastin Sub Area – 2007

Existing Land Use	Sub-Area			Proposed UGA		
	# of Parcels	Acres	Percent	# of Parcels	Acres	Percent
Agriculture	81	779	60.6	36	219	36.2
Forest	5	35	2.7	0	0	0.0
Single Family Residential	237	157	12.2	225	131	20.8
Multi Family Residential	15	2	.2	15	2	0.3
Commercial	16	25	1.9	18	25	4.1
Industry	9	46	3.6	8	42	6.9
Transportation/Utilities	4	5	.4	4	5	.8
Public/Quasi-Public	6	21	1.6	6	21	3.5
Vacant	12	83	6.5	12	83	13.7
Sub-Total of Parcels	385	1153	89.7	316	528	86.4
ROW/Surface Water*	n/a	132	10.3	n/a	82	13.6
Total	385	1,285	100	315	610	100

*This category is approximate based on the overall area within the boundaries identified, less the land area contained within documented Assessor's parcel data.

Existing Population and Housing

Due to variations between the boundaries of the census blocks and the overall Study Area, the existing population and housing information is taken from the 2000 US Census, and is estimated for the Peshastin Sub Area boundary. In some cases information was available only for entire block groups instead of the individual census blocks. In these cases, the existing land use inventory, aerial photographs and available census data were used to estimate information for the study area.

Table P-3. Existing Population and Housing Units: Peshastin Sub Area – 2000 US Census

Area	Population	Housing Units
Proposed UGA	697	269
Peshastin Study Area	1060	409

According to the 2000 US Census, the average household size in the Peshastin Sub Area is 2.59 people. Of the total population in this area, 68.5% of the population marked “white alone” as their race, with 28% marking “hispanic or latino” (the remaining 3.5% were in other categories).

Future Land Use and Population Analysis

As part of the planning process, the Peshastin community has been working to identify desired future land uses, and to encourage those future land uses by implementing new comprehensive plan land use designations and corresponding zoning districts within their proposed urban growth area (UGA). During this particular process the remaining portions of the Peshastin Study Area, outside the proposed UGA, are anticipated to remain in the same land use designations that currently existing (Map P-1). As proposed, the community has identified a traditional balance of land uses between residential, commercial and industrial uses, although within those categories, there are some areas that will allow for a mixed variety of

activities. Map P-3 shows the distribution of the proposed land use designations identified below for the Peshastin UGA.

Table P-4. Proposed Land Use Designations: Peshastin UGA

Proposed Land Use Designation	Acres	Percent	
Low Density Residential (R-1)	212	35.1	47% Residential
Medium Density Residential (R-2)	62	10.2	
High Density Residential (R-3)	13	2.1	
Downtown Commercial (C-D)	29	4.8	17% Commercial
Highway Commercial (C-H)	75	12.4	
Campus Industrial (I-C)	65	10.7	27% Industrial
Industrial (I)	101	16.7	
Public (PU)	21	3.5	
Sub-Total	578	95.5	
ROW/Surface Water*	32	4.5	9% Miscellaneous
Total	610	100	

*This category is approximate based on the overall area within the boundaries identified, less the land area contained within the polygons associated with all land use designations/zoning categories.

The Growth Management Act requires that urban growth areas include enough land at sufficient densities to accommodate projected population growth for the next 20 years. Future population for all counties is determined by the Washington State Office of Financial Management. The counties then allocate the expected population growth to different areas within the county. In 2002, Chelan County, in cooperation with the cities, developed a population allocation methodology that was first outlined in a draft Memorandum of Understanding, and subsequently adopted into the County Comprehensive Plan, that set out population allocations for the overall County. As part of that process, it was anticipated that a future urban growth area would be defined in the Peshastin area because there were existing urban services (transportation, public domestic water and public wastewater collection and treatment systems), and an allocation of 1,100 people (total) in the year 2025 was established for that future UGA. This is the number that has been used to plan for the Peshastin Urban Growth Area. Table P-5 identifies the projected growth of population in both the overall Peshastin Study Area, and in the proposed UGA.

Table P-5. Population Projections: Peshastin Study Area and Proposed UGA

Year	1980	1990	2000	2010	2015	2020	2025
Proposed Peshastin UGA	508	573	697	859	940	1,021	1,100
<i>Housing</i>	<i>196</i>	<i>221</i>	<i>269</i>	<i>332</i>	<i>363</i>	<i>394</i>	<i>425</i>
Peshastin Sub-Area	754	850	1,060	1,272	1,393	1,514	1,634
<i>Housing</i>	<i>291</i>	<i>328</i>	<i>409</i>	<i>491</i>	<i>538</i>	<i>585</i>	<i>631</i>

To determine the number of housing units, the population information was divided by the US Census “people per household” resulting in an estimated 269 homes within the proposed UGA in the year 2000. This is consistent with the land use inventory which indicates 224 single family residents and 15 multi-family parcels (containing an estimated 40-60 residential units). Using the population projection of 1,100 people, it is estimated that 425 housing units will be needed in the year 2025. This estimate should be expanded to provide for a natural vacancy rate and a market factor. A market supply factor is important to a community for the purposes of maintaining a choice and selection of residential locations, of maintaining a five year housing supply at all times and to build a reserve of residential land area. For the purposes of calculating the affect on land necessary for housing, a market factor of 20% percent is

used. The expected housing growth between 2000 and 2025 for the proposed UGA, based solely on population projections, is an additional 156 homes; however, when a vacancy rate and market factor are factored into the analysis, the projected additional housing units necessary for the Peshastin UGA is 203 homes by the year 2025.

Where there is currently vacant and agricultural land within the proposed UGA, it is anticipated that future development would occur most readily. As described in the table below, there are approximately 229 acres of agricultural land and 78 acres of vacant land available for various residential or mixed use residential developments in the proposed UGA. However, it is not anticipated that all of these lands will convert within the planning period, and is dependant upon a number of factors, including the availability of infrastructure, the productivity of the land and the owner’s desires. Table P-5 demonstrates the distribution of existing vacant lands and agricultural activities, based on the proposed comprehensive plan land use designations for the proposed Peshastin Urban Growth Area.

Table P-5: Existing Vacant and Agricultural Land: Peshastin UGA

Proposed Land Use Designation	Actual Land Uses							Total*
	Single Family Residential	Multi-Family Residential	Agriculture	Commercial	Industry	Public/Quasi Public	Vacant	
Low Density Residential (R-1)	60.4	-	131.5	-	-	0.3	2.2	194.4
Med Density Residential (R-2)	30.5	-	56.0	-	-	-	1.8	88.3
High Density Residential (R-3)	8.3	0.6	-	0.3	-	-	-	9.2
Downtown Commercial (C-D)	10.3	1.1	-	3.1	-	-	-	14.5
Highway Commercial (C-H)	16.1	-	17.3	7.8	-	-	0.6	41.8
Campus Industrial (I-C)	-	-	-	-	-	-	64.4	64.4
Industrial (I)	5.0	-	24.1	13.8	41.5	5.0	8.8	98.1
Public (P-U)	-	-	-	-	-	21.1	-	21.1
<i>Total*</i>	<i>130.6</i>	<i>1.7</i>	<i>228.9</i>	<i>25.1</i>	<i>41.5</i>	<i>26.4</i>	<i>77.9</i>	<i>532.0</i>

*Total acreage is based on parcels excluding right-of-way

Using the projected new housing units identified above and the following growth assumptions developed during the comprehensive planning process, it is possible to determine if the Peshastin UGA has enough land to support the expected population growth.

1. General lifestyles and living patterns will continue for the anticipated planning horizon of 20+ years, to the year 2025.
2. Current trends in orchard production have leveled out, and a portion of the farm worker population has take up permanent residence in the community. Additionally, some transient accommodations remain to support labor and seasonal needs.
3. Tourism and other non-resource based economic development and trends will continue.
4. Overall residential density within the community is expected to continue at 2.59 dwelling units per acre.

5. An average vacancy rate of 10% is expected throughout the planning area. A market factor of 20% is expected throughout the planning area.
6. Due to economic demand and historical use of land, it is expected that existing agricultural lands will develop at a slower rate (25%) than vacant lands (60%).
7. The percentage of land devoted to right-of-way, trails and infrastructure development is expected to be 30% of the overall developable land.
8. It is assumed that 5% of the planning area will remain un-built due to critical areas, especially related to steep slopes.
9. Housing densities are identified within the proposed comprehensive plan as follows:
 - Low Density Residential: 4 units per acre
 - Medium Density Residential: 8 units per acre
 - High Density Residential: 16 units per acre
10. The Highway Commercial, Downtown Commercial and Campus Industrial designations allow for residential mixed-use development. It is anticipated that these designations will allow 10% of all development as residential units.
11. It is not anticipated that any of the land owned by public entities will be available for residential development in the future.

Using the above assumptions about land uses, it is possible to calculate the amount of vacant and agricultural land expected to be available for future residential development. Table P-6 provides a representation of the analysis of land available to accommodate the projected 1,100 people in the Peshastin UGA in the year 2025.

Table P-6 Land Availability Analysis: Peshastin UGA

Proposed Zoning	Agriculture	Conversion Rate	Right-of-way dedications	Critical Areas	Relative Housing Units
Low Density Residential (R-1)	131.5	32.9	23.0	21.9	87.4
Med Density Residential (R-2)	56.0	14.0	9.8	9.3	74.5
High Density Residential (R-3)	0.0	0.0	0.0	0.0	
Downtown Commercial (C-D)	0.0	0.0	0.0	0.0	
Highway Commercial (C-H)	17.3	4.3	3.0	2.9	2.3
Campus Industrial (I-C)	0.0	0.0	0.0	0.0	0.0
Industrial (I)	24.1	6.0	4.2	4.0	3.2
	Vacant				
Low Density Residential (R-1)	2.2	1.3	0.9	0.9	3.6
Med Density Residential (R-2)	1.8	1.1	0.7	0.7	5.6
High Density Residential (R-3)	0.0	0.0	0.0	0.0	
Downtown Commercial (C-D)	0.0	0.0	0.0	0.0	
Highway Commercial (C-H)	0.6	0.4	0.3	0.2	0.2
Campus Industrial (I-C)*	64.4	64.4	45.1	33.8	27.0
Industrial (I)	8.8	5.3	3.7	3.5	2.8
				TOTAL	206.7

*Due to current efforts it is expected that this site will develop within the 20 year planning horizon. Furthermore known critical areas on this site increase the assumed 5% ratio to 20%

Based on the population projections a demand for future housing was estimated at 203 units. The land availability indicates that there is adequate land, based on the assumptions, for future population projections.

Capital Facilities

Capital facilities include public water, public wastewater collection and treatment, public roads and streets, power, communication, police and fire protection, solid waste, and school systems serving the area. Emergency services consist of a volunteer fire department and County police protection. The post office, volunteer library, volunteer fire station, school and grange make up the public buildings. The elementary school offers some recreational opportunities with play, track and football fields. Maps P-4 through P-6 show the general location of the domestic water and wastewater systems in the area, as well as the transportation facilities that currently serve the community.

Peshastin Water District:

The Peshastin Water District water system was initially implemented as a private facility in the early 1900's. The Community Water Association took over managing the system in 1927. It became the public water system it is today in September 1999, after a district-wide vote. The purpose of forming the District was to assume the operation and maintenance of the financially failing Community Water Association. The Water District has three employees, a Certified Water Manager, a Certified Cross Connection Technician and a district secretary/bookkeeper. The District is governed by three water commissioners that are publicly voted into office. Regular public meetings are held the second Tuesday of each month at the Peshastin Public Library.

The Water District includes three active wells, one inactive well, and three reservoirs – two that store 250,000 gallons each and one smaller 30,000 gallon reservoir. There are approximately four miles of pipe serving 238 customers, including residential, commercial, and industrial uses, an elementary school and a day care center. In 2002 a water right transfer was approved allowing additional water withdrawals from four existing wells and two new wells that may be developed by the District to meet source protection and supply concerns. Currently, the Washington State Department of Health Water Facilities Inventory has approved 598 active connections.

In the summer of 2005, property owners from the Timberline Water Users Association, seven residential properties and a commercial business approached the Peshastin Water District requesting water to serve their small water system due to lack of water supply. The District applied for and received grant funding totaling \$108,500 from the Department of Ecology Emergency Drought Fund to install a temporary 2" water line across the Peshastin Bridge to serve these users.

Peshastin Domestic Water Users Association:

This water system serves both sides of the highway from the Peshastin Bridge to the intersection of US Highway 2 and 97 (Big Y). This association is drafting its first full comprehensive water system plan, due to be completed by 2009. An estimated 45 homes and 6 businesses are served by the system.

Chelan County Public Utility District Wastewater System – Peshastin:

The Peshastin wastewater system serves the community of Peshastin and is located along the north side of the Wenatchee River three miles east of Leavenworth. The system is a step tank, force main collection system with a secondary treatment plant that discharges to the Wenatchee River.

Currently, there are 125 residential connections, 4 commercial connections, 2 industrial connections and 6 institutional connections. The projected maximum demand is 110,000 gallons per day (GPD), through the year 2020, which is the design capacity of the system. The existing maximum month flows are around 60,000-70,000 gpd; however, the amount of phosphorous discharge may be reduced causing the system to be upgraded or limit the GPD.

In the future, upgrades will most likely be necessary to reach the projected population needs of the Urban Growth Area, as it is projected that an extra 30,000 gpd will be needed for the residential expansion and with the extra Industrial and Commercial growth, the 110,000 gpd will most likely be exceeded.

Transportation Facilities:

The existing circulation pattern in Peshastin is oriented to State Highway 2 and Main Street, which run perpendicular to each other, and to the Blewett Pass Interchange. The constraints associated with crossing the Wenatchee River and Burlington Northern Railroad include an existing bridge and underpass, respectively. The community is currently serviced by State Highway 2, Blewett Pass interchange, and many smaller arterials, that can serve the needs of the area with some restricted access off of State Highway 2 and Blewett Pass interchange. LINK transit provides bus service to Leavenworth and Wenatchee. Sidewalks are limited and patchy throughout the community. There are no bike lanes within the Peshastin area; however, many cyclists use the area to avoid highway travel and there are cycling competitions in the area every year.

The Blewett Pass Diamond Interchange (“Big Y”) is described by the Washington State Department of Transportation (WSDOT) as an improvement that includes realignment of US 97 to cross US 2 approximately 1100 feet west of the existing Blewett Junction intersection. A county road to the north will be constructed that roughly parallels US 2, creating a new T-intersection with the US 97 crossroad and connecting to Saunders Road and Jeske Road. Existing US 97, north of the Blewett Cutoff Road intersection, would become a dead-end, local access road. At-grade access to US 2 from Blewett Cutoff Road, Saunders Road, Doghouse Road, and Jeske Road would be closed but access would be provided via the proposed interchange. At the time this sub area plan is being developed, the County is completing a Countywide Transportation Element update that uses this plan as the baseline for analysis of necessary transportation improvements to serve the area for the next 20 years and beyond.

UGA Location

It is the position of the Peshastin community that the UGA identified in the comprehensive plan is consistent with the Growth Management Act and the Chelan County Regional Policy Plan. The UGA is located in such a manner that urban levels of services either already exist or can be extended. With sewer and water already located within the planned UGA, and with room to expand these services, the goals and policies of the Growth Management Act and the Chelan County Regional Policy Plan are satisfied.

Relationship to County-wide Plan

This document is a Sub-Area Plan that is consistent with the goals and policies of the Chelan County Comprehensive Plan. It is a free standing document that is meant to be used in conjunction with that of the County’s Comprehensive Plan. WAC 365-195-335 and the GMA allow for the creation of Urban Growth Areas that are supported by County-Wide planning policies. This Plan has been developed within the scope, framework and intent of the existing comprehensive plan, particularly with regard to the land use and population projections and the particular utility plans which are included in the existing plan by reference. This Plan will further the overall goals of the GMA, particularly as they pertain to realistic and feasible growth and development. Below are the County Wide Planning Policies that are furthered by the adoption of this sub area plan.

Policy #1 Policies To Implement RCW 36.70A Relating To The Establishment Of Urban Growth Areas.

- I. *Each city within Chelan County will be included within a designated urban growth area.*

According to RCW 36.70A.110, An urban growth area may include territory that is located outside of a city only if such territory already is characterized by urban growth whether or not the urban growth area includes a city, or is adjacent to territory already characterized by urban growth, or is a designated new fully contained community as defined by RCW 36.70A.350. The Peshastin community includes all of the necessary components to be deemed and demonstrate that it meets the characteristics for and of urban growth.

- II. *Designated urban growth areas should include an adequate amount of undeveloped area to adequately accommodate forecasted growth and development for the next 20 years.*

As demonstrated within Table P-5 and P-6 with associated narrative, the UGA can accommodate growth and development.

- III. *Designated urban growth areas should include those portions of our communities already characterized by urban growth that have existing public facilities and service capacities to serve such developments as well as those areas projected to accommodate future growth.*

The review of the capital facilities (above) demonstrates the existence of the urban services for the Peshastin community.

- IV. *The formal designation of urban growth areas should be accomplished as a part of the comprehensive planning process. The size of designated urban growth areas should be based on projected population, existing land use, the adequacy of existing and future utility and transportation systems, the impact of second home demand, viable economic development strategies and sufficient fiscal capacity within the capital facilities plan to adequately fund the appropriate infrastructure necessitated by growth and development. Consideration should also be given to regularize grossly irregular corporate boundaries during the process of designating urban growth boundaries.*

Analysis of population, growth, land use, and infrastructure has concluded that the established UGA boundary meets the above policy.

- V. *Communities should consider the development and use of ten and twenty-year population forecast to assist in the process of preparing plans for growth management. Such forecast would provide substantial benefit, particularly in the preparation of utility and transportation plans and for the capital improvement plans to implement the same.*

Table P-4 and associated narrative include 20-year forecasts for population and land use growth. The Chelan County Capital Facilities and Transportation Elements include necessary 20-year project improvements to meet the needs of the forecasted growth

- VI. *In recognition of the potential for the development of new fully contained communities Chelan County may reserve a portion of the twenty-year population project and offset urban growth areas accordingly for allocation to a new fully contained community.*

At the time of writing this document, the residents of Peshastin expressed no desire to become incorporated.

- VII. *Community comprehensive plans should contain annexation and/or incorporation elements. Areas for potential annexation or potential incorporation should be designated in portions of urban growth areas outside of cities.*

At the time of writing this document, the residents of Peshastin expressed no desire to become incorporated, and is separated from any municipality within proximity of the UGA. See Policy No. 1 (I) above regarding incorporation.

VIII. When the county has adopted a comprehensive plan and development regulations under the Growth Management Act, the Board of County Commissioners should evaluate any future need for the boundary review board.

The Peshastin Community Council recommends to the Board of County Commissioners approval of the UGA Comprehensive Plan, Boundary, Land Use Designation and supporting Development Regulations. Through the public participation process involving several years of outreach, residents of Peshastin have provided support for the UGA.

Policy #2 Policies For Promoting Contiguous And Orderly Development And The Provision Of Urban Governmental Services To Such Development.

- I. For proposed developments which are within the urban growth boundary, but beyond municipal boundaries, the following policies should be considered:*
 - A. Improvement standards for new developments proposed within urban growth areas should be jointly developed by the county and appropriate city. Standards should address such improvements as street alignment and grade, public road access, right-of-way, street improvements (which may include street width, curbs gutters, and sidewalks, etc.), sanitary sewer, storm water improvements, park and recreation facilities.*
 - B. All projects will be reviewed to ensure compatibility with urban density projections of the urban comprehensive plan.*
 - C. The timing of utility extensions into the urban growth area shall be consistent with the adopted capital facilities plan of the utility purveyor.*

In addition to the Sub Area Plan, development regulations were prepared to adopt the vision expressed in the plan. The development regulations are contained in Chapter 11.22 Peshastin Urban Growth Area, of the Chelan County Code. The land use regulations provide standards for the way development occurs for the Peshastin community that are consistent with, and implement the Peshastin Urban Growth Area Comprehensive Plan. These regulations are specific to the UGA, and activities and uses not specifically covered in this chapter are still subject to all other applicable provisions of the Chelan County Code, including, but not limited to, regulations governing development, design, procedures, land divisions, critical areas, etc. Unique aspects have been included, such as provisions to reduce glare, indoor commercial and industrial activity within the I-C area, dimensional standards for “big box” commercial activity, and a residential component (mixed use) for the I-C, C-D, and C-H areas. In addition, the use matrix was developed to ensure that activities and operations reduce or remove incompatibility within districts. The dimensional standards reflect an urban aspect that maintains the intent of the UGA. These new regulations provide clear, refined and defined standards for development.

Policy #4 Policies For County Wide Transportation Facilities And Strategies.

Chelan County is updating the Transportation Element of the Chelan County Comprehensive Plan, which was initially developed in 2000. First, transportation-related data will be collected from all of the cities and agencies in the county to establish comprehensive baseline information. Next, existing transportation policies will be revised to match current community values and land-use policies and to ensure compliance with all applicable regulations. Then, 20-year forecasts will be analyzed to identify aspects of the system that would benefit most from improvements. Next, potential project costs will be

estimated and financial projections will be studied to determine when the highest priority projects should be built. Finally, the Transportation Element Update is scheduled to be adopted by the Chelan County Board of Commissioners in December 2008. The growing population and changing nature of the regional economy requires us to realign our transportation needs with current and projected land use patterns. The 20-year plan will identify needed improvements to the county's roadways, bridges, bike, pedestrian, aviation and rail facilities. As required by the Growth Management Act, a prioritized transportation project list, financing strategies and implementation measures will be included in the plan.

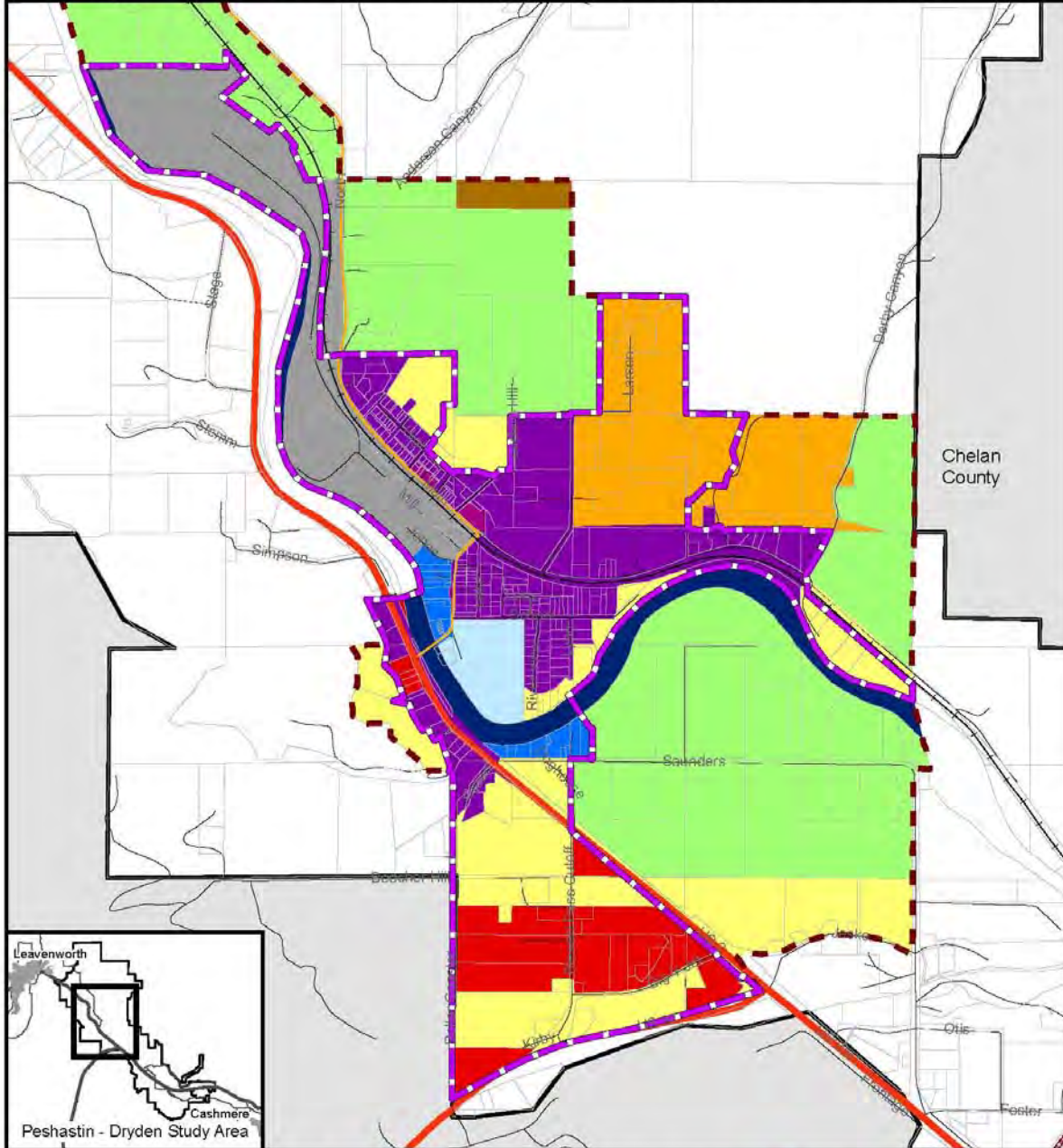
Policy #5 Policies Addressing The Need For Affordable Housing For All Economic Segments Of The Population And The Adoption Of Parameters For The Distribution Of Affordable Housing.

This Peshastin Comprehensive Plan includes a housing element which reflects the existing Goals and Policies of the Chelan County Comprehensive Plan while maintaining a uniquely Peshastin oriented perspective.

Policy #7 Policies For County Wide Economic Development And Employment.

This Peshastin Comprehensive Plan includes an economic development element which reflects the existing Goals and Policies of the Chelan County Comprehensive Plan while maintaining a uniquely Peshastin oriented perspective. In addition, attention has been given to the land use and development regulations that meet and are consistent with the Goals and Policies of both this and the Chelan County Plans.

Map P-1 Peshastin Existing 2007 County Land Use/Zoning



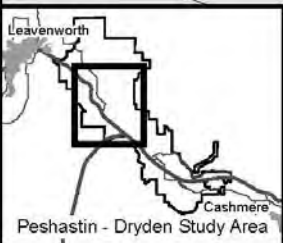
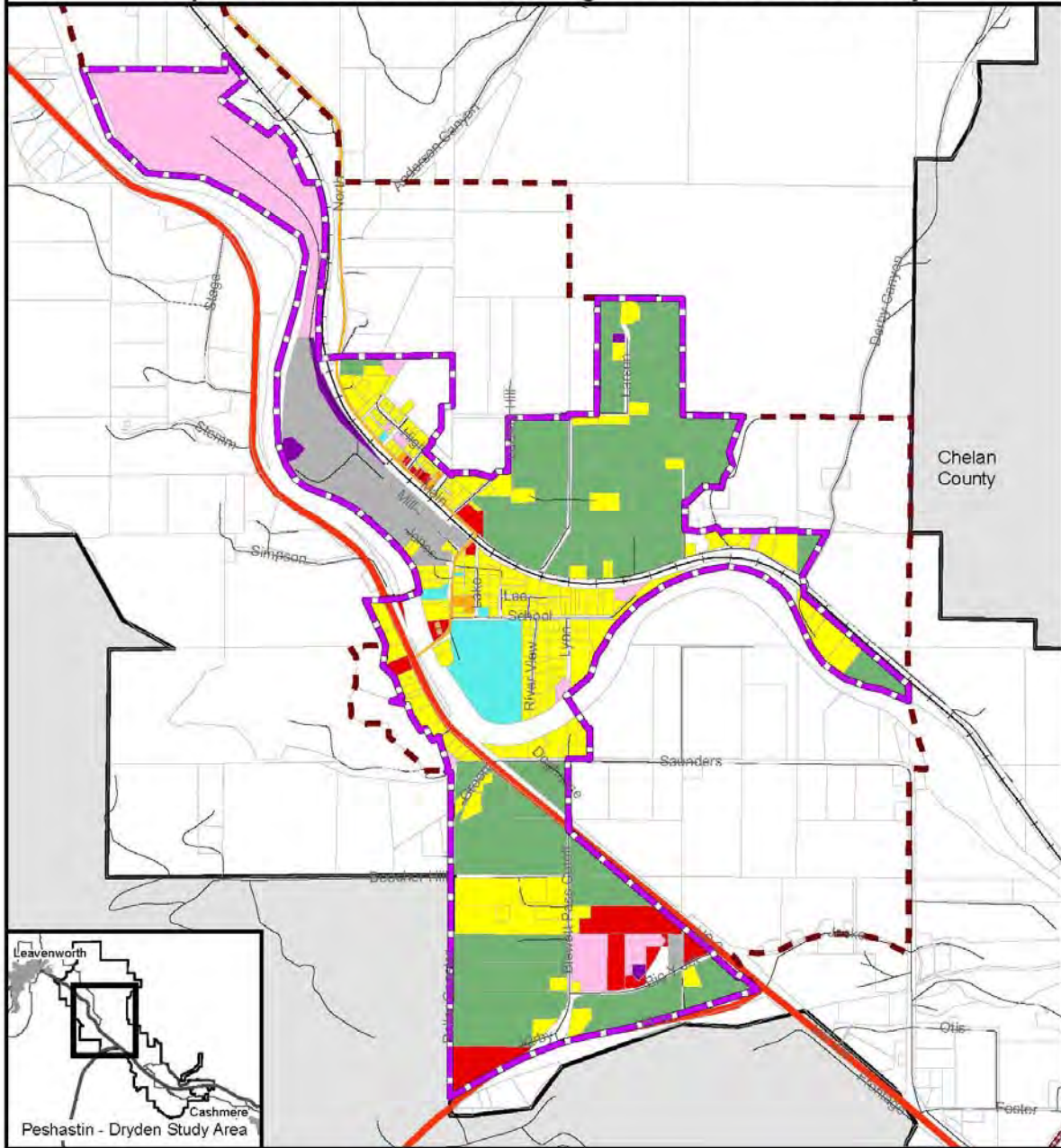
Existing County Zoning

Disclaimer: While the latest available data has been used it is not intended to be an accurate measurement. Contact the governing jurisdiction for legal descriptions. Created October 2008 by Alliance Consulting Group, Inc.

0 0.25 0.5 Miles

Peshastin Planning Area	Rural Commercial
Peshastin Proposed UGA	Rural Industrial
Commercial Agriculture	Rural Residential 2.5
Commercial Forest	Rural Residential/Resource 5
Peshastin Village Commercial	Rural Residential/Resource 10
Rural Village	Rural Residential/Resource 20
Rural Waterfront	Water
Public	

Map P-2 Peshastin Existing Land Use Inventory



Existing Land Use Inventory

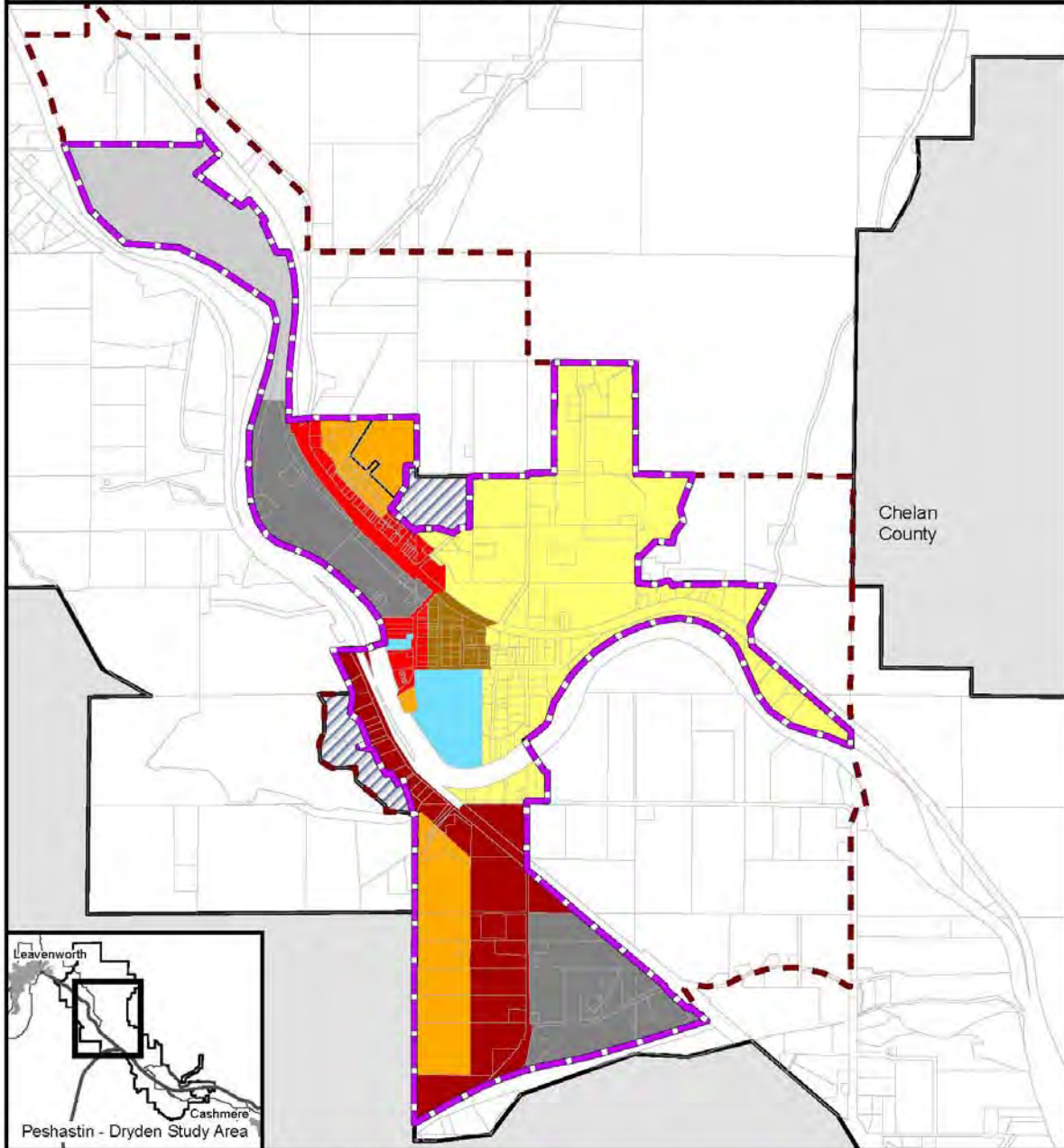
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0 0.25 0.5 Miles

- | | |
|-------------------------|---------------------------|
| Peshastin Planning Area | Single Family Residential |
| Peshastin Proposed UGA | Multi-Family Residential |
| Agriculture | Public/Quasi Public |
| Commercial | Transportation/Utilities |
| Industry | Vacant |

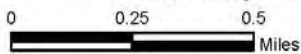
Map P-3 Peshastin UGA Land Use Designations



UGA Land Use Designations

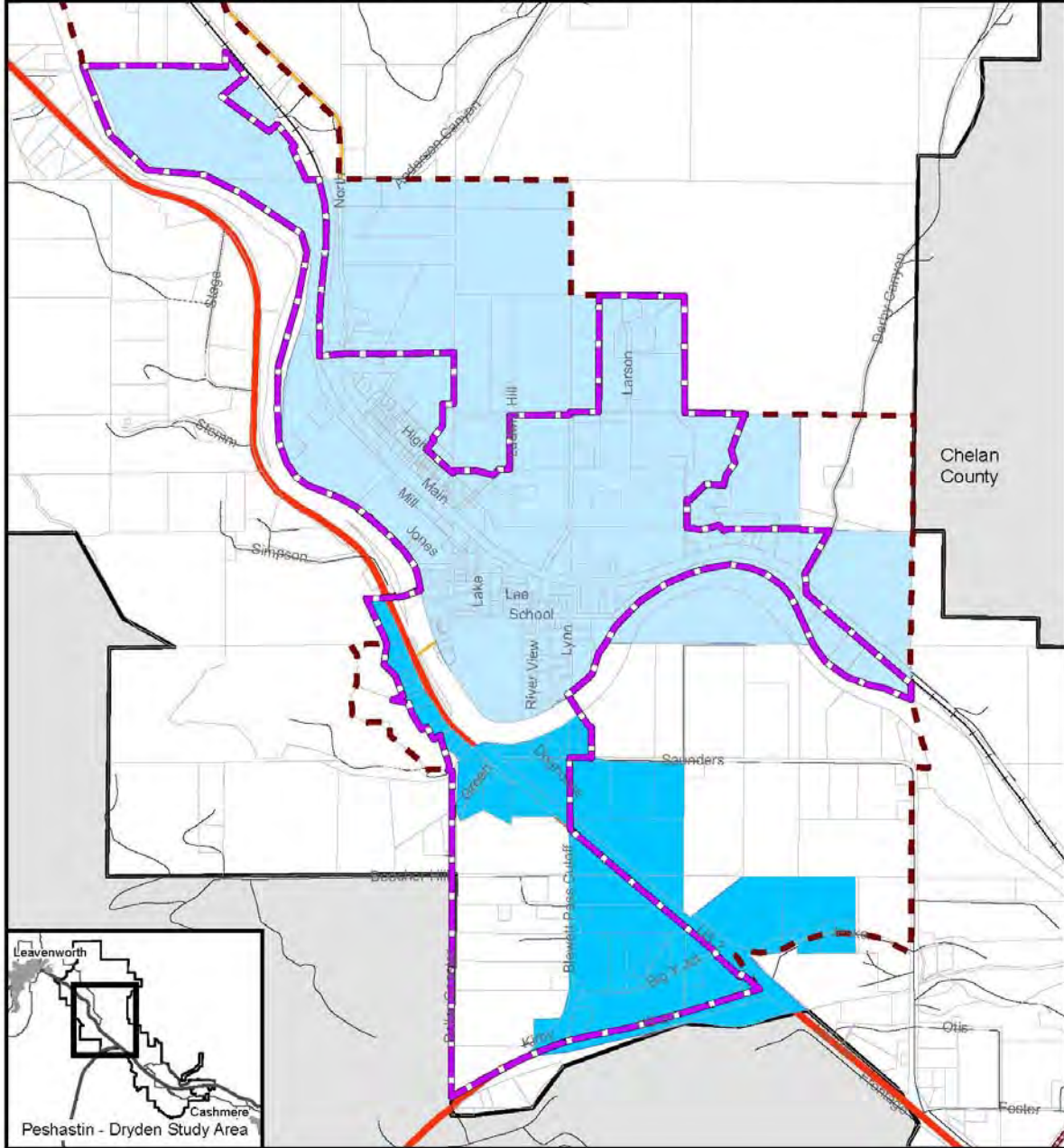


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- Peshastin UGA
- Campus Industrial (I-C)
- Industrial (I)
- Downtown Commercial (C-D)
- Highway Commercial (C-H)
- Low Density Residential (R-1)
- Med Density Residential (R-2)
- High Density Residential (R-3)
- Public (P-U)
- Possible Future Expansion

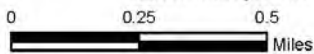
Map P-4 Peshastin Water Service Areas



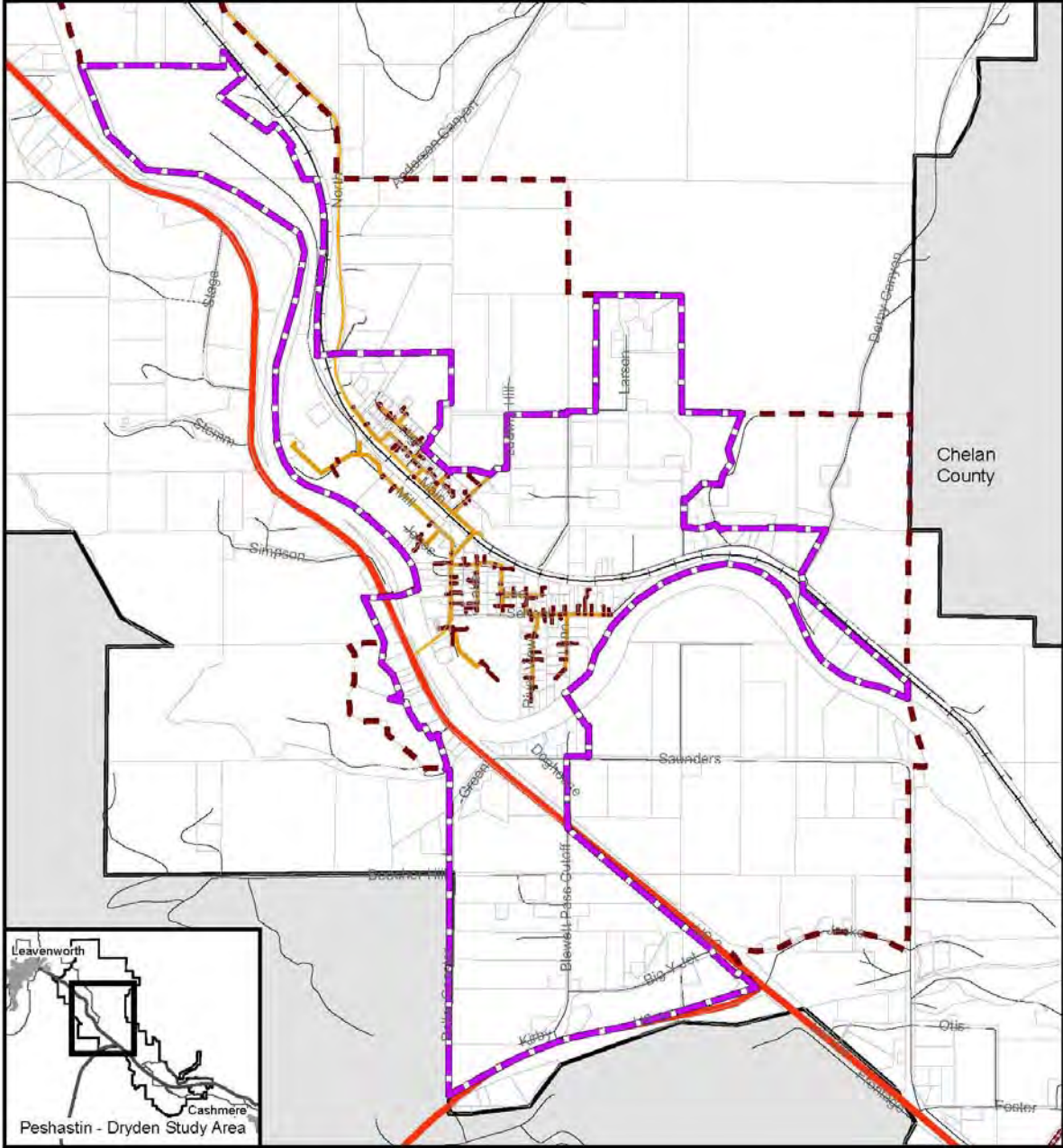
Water Service Areas

Disclaimer: While the latest available data has been used it is not intended to be an accurate measurement. Contact the governing jurisdiction for legal descriptions. Created October 2008 by Alliance Consulting Group, Inc.

-  Peshastin Planning Area
-  Peshastin Proposed UGA
-  Peshastin Dom Wtr Users Assn
-  Peshastin Water District



Map P-5 Peshastin Wastewater System



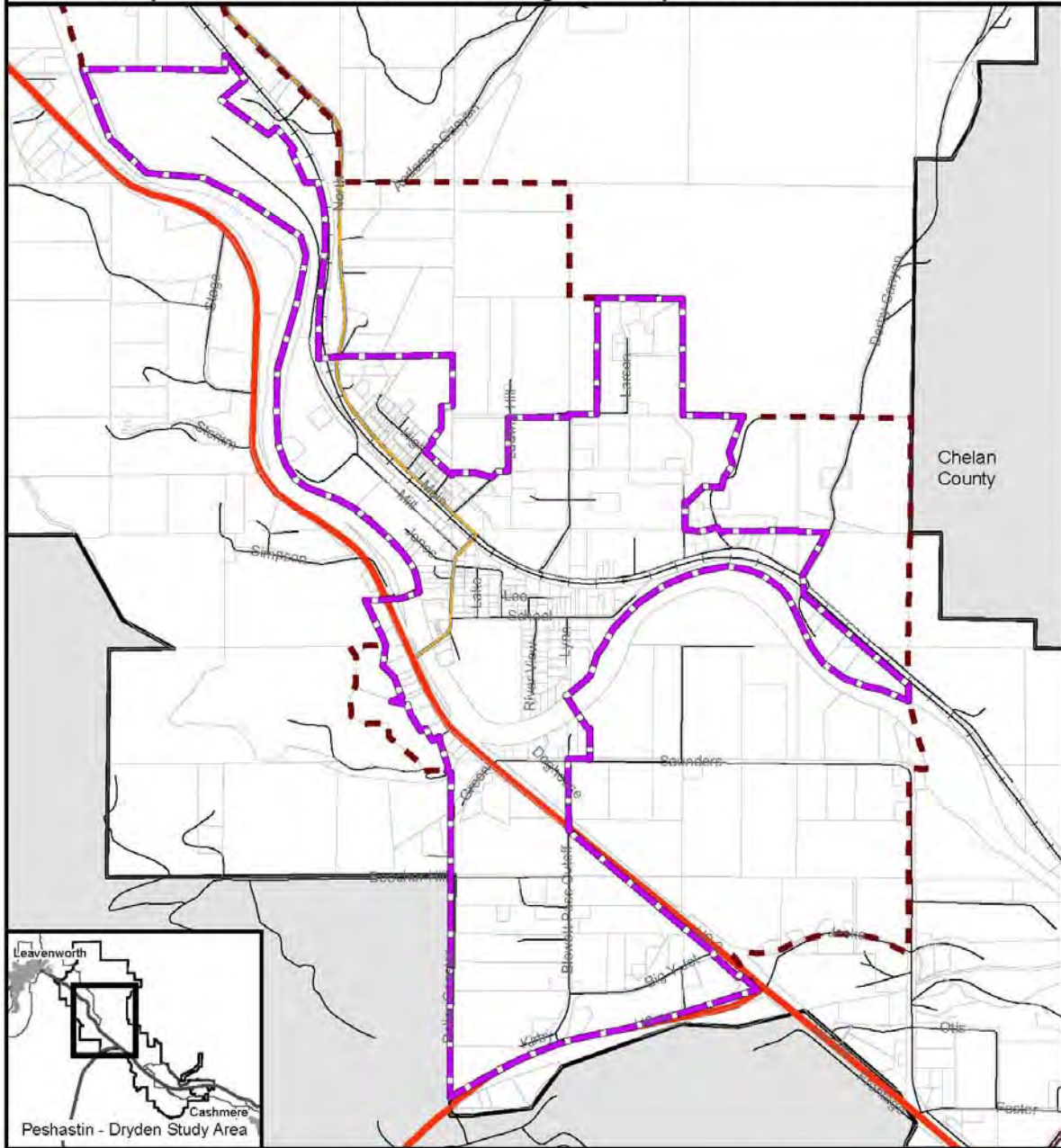
Wastewater System

Disclaimer: While the latest available data has been used it is not intended to be an accurate measurement. Contact the governing jurisdiction for legal descriptions. Created October 2008 by Alliance Consulting Group, Inc.

-  Peshastin Planning Area
-  Peshastin Proposed UGA
-  Peshastin WW Service Lines
-  Peshastin WW Collector Lines

0 0.25 0.5 Miles

Map P-6 Peshastin Existing Transportation Facilities



Existing Transportation Facilities

Disclaimer: While the latest available data has been used it is not intended to be an accurate measurement. Contact the governing jurisdiction for legal descriptions. Created October 2008 by Alliance Consulting Group, Inc.

Peshastin Planning Area	Rural Principal Arterial
Peshastin Proposed UGA	Local Access
Rural Major Collector	Urban Collector
Rural Minor Arterial	Urban Minor Arterial
Rural Minor Collector	Urban Principal Arterial

0 0.25 0.5 Miles

Chapter 2: Land Use

Introduction

The Land Use Element of the Comprehensive Sub-area Plan is intended to promote orderly community growth by providing for planned land use areas which consider environmental, economic, and human factors. The Sub-Area Plan is designed to meet both present and future needs of the community and to serve as a guide to decision makers when presented with options for developing and redeveloping the Peshastin Urban Growth Area (UGA). This Element also helps retain the basic form and pattern of the community while creating opportunities for an orderly expansion. In general, the following Comprehensive Plan Land Use Designations Map shows the locations of the different land use categories, as well as the Urban Growth Boundary which defines the UGA.

Goals & Policies...

GOAL: Maintain and enhance the existing pattern of uses by further defining the uses and the pattern; and by providing incentives that encourage the refurbishing of existing structures and the in-filling of vacant properties to the appropriate uses, where feasible.

POLICY: The following land use categories, and subsequent densities, are to be implemented through the zoning ordinance and other implementing regulations, as necessary:

Low Density Residential...Is characterized by low-density residential uses, particularly single family homes and duplex units. Density is four units per acre.

Medium Density Residential...Is characterized by medium density residential uses such as duplex and apartment units, as well as single family homes. Density is eight units per acre.

High Density Residential...Is characterized by high density residential uses such as condominiums and apartment units, in addition to single family residences. Density is sixteen units per acre.

Downtown Commercial...Is intended to allow for a variety of businesses, including retail, professional and community services, permitting above street-level residential development.

Highway Commercial...Provides an area suitable for present and future retail commercial activities, including tourist commercial and multi-family residential.

General Industrial ...Provides an area for existing and future industrial uses and activities to operate.

Campus Industrial...Provides an area for existing and future industrial uses where activities, including outside storage can be fully enclosed. Residential uses are permitted provided the area of the building dedicated to residential use is limited to ten percent of gross floor area.

Residential...

The following goals, policies, and rationale provide direction for not only the development of implementing ordinances, but also during the review of specific projects. Their purpose is to help provide continuity between existing and potential residential uses. It is also their intent to equip the implementing ordinances with the needed background and authority to help maintain the quality of life within the sub-area.

GOAL: Maintain a sufficient number and variety of safe, aesthetically pleasing/attractive, housing units by encouraging new housing and enhancement and refurbishment of existing housing in a variety of neighborhoods that are served by adequate public facilities and utilities for people of all income levels.

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

Rationale: Preservation of property values can be maintained by providing predictability in what is going to happen in the surrounding areas. Zoning is one tool to accomplish that end. The County in cooperation with the community has a program of improving infrastructure which should be continued within the available Capital Facilities Plan.

POLICY B: Ensure that urban development will not be permitted outside of UGA's except in master planned resorts or commercial development in planned/designated rural service centers.

Rationale: Within UGA's there will be sufficient, urban-type services either already available, or at least planned for, which can handle urban densities. Similarly, master planned communities must demonstrate at the planning stages how these types of services will be provided to their "community", which in turn helps determine the density they will be allowed to incorporate into the development.

POLICY C: Prior to expansion of the UGA for residential purposes, redevelopment and in-fill will be encouraged within the Peshastin sub-area, where feasible.

Rationale: Redevelopment and in-fill of areas with existing infrastructure helps to lower the cost of development and provide more efficient use of existing public utilities by reducing the cost of providing these services. In-fill also eliminates a significant number of vacant lots that contribute to fire hazards and accumulation of junk materials, which may be a detriment to surrounding property values.

POLICY D: Determine the density of development which is compatible with adjacent residential development.

Rationale: Urban densities should be determined by services available, the road network, and adjacent land uses. Where a full range of urban utilities are available and adjacent land uses dictate a need for buffering. Adjacent to existing, well-established neighborhoods, lower densities should be reflected, such as four units per acre. Several different zoning classifications should be developed to allow for properly adjusted densities and mixed use development.

POLICY E: Maintain high standards for residential development, construction and maintenance. Develop standards that include a diverse choice of housing types, quantities and designs including those for senior citizens, physically challenged and low-income persons.

Rationale: High standards for all development will help provide long-term stability to the community by ensuring the continuance of a durable housing stock. However, such standards are not meant to preclude the development of housing units to serve all income levels and special needs populations because of higher costs.

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

Rationale: Promoting developments in or close to areas with existing public utilities saves not only possible future public expenditures, but should lower the initial cost of development, thereby providing more reasonably priced housing.

POLICY G: Develop incentives that help encourage residential development to locate within the urban growth boundary, consistent with the comprehensive plans.

Rationale: The Urban Growth Area (UGA) assists in delineating an orderly, efficient transition from rural to urban land uses. To capitalize on the public expenditures associated with the existing provision of services such as sewer, water, streets, etc. within UGA's, in-filling of these areas and ones adjacent to these services should occur first. The net result is prevention of urban sprawl and a decrease in public expenditures.

POLICY H: Protect residential districts from excessive noise, visual, air, water and light pollution generated by other land uses.

Rationale: In order to ensure the quality environment for residences in the Peshastin area is preserved, provisions should be made to discourage incompatible land uses. The use of innovative techniques such as down-lighting and buffering for activities of a commercial or industrial nature, and/or other high intensity uses inside and adjacent to neighborhood areas, should help alleviate some possible conflicts.

POLICY I: Provide appropriate measures to regulate the keeping of livestock and animals other than domestic pets, including performance standards for maintenance of pastures, shelters, and feeding areas.

Rationale: While domestic pets are generally not a problem within residential areas, other types of animals and livestock can be considered incompatible with residential uses and create conflicts. By considering the existing densities of residential areas and regulating the keeping and maintenance of these animals accordingly, most of the conflicts can be mitigated. Temporary animals and livestock for the purposes of 4-H projects should be allowed; however, if they become long-term they need to meet the necessary provisions of the district in which they are located.

POLICY J: Develop building height standards for all types of structures to be limited to what is appropriate in residential areas.

Rationale: Many existing and future home/development sites have views of the surrounding area. While the Community may not be able to maintain totally unobstructed views, a consistent standard should be set in all zoning districts to preserve, to the extent possible the view amenity.

POLICY K: Provide innovative and flexible design for residential developments, especially for multi-family units, by establishing and encouraging planned developments.

Rationale: Planned developments can provide flexibility which allows the community to encourage the maximum use of new concepts in land development that might otherwise be inhibited by the strict application of the zoning ordinance. It can also encourage the enhancement of the natural characteristics of the land, help create permanent open space, and help utilize, more efficiently, the public facilities required of residential developments.

POLICY L: Allow primarily residential development within residential districts, with the exception of home occupations, subject to the appropriate hearing procedures.

Rationale: To preserve and enhance the quality of life in Peshastin, it is important to take all possible steps to avoid incompatible uses within residential districts. Prohibiting higher intensity uses, such as commercial or industrial ones, in established residential areas, could avoid numerous conflicts.

POLICY M: According to the density and intensity of residential uses in an area, provide appropriate types/levels of day care facilities.

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

POLICY N: The County in cooperation with the Community Council will develop regulations and procedures to require owners of vacant parcels and/or structures within all land use classifications to maintain said, parcels in a manner which does not promote or create fire hazards, and which does not detract from the quality of the neighborhood.

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

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

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

POLICY P: Review and alter land use regulations as necessary to ensure provisions are made for locating manufactured/mobile housing in appropriate locations, subject to special criteria, including state standards, designed to protect the integrity of established residential neighborhoods.

Rationale: Manufactured/mobile homes are sometimes seen as a detriment to residential neighborhoods. However, with special location and placement criteria provided to protect the integrity of these areas, these units can be compatible with residential development. It is also

important to ensure that mobile homes are of a quality that protects the health and safety of the residents utilizing this option and that promotes further the compatibility with conventional, stick-frame structures.

POLICY Q: Ensure manufactured/mobile home parks are provided urban governmental facilities and services, and are provided appropriate locations within urban growth areas.

Rationale: Manufactured/mobile home parks generally maintain densities that are more characteristic of urban areas than rural ones. Consequently, they need to be serviced by urban facilities and services which are to be provided only within UGAs.

Commercial...

The following goals, policies, and rationales create the ability to provide a quality environment for commercial development. They help define the scope of future development while still assuring compatibility with surrounding uses. By using the direction these goal and policy statements provide, the type of atmosphere the people of Peshastin desire for their downtown area will be maintained and enhanced.

GOAL: Provide and create opportunities for safe, aesthetically pleasing, and accessible commercial districts that allow diverse economic development and which contribute to a sound economic base for the community while maintaining a quality environment.

POLICY A: Promote the development of incentive programs that reward the continued use, maintenance, development, and revitalization of land and buildings within established commercial areas, consistent with the land use map.

Rationale: Existing commercial areas generally represent a substantial public and private investment in buildings and infrastructure. By maintaining and revitalizing the existing stock of land and buildings, the community can begin to in-fill the existing commercial areas with appropriate uses, thereby preserving that investment. This strategy also helps maintain the existing pattern of uses within the community, including residential districts.

POLICY B: Maintain existing commercial structures and zoning for commercial uses and protect them from conversion to other uses.

Rationale: In order to facilitate economic growth in the community, sufficient lands must be available for new businesses to come into the area. It is therefore important to have a clear representation of what lands are available, and some assurances that those areas will remain available in the future. Areas which are designated for commercial use should include criteria and regulations which discourage uses that could eventually conflict with commercial development.

POLICY C: Encourage the expansion of commercial districts/uses that occur adjacent to existing, similarly developed areas in conformance with the comprehensive plan when there is a demonstrated need for additional commercial land.

Rationale: This strategy will help maintain the existing commercial areas and promote the logical, orderly expansion of commercial uses adjacent to or near existing services, as the need arises.

Similarly, residential districts will be preserved as long as possible, without having to deal with piecemeal, premature commercial designations.

POLICY D: Encourage the development of commercial land in a manner which is complimentary and compatible with adjacent land uses and the surrounding environment.

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

POLICY E: Support commercial areas with adequate streets, parking, lighting, and utilities, including provision of pedestrian and non-motorized access to and within those areas, consistent with the Americans with Disabilities Act regulations.

Rationale: Commercial activities will generate greater traffic volumes, and will have greater service needs than a residential area. It is important to adequately provide for these needs in order to maintain the areas' viability and safety, and to prevent congestion and barriers to accessibility to the areas.

POLICY F: Develop adequate standards for off-street parking sensitive to the diverse needs of commercial uses.

Rationale: Inadequate parking areas can lead to congestion problems in both the street circulation system and the parking lots. Standards need to be developed that recognize the direct link between parking availability and efficient traffic circulation, and the diversity in parking needs for different types of commercial uses.

POLICY G: Recognize pedestrian needs in commercial areas by providing a more pleasant and comfortable environment through intense landscaping, buffering of vehicular traffic, and pedestrian amenities.

Rationale: To maximize the use of commercial areas, the atmosphere should be as inviting as possible for the consumer. Additionally, attractive, vibrant commercial areas will encourage additional merchants to locate close by, enhancing the commercial areas.

POLICY H: Encourage landscaping which provides unity to commercial developments and which screens or softens parking lots and unsightly areas, particularly in the transition areas between commercial and residential land uses.

Rationale: Landscaping helps provide continuity and definition to a commercial area, while also providing amenities to parking areas that break up the total paved look, cool them down, provide storm water retention areas, and make the area more inviting.

POLICY I: Ensure that on-site commercial preparation, i.e. road access, parking, surface drainage, utilities, water systems and sewer systems, be provided by private developers or appropriate public/private partnerships.

Rationale: By developing a piece of property for commercial use, the owner and/or operator of that business is directly benefited. There are also direct impacts to the existing infrastructure, such as the water, sewer and storm water drainage systems, already in place. It should therefore be the

developer's responsibility to contribute extensively to that development. Likewise, the community as a whole benefits from a quality commercial core, and should, through some means and in some instances, work with the developer to achieve the high level of development desired.

POLICY J: Ensure that commercial uses are not used in a manner which creates dangerous, injurious, noxious or similar conditions which would adversely affect the use or value of adjacent areas or properties. Ensure that commercial activities do not emit dangerous or objectionable noise, light, odors, radioactivity, vibrations or glare.

Rationale: Activities which may be commercial in nature but have the above characteristics would detract from the appeal of the commercial areas, and could be detrimental to the health and safety of the users and to the value of adjacent properties. Standards should be established, such as requiring downward directed lighting, buffers, appropriate scale and screening, in order to prevent objectionable activities from locating in the commercial areas of the community and which direct these uses to a more appropriate, less incompatible area.

POLICY K: According to the density and intensity of commercial uses, provide appropriate types/levels of day care facilities.

Rationale: It is increasingly necessary for households to have two incomes to maintain their standard of living, thereby creating a need for adequate day care facilities. Because of the convenience to employees and shoppers, day care facilities are appropriate in commercial areas and should be allowed according to the intensity of the commercial use.

POLICY L: Encourage future development to locate in clustered, attractive centers in designated commercial areas, as opposed to strip commercial development.

Rationale: Strip development can lead to increased public expenditures by inefficient and untimely expansion of services, or development in areas where services are not designed to meet commercial needs. It may also lead to a degradation of the existing core as new businesses continue to move further away. A central, compact commercial core provides greater pedestrian access, and helps maintain and support the existing downtown's viability and identity.

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

Rationale: To maximize the efficient utilization of commercial development by consumers, ease in moving from one place to another is essential. The circulation patterns for not only motorized traffic, but also for pedestrian and transit traffic must provide linkages between the two existing pockets of commercial uses, and within each area as well. This is particularly important in maintaining the viability of each existing area, until such time as they can be connected to become one.

POLICY N: Encourage new businesses that will, through excellence of design and the nature of the use, provide long term benefits to the people of Peshastin.

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

POLICY O: Promote the development of commercial activities oriented to the recreational and open space opportunities of the area.

Rationale: The natural environment and associated recreation opportunities are valuable recreational resources for both tourists and the residents of Peshastin. The development of related commercial activities, such as restaurants, lodging facilities, and recreational services that capitalize on this resource, in appropriate areas, will expand the economic opportunities of the area.

POLICY P: Prohibit the further conversion of existing commercial structures into residential uses, and limit new residential development in the central business district to residences that are located on a second story, above the street-level commercial use.

POLICY Q: Promote the development of “Big Box Retail” in areas designated for commercial activities.

Rationale: To maximize the efficient use of commercial development while maintaining the unique qualities of the community, the tourist industry and the natural environment.

Industrial...

New industrial development is necessary and desirable to help stabilize the local economy. However, there can be a number of negative impacts associated with various industrial uses. The following goals, policies, and rationales help to provide a framework for alleviating and internalizing some of these impacts with the subsequent goal being to create attractive centers for conducting industrial activities.

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

POLICY A: Industries with undesirable environmental effects will be required to conform and comply with all applicable Federal, State and Local standards for water, air, noise, odor, light and visual pollution, and will not negatively impact compliance with the state waste discharge permit.

Rationale: The quality of the environment is recognized as an important asset to any community. Standards have been established by Federal, State and Local agencies which protect not only the quality of the environment, but also the health and safety of the residents in an area. It is essential that these standards be adhered to, both in development and operation of any industrial uses.

POLICY B: Encourage industrial site planning that internalizes negative effects by incorporating greenbelt buffers/open space; landscaping; adequate utilities; noise, air, and water pollution control devices; and attractive fencing or similar measures.

Rationale: Because they are an asset to the economic stability and development, industrial uses should be an integral part of the physical make up of the community. By mitigating any possible negative affects through quality landscaping and buffering techniques, industrial users can be made more compatible with adjacent uses.

POLICY C: Encourage new industry to be located in planned industrial parks which afford neighboring properties protection from noise, off-site light, vibration, drainage, dust, excessive traffic and view blockage.

Rationale: Clustering multiple industrial users in one area not only increases the efficient utilization of needed services, such as water and sewer systems and storm water drainage, it is easier and less costly to each user to provide the necessary buffers.

POLICY D: Encourage planned industrial parks to be located in areas adjacent to major street arterials, preferably on lands not suited for agricultural or residential uses.

Rationale: The materials needed for production, and the end product itself, must be transported to and from the industrial site to the consumer. This movement of goods generally takes numerous trips by large, tractor/trailer combination rigs that can be extremely detrimental to road conditions and traffic circulation. By locating the industrial parks adjacent to major arterials of sufficient design, not only is the transport of materials made more efficient for the industrial user, the longevity of the road is extended.

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

Rationale: Industrial development, and the subsequent economic benefits to the community, is contingent upon appropriate lands being designated for intensive activities such as manufacturing, warehousing, wholesaling and repair. Location and design criteria that consider the present uses of the land as well as those of the surrounding lands, the availability and adequacy of the transportation network and supporting utilities, physical constraints, ownership patterns, and community concerns will make the tough location decisions less difficult.

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

Rationale: With well-designed sites, encouraging new firms to locate in the area will be easier. The provisions for landscaping, parking, and innovation in building designs will help to decrease conflicts in land use and make industrial areas easier to locate.

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

Rationale: It is generally necessary to have a full range of services and utilities available to encourage industrial development. Capital improvement programs for all purveyors should be reviewed jointly, assuring the timely and coordinated provision of these services.

POLICY H: According to the density and intensity of industrial uses in an area, provide appropriate types/levels of day care facilities.

Rationale: It is increasingly necessary for households to have two incomes in order to maintain their standard of living, thereby creating a need for adequate day care facilities. Because of the convenience to employees, day care facilities should be provided in industrial areas, but only with careful consideration to the health and safety of the children.

POLICY I: Encourage the continued development of light industries that are related to the agriculture or recreation/tourism industries

Rationale: The primary industries in and around the Peshastin area are agriculture and tourism related. Emphasis should be placed on maintaining and enhancing those industries to include processing, packing, storage, and shipment of agricultural commodities, and manufacturing of recreational equipment within the planned industrial areas.

POLICY J: Encourage clean industrial development which is compatible with the quality of life in Peshastin and with the natural environment (air, water, noise, & visual).

Rationale: Industrial development should be compatible with and not detract from the quality of life enjoyed by area residents. Development and operation of industrial uses should be sensitive to not only the physical environment of the community, but also to the expectations of the citizens.

POLICY K: Prohibit the development of 'Big Box Retail' in areas that are Industrial in nature, to ensure the proper use of designated Industrial Parks.

Rationale: It is necessary to ensure that Industrial development will happen in those areas identified as Industrial zones. This will maintain the compatibility of the areas Industrial needs, while keeping the in mind the protection of the environment and the well-being of the citizens.

Agriculture...

Agriculture and the associated support facilities are the primary economic base in the Peshastin area. It is important to maintain these existing uses by providing a cushion from situations that make agricultural activities difficult. Agriculture not only plays an important role in sustaining the economic viability of the Peshastin area, primarily as the area's major industry and employer, but it also affords a certain identity to the community. By retaining existing agricultural uses within the UGA the agriculturists are able to have some assurances that they will be able to continue operating without being subject to premature growth pressures until they decide to convert their property to a more urban type of use. The following goals, policies, and rationale provide a means of protection for farmers of existing agricultural parcels until such time as they decide to develop their property to a different use.

GOAL: Preserve and encourage existing and future agricultural land uses as viable and as a significant economic activity within the community.

POLICY A: Support land owners in developing land consistent with local land use policies.

Rationale: Within the UGA, when the owner of existing agricultural parcels decides to change the use of the property to a more urban land use, the community will support and encourage land owners to develop the land according to the designations of the comprehensive plan.

POLICY B: Support and encourage the maintenance of agricultural lands in open space designations; current use property tax classifications consistent with RCW Chapter 84.34 (Open Space), and/or other tax benefits that help retain the economic viability of farming practices.

Rationale: The open space and current use property tax program makes agriculture a more viable operation on lands that, because of their proximity to residential and/or recreational developments, might be assessed at a much higher rate than agricultural lands in the outer portions of the County. Owners of existing agricultural uses within and/or in close proximity to the UGB are encouraged to investigate the possibility of participation in this program.

POLICY C: Ensure that public service and facility expansions and non-agricultural development do not impair the viability of current agricultural activities within Peshastin and the immediate surrounding areas, until such time as it is apparent that more land base for urban uses is needed.

Rationale: The availability of public services and facilities will promote the development of non-agricultural uses, which in turn raises the assessment of property taxes. Until the owner of existing agriculture lands wishes to convert to other types of development, development of appropriate utility expansions should be limited to residentially designated areas only, to help preserve the existing agricultural activities.

POLICY D: Encourage the control of noxious weeds and fruit pests in all affected areas.

Rationale: Noxious weeds pose a threat not only to an agriculturalist's productivity, but if left unattended to grow and dry out on a vacant lot they can also create a dangerous fire hazard. Fruit trees left unattended provide breeding ground for pests. By requiring removal of fruit trees at time of subdivision, the orchard industry will be given an extra measure of protection from pests.

POLICY E: Adopt a "right-to-farm" attitude whereby the Peshastin Community recognizes that the lands and uses in existing agricultural areas enjoy historical or prescriptive rights to normal farm practices such as early and late hours of operation, noise, dust generation, crop dusting, odors, slow moving vehicles and livestock on rural roads. In the event of a conflict between these and residential uses, community support shall be in favor of the existing agricultural use.

Rationale: A major deterrent to farming practices in areas near residential developments are the nuisance complaints from residents in the area who are unaccustomed to normal agricultural activities. By adopting a "right-to-farm" attitude, the Community will establish its support against complaints for normal agricultural activities taking place in existing agricultural areas.

POLICY F: Ensure that public actions are managed to minimize disruption of agricultural activity.

Rationale: Disruption to agricultural practices can come from all facets of society, including the public sector. When reviewing public policy/practices in areas designated for agriculture, careful consideration should be given to the affect of that action on farming practices in the area.

POLICY G: Ensure that all development permits, including short and long subdivisions, issued for development activities on, or within 500 feet of a designated agricultural or forest resource areas contain notice, such as a note placed on the face of the plat and on the title report, stating that the property is in an area that may be subject to a variety of activities associated with best management of agricultural lands, such as spray drift, noise, odors, early and late hours of operation, etc.

Environment and Critical Areas Conservation...

The Peshastin Sub Area plan relies upon and adopts by reference the existing Chelan County Comprehensive plan and implementing regulations related to critical areas protections, as required by the Growth Management Act.

Chapter 3: Housing

Introduction

The appeal of a community can be attributed to many factors; however, the quality of its housing stock and residential neighborhoods is probably the best indicator of its viability in the long run. It is necessary therefore, to have an adequate stock of housing for all income types, while still recognizing the vitality and character of established residential neighborhoods. It is the intent of the community, through this comprehensive plan, to provide a range and alternative of housing types and affordable housing opportunities. The goals and policies contained in this section are designed to maintain the current quality of existing housing developments as well as assuring that any new development is compatible with the character of the Community of Peshastin.

Goals & Policies

GOAL: Encourage housing development for all income levels by defining the different types of housing and densities allowed, and by providing a balance of those types throughout the community.

POLICY A: Support and encourage the retention and rehabilitation of existing housing units, thereby more efficiently utilizing older housing stock.

Rationale: Maintaining and rehabilitating the older housing stock should help to preserve existing neighborhoods, as well as providing housing units at a cost somewhat less than that for new construction, in the moderate income range.

POLICY B: Promote the retro-fitting and weatherization of existing housing for improved energy efficiency by encouraging the continued use of existing programs and the development of new and innovative programs.

Rationale: It is important to recognize that energy efficient homes are essential, and that there is some responsibility on the part of the public sector, particularly with the Chelan County PUD, to continue the existing programs already available to homeowners, while also exploring the possibility of new ones.

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

Rationale: The quality of life of the community is expressed and sustained in its history. By preserving and protecting historic sites and buildings, not only is this quality maintained, but the long-term viability of the community is enhanced.

POLICY D: Provide a diversification of housing types and densities that can satisfy various lifestyles and economic capabilities.

Rationale: All segments of a community's population must have adequate shelter, and by assuring that a diverse inventory of safe and sanitary housing types exist in the community, these segments can choose which one best suits their lifestyle and budget capabilities, without having to compromise their safety and that of their families.

POLICY E: Develop incentives that promote the construction of affordable housing to meet the needs of all segments of the population, particularly those in a moderate income range.

Rationale: It is important to recognize that some segments of the community live on a low or fixed incomes whose needs should be met, as well as those in the moderate income range; but it is also important to provide incentives that make quality moderate and low income housing unit construction feasible and/or lucrative for the developer.

POLICY F: Recognize and accommodate special needs populations, such as those requiring group home and/or foster care facilities, nursing home care, congregate care, emergency shelter, or supervised environments within the development codes.

Rationale: These populations are an increasing portion of each community's demographic "make-up". Their needs can be met within existing residential neighborhoods provided development criteria is established which protects adjacent properties' quality of life and associated values.

POLICY G: Provide for long-term residential foster care for youths and the elderly in all density designations.

Rationale: Foster care that provides nurturing and sustenance to both youthful and elderly clients within a "family" setting is appropriate in all density designations and should be allowed, according to the intensity of use, within the different zoning classifications.

POLICY H: Recognize that manufactured homes are a viable housing option and the most accessible private market housing opportunity available to potential homeowners.

Rationale: Manufactured homes will continue to be an affordable option for people wanting to purchase instead of rent their housing accommodations. Therefore, they will continue to be an important element of the community's development, and appropriate standards should be established to assure their compatibility with existing residential development.

Chapter 4: Utilities

Introduction

For the purposes of this Comprehensive Plan, utilities shall include power, phone, cable/television service and fiber optics. All of these are similar in that they are delivered on a parcel by parcel basis and generally entail the payment of a monthly bill to the service provider. They are generally provided by public and/or private entities other than the County or Peshastin Community. The intent of the following goals and policies is to provide direction to decision makers involved in the process of planning for and expanding these utilities. The general theme is to 1) encourage the provision of these services at levels appropriate to the intensity and density of development in an area; and 2) encourage coordinated planning efforts between the different agencies and purveyors to more efficiently provide these services. Maps of Utilities can be found in correlating plans and documents held by the service providers and the Department of Community Development at Chelan County.

Goals & Policies

GOAL: Ensure that development occur in conjunction with availability of utilities, including power, telephone, cable and/or television service, and fiber optics; and encourage incentives be developed to expedite the appropriate extension of said, utilities.

POLICY A: Ensure that development takes into account the timely provision of adequate and efficient utility systems.

POLICY B: Provide utilities at levels of service appropriate to the specific area, thereby avoiding excess capacities which may encourage growth beyond the designated density in an area.

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

Rationale: Within UGA's, all development should be provided with urban-type levels of utilities services. By encouraging new developments to locate adjacent to existing facilities, the costs incurred by the developer, property owner, and tax payer will be minimized. At the planning stages for new development, the availability of these utilities and the consistency of the development with the capital improvement plan, shall be a determining factor in approving that development.

POLICY D: Promote multi-jurisdictional cooperation between the County, the Peshastin Community and special service purveyors for utility planning and implementation.

POLICY E: Encourage the coordinated development, review, update and implementation of utility purveyors' capital facilities programs, consistent with the Community's comprehensive plan.

POLICY F: Promote the planned development and phasing of utility construction consistent with capital facilities programs.

POLICY G: Encourage utility planning activities include an on-going analysis of a system's overall physical condition.

Rationale: Coordinated utility planning opens lines of communication between individual purveyors and local governments which allows for concurrent scheduling for new facilities as well as maintenance of existing ones. This discourages repetitive construction delays and, more importantly, alleviates the instances of one purveyor damaging or destroying another purveyor's recent construction activities, thereby reducing costs. The availability of urban utility services, and the predictability associated with advance expansion planning, is directly related to the growth and development of the community.

POLICY H: Ensure that utility installations and system upgrades be done in a manner sensitive to the environment.

POLICY I: Ensure that the cost of on-site utility improvements or site preparation for developments be the responsibility of private enterprise whenever possible.

Rationale: As with all aspects of any kind of development, environmental concerns should be considered during the planning and implementation of construction activities. Because new development will be the only direct beneficiary of the new systems needed on-site, it should carry the cost of developing said services. However, a system should be established to allow cost recovery by a developer through transfer of connection fees and late-comer agreements. Upgrading system inadequacies that currently exist should not be a responsibility of new developments, unless it is the development that causes carrying capacities to be exceeded.

POLICY J: Ensure the adequate sizing of utility trunk lines and main lines, consistent with the utility plan recommendations.

POLICY K: Encourage that utilities be installed within or adjacent to existing utility or transportation corridors/easements whenever possible.

POLICY L: Promote continued use, maintenance, development, and revitalization of existing utilities whenever possible.

Rationale: The above policies work to promote cost effective system upgrades and maintenance in the logical progression laid out in the capital facilities plans of all agencies. Adequate maintenance and utilization of existing facilities, as well as appropriate sizing of new facilities, helps the community prepare for projected future needs. This advanced preparation should protect against sudden, costly system upgrades and expansions due to haphazard, unplanned growth.

POLICY M: Support State agencies with streamlining their requirements for provision of services by including flexible standards that are based on specific situations in specific areas, as opposed to strict application of state-wide standards.

POLICY N: The policies and regulations of the many different State agencies need to consider and reflect local issues and situations.

Rationale: Many times the strict adherence to state-wide requirements can discourage or even prohibit development that the community has encouraged after extensive study. By including some flexibility into state requirements, local issues and concerns can be more adequately addressed while still meeting the intent of the policy and/or regulation.

Chapter 5: Capital Facilities Element

Introduction

The Capital Facilities Element (CFE) of the comprehensive plan is required by Washington State's Growth Management Act (GMA). Capital facilities and services are those things necessary to maintain the livelihood of a community. These services are, in general, provided by local government agencies and are available to all citizens of the community. Capital facilities play a large role in determining what kind, where, when and how much development will occur. Maps showing the locations and types of capital facilities can be found in correlated plans and documents held at the County.

Within the Peshastin community there are a series of purveyors that provide capital facilities to residents. Other than local transportation facilities, Chelan County currently does not operate or finance the facilities and services identified in this plan. It is imperative that the County, in cooperation with the Peshastin community and the applicable utility and capital facility purveyors work together to identify, fund and implement needed infrastructure improvements to serve the area. The other purveyors are encouraged to utilize and capitalize on both the technical information and the vision of the community, as expressed in this comprehensive plan. The following goal and policy statements will provide the Peshastin Community a guideline for implementing their Capital Facilities Plan. These policies should be referenced to provide consistent and logical decisions during the twenty-year planning period.

Goals & Policies

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

POLICY A: Promote multi-jurisdictional cooperation between the county and special service providers for public facility and services planning and development.

POLICY B: Develop a Capital Facilities Plan, based on existing and future growth and development, which will provide a guide for phased and orderly development of public services and facilities, including expansion and location, within the urban growth boundary.

POLICY C: Use the phasing schedule for public facilities and services defined in the Capital Facilities Plan as a basis for land use, development approval and annexation decisions.

Rationale: A coordinated approach to capital facility planning among agencies and departments eliminates costly duplication of not only data collection and analysis, but also development and construction schedules. With a comprehensive capital facilities plan as a guide, local government decisions for extension of public facilities and services can be based on accurate, consistent information. This capital facilities plan can also aide developers by providing predictability in the anticipated location and timing of expansions, and what general contributions they may be asked to make when they develop in a specific area.

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

POLICY E: Promote continued use, maintenance, development, and revitalization of existing public facilities and services whenever possible.

POLICY F: The timing of implementation actions under the comprehensive plans and elements shall be based in part on the available financial resources to provide the necessary public facilities.

POLICY G: Encourage compatible, multiple uses of public facilities such as schools and parks, thereby increasing their value and cost effectiveness.

Rationale: As more responsibility for public facilities and services is handed down to local government, it has become increasingly necessary to find more efficient and cost effective ways for providing said services and facilities. By using and maintaining existing facilities, and by combining different uses into one facility, public expenditures are spent more competently.

POLICY H: Provide public facilities and services at levels of service appropriate to the specific area. Where it becomes apparent that probable funding for required capital facility projects falls short, the community should consider reassessing the land use element.

POLICY I: Ensure that the location and design of public facilities does not adversely impact the environment or surrounding land uses.

Rationale: If services and facilities are provided with capacities in excess of what is necessary, development will usually grow to that capacity. It is important, therefore, to only plan for and provide the facilities and services at levels appropriate for the designated density in an area to avoid adverse impacts on the environment and to maintain compatibility among land uses.

POLICY J: Within the Urban Growth Area, ensure that all existing residences and developments be connected to public water and public sanitary sewer systems, as necessary. Ensure that all new construction that is within the sewer service area (as it exists and/or as it may be amended in the future), connect to the Peshastin sewer system. Additionally, ensure that any new multi family, commercial, industrial and/or new land division that creates any lot or lots that are one acre in size and smaller connect to the Peshastin sewer system.

Utilities and Capital Facilities & Services

The following table demonstrates the definition of which items are "utilities" and which are "capital facilities/services", according to the Community of Peshastin. To establish a Level of Service standard the following list shows which of these items the citizens of Peshastin feel should be concurrently provided for residential (R), commercial (C), and industrial (I) areas, within the urban growth area. If these things cannot be adequately provided for a specific development immediately, either by the proponent or by joint venture with the proponent and the Community, that development will not be allowed. However, it is possible to phase in development as these items become available, provided that all items are available within 6 years of construction commencing.

	UTILITY	PUBLIC FACILITY			
1. Public Sewer		X	R	C	I
2. Public Water		X	R	C	I
3. Power	X		R	C	I
4. Phone	X		R	C	I
5. Individual Garbage Disposal		X	R	C	I
6. Cable/Television Service	X		R		
7. Streets/Roads/Bridges/Airports		X	R	C	I
8. Curbs & Gutters		X	R	C	I
9. Sidewalks &/Or Pathways		X	R	C	I
10. Stormwater Drainage		X	R	C	I
11. Law Enforcement		X	R	C	I
12. Fire/EMT Protection		X	R	C	I
13. Government Services		X	R	C	I
14. Solid Waste Disposal		X	R	C	I
15. Animal Control		X	R	C	I
16. Schools (Primary & Secondary)		X	R	C	
17. Higher/Adult Education		X	R	C	I
18. Cemeteries		X	R	C	
19. Disaster Planning		X	R	C	I
20. Mental Health/Social Services		X	R	C	
21. Fiber Optics (when available)	X		R	C	I

Chapter 6: Transportation

Introduction

Transportation networks tie a community together as well as linking it to the outside world. Local streets and roadways should provide a safe, reliable access to work, schools, shopping and residences.

Transportation networks to the outside area are important to the economic growth of the community in providing needed access for goods and services into and out of the area. For the purposes of this Comprehensive Plan, transportation encompasses several modes of travel, including air, motorized, transit and non-motorized. The intent of the transportation element is to be consistent with the land use element as well as continuing the idea of coordinated planning efforts between the different agencies responsible for providing the different modes of transportation, such as County-wide Planning Policies and the North Central Regional Transportation Planning Organization.

Chelan County is in the process of completing a Regional Transportation Plan and its Findings and Conclusions may be used at a later date to give more up to date information on the Level of Service and detailed information about the future transportation needs and compatibilities of the community.

Level of service (LOS)

The levels of service standards adopted in this plan will be maintained through upkeep of the existing circulation system, expansion of transportation services, and/or traffic demand management strategies. The community has adopted the Link (A-F) LOS standards for its roadways. These standards are regionally coordinated through the North Central Regional Transportation Planning Organization Certification process.

LOS standards provide measurable criteria to judge the adequacy of service. Future transit facilities should be linked to established LOS standards. Analysis of LOS was done subjectively rather than using the Volume/Capacity Ratios. As specified in the Growth Management Act new development will be prohibited unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development.

LINK A- Primarily free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delays at intersections are minimal. Volume/Capacity Ratio less than or equal to 0.60

LINK B- Reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions. Volume/Capacity Ratio greater than 0.60 and less than or equal to 0.70

LINK C- Stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds. Motorists will experience appreciable tension while driving. Volume/Capacity Ratio greater than 0.70 and less than or equal to 0.80

LINK D- Small increases in traffic flow may cause substantial increases in approach delays and, hence, decreases in speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these factors. Volume/Capacity Ratio greater than 0.80 and less than or equal to 0.90

LINK E- Significant delays in traffic flow operations and lower operating speeds. Conditions are caused by some combination or adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing. Volume/Capacity Ratio greater than 0.90 and less than or equal to 1.00

LINK F- Traffic flow operations at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse signal progression is frequently a contributor to this condition. Volume/Capacity Ratio greater than 1.00

Transportation Demand Management (TDM) Strategies

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

- *Public education and promotion*
- *Custom Transit Services*
- *Non-motorized Mode Support*
- *Park & Ride Lots*

Pedestrian & Bike (non-motor transportation)

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

Forecasting

Forecasting traffic patterns related to land use and population growth is an important tool to most communities. Peshastin recognizes the importance of informed and thoughtful development and its many impacts on transportation. Currently there is no data regarding road counts to base a forecasted travel model on. When funding is available the community will seek to expand the transportation plan to include: Travel demand analysis, land use impacts, traffic counts, and forecasting, when development or population increase warrant.

Goals & Policies

GOAL: Provide a multi-modal transportation network, including air traffic, which adequately links State, County and City systems in a safe, efficient and economical manner. Provide a year-round network for the transit of agricultural commodities, public transit, and movement of goods and services.

POLICY A: Encourage that State and County facilities, including roads and bridges, that help transport people and goods into the community be improved to adequately handle circulation, either through design, load capacities and weight limits, or through total re-alignment. Where re-alignment of roads is not feasible, more lanes of adequate length should be provided to accommodate the many different types of vehicles utilizing the system, thereby improving maneuverability and movement.

POLICY B: Public transit is needed to link all the developed cities, communities and unincorporated centers in the outlying areas of Chelan County. Encourage the active pursuit of public transit as a viable option for

providing mobility to the extensive population in need of transportation other than single occupancy vehicles.

Rationale: Circulation patterns and transportation needs are not limited or affected by jurisdictional boundaries. The systems that move people and commodities into and out of an area have a significant impact on that area, particularly in smaller communities, where the trend to abandon rail lines has increased. It is essential to the viability of Peshastin that State and County agencies, as well as public transit, consider input from the citizens of Peshastin for all projects and services (or lack thereof) in the Chelan County Region.

POLICY C: Provide for an inter-modal transportation infrastructure that ensures adequate and safe access to property via a variety of travel modes; and adopt levels of service for said infrastructure that reflects the preference and needs of the community.

POLICY D: Encourage the development of a road classification system as a means of providing for the orderly and efficient flow of vehicular traffic, and as an aide in continuous evaluation and modification of the circulation systems in response to the current needs and desires of the public.

Rationale: It is important to the vitality of a community to have a transportation infrastructure that at least addresses the minimum requirements of that community, including the provision of alternate modes of travel. A classification system helps in identifying existing and future travel needs within the area, while a level of service standard establishes the communities' wishes regarding the performance of that system. These two organizational tools aide in monitoring and measuring the circulation system, and provide a consistent data base from which decisions can be made regarding expansions, improvements, etc.

POLICY E: Ensure that economic and residential growth decisions be tied to the ability of the existing transportation system to accommodate the increased demand, or ensure that new transportation facilities be provided concurrently with the proposed development.

POLICY F: Ensure that during the review of land use proposals, provisions for adequate walkways and rights-of-way, as well as a full range of improvements to serve the area, be considered and appropriate installations made.

POLICY G: Encourage detailed planning and feasibility studies in the very near future to help identify future non-motorized trail corridors that provide linkages throughout the different areas of the community.

POLICY H: In order to maintain efficient transportation options, at a minimal cost to the Community, TDM strategies will be utilized as demand and opportunity warrant.

POLICY I: Design transportation facilities within the Urban Growth Area to minimize adverse environmental impacts resulting from both their construction and operation; and ensure that said facilities are compatible with and minimize potential conflicts between adjacent land uses.

POLICY J: Encourage that streets and roads be well-designed, and consider terrain as well as connections to existing street systems and/or adjacent sites.

POLICY K: Promote safety by encouraging street design that provides adequate sight distance, channelization, separation of vehicles and pedestrian/non-motorized traffic, and avoids difficult turning and merging patterns.

Rationale: Careful consideration of environmental and natural factors, the existing system, and adequate safety features provides a comprehensive look at the impacts of needed transportation facilities. This all-encompassing review helps decision makers reach the most agreeable decision for all interested agencies and individuals regarding the location of these facilities.

POLICY L: Provide a safe, coordinated system of bikeways, walkways, and trails, including through-routes, to meet existing and anticipated needs for non-motorized traffic.

POLICY M: Encourage accommodations for transit, such as providing park-and-ride facilities, shelters, benches, and turnout lanes, particularly when high levels of rider-ship are evident.

POLICY N: Encourage the development of beautification programs along major and minor arterials, including city, county and state routes, to promote the quality of the area.

Rationale: The above policies reflect the desire of the citizens of Peshastin to expand and enhance their existing circulation system. By making the existing facilities more aesthetically pleasing, and by providing multi-modal alternatives, the overall viability and appeal of the Peshastin area is supported and enhanced.

POLICY O: Provide maintenance activities related to traffic control devices.

POLICY P: Maintain needed traffic data such as traffic counts and accident data to support studies, planning and operational activities.

POLICY Q: Coordinate the community's planning efforts with on-going state-wide and regional transportation planning efforts by identifying these facilities and recognizing the established levels of service.

POLICY R: Highway 2 is recognized as a "State-owned Transportation Facility", as identified by the Washington State Department of Transportation.

POLICY S: The level of service standard for state-owned facilities is established by the North Central Regional Transportation Organization in the Regional Transportation Plan.

POLICY T: The level of service standard for community-owned arterials is LOS C.

POLICY U: Ensure that any transportation improvements or strategies required to mitigate impacts are constructed or financed concurrent with development.

POLICY Y: Ensure that the cost of on-site transportation improvements or site preparation for developments, such as road access and improvements, sidewalks, curbs and gutters, be the responsibility of private enterprise whenever possible.

POLICY W: Coordinate planning, expansion, location, construction, and operations of major utility and transportation corridors, as well as improvements to existing facilities, between all service purveyors.

POLICY X: Work with other area jurisdictions to plan and coordinate joint road projects, and to develop a funding base to support transportation projects of mutual benefit.

Rationale: Coordination helps support and complements the transportation functions of the State, Counties, neighboring cities, LINK, and other entities responsible for transportation facilities and services. The increased communication that results from cooperative planning for new systems as well as improvements to existing ones promotes efficiency and decreases public expenditures. It also expands the funding base for mutual projects by combining the resources of the different agencies into one effort.

POLICY Y: The community will strive to develop a pavement preservation program to assist with the maintenance and upkeep of the community's existing roadways.

POLICY Z: Develop an incentive program to reward developments for significant contributions to maintaining the operation of the existing circulation system(s).

Rationale: The orderly growth and expansion of a community depends on the logical, adequate provision of transportation corridors, at or prior to further development. To foster this development it is necessary to evaluate each development on a site specific basis, as well as on an area-wide basis, prior to granting approval of said, development. Because the primary beneficiary of the needed improvements is the development, it is appropriate that the development bear the cost of the improvements. However, to ensure that this cost doesn't prohibit new development, incentive programs should be developed that provide flexibility and bonuses to those projects that significantly improve the existing systems.

Chapter 7: Optional Elements

Recreation

The recreational opportunities in and around Peshastin are many and varied. These activities can be used to help expand the economic base of the community. Capitalizing on the available natural resources and beauty of the area will entice a certain amount of tourist/recreational activity. These goals and policies seek to provide a framework to guide the development of this industry in a manner that is sensitive not only to the resource that makes it appealing, but also to the people of the community and their quality of life.

GOAL: The many and varied existing resources available for recreational activities in and around Peshastin can be utilized and enhanced, but only within their capacities so as to prevent degradation of the resources and the quality of life already in place.

POLICY A: Encourage development of natural, outdoor, informal types of recreation facilities, such as fishing, hunting, camping, biking, hiking, snowmobiling or cross-country skiing.

POLICY B: Provide tourist activities that are geared toward a balanced, year-round, continuous stream of activity, as opposed to an overload of activity during a brief period of time.

POLICY C: Ensure that the scale, type, and area of recreational development be well defined so as to maintain the carrying capacity of the resource, as well as being designed to not have any adverse effects on the environment in which it is located.

Rationale: The lands surrounding the Peshastin urban area offer a beneficial, natural resource for recreational activities. Promoting their development as such will stabilize and support the Peshastin economic base as people come into the community to utilize the available activities. It is important, however, to manage the growth of these types of uses so as to not degrade the quality of the resource to the point of being undesirable.

POLICY D: Establish criteria for developing, siting and locating recreational vehicle parks and hook-ups.

POLICY E: Provide a wide range of passive and active park facilities and recreational programs responsive to the needs, interests and abilities of users of all ages and types.

POLICY F: Encourage that where appropriate, new residential and commercial development be encouraged to provide land for parks, trails, walkways, and open space in relation to the density of development and where consistent with adopted plans.

Rationale: The provision of recreation facilities should address a variety of user interests and should accommodate changing needs. By designing a wide range of facilities, tourism would be promoted, which in turn enhances job opportunities and economic development. As residential and commercial developments begin to tax the capacity of existing facilities, some of the demand for new recreation areas should be supplied by these developments.

POLICY G: Encourage low maintenance designs for parks and recreational facilities.

POLICY H: Enhance recreational site access by linking parking areas, adjoining developments, transit systems and other recreation facilities with walkways and/or bikeways.

Rationale: Public expenditures and out-lays can be reduced by utilizing lower maintenance designs for parks. It is also possible to lower the cost of establishing new parks, or even eliminate the need for them, by utilizing facilities more efficiently through enhanced access and connections.

POLICY I: Encourage recreation planning that involves participation by all interested individuals, agencies, clubs and groups involved in providing, utilizing and benefiting from recreational activities.

POLICY J: Encourage citizen organizations, committees, and/or businesses to become actively involved in encouraging and promoting the recreational opportunities in the area.

Rationale: A major issue to contend with when discussing the provision of recreational facilities is the associated costs, which can be extensive. By ensuring that all interest groups and individuals are involved in the planning process, their interests and needs will more likely be adequately addressed. This will enhance their ownership and support for the facilities, thereby increasing their support for funding needs, either locally or at a federal or state level.

Economic Development

Economic Development entails actions by the community that will directly or indirectly result in the increase of trading activity within the community. Through good policy direction, a community can determine which economic activities will be pursued in order to stimulate steady, beneficial growth over the long run. The following goals and policies help define that direction by indicating where businesses and industries should be encouraged, how public investment in infrastructure can induce private investment, and what kind of new businesses and industries should be promoted and recruited.

GOAL: To establish a multi-use land development strategy to attract and support local economic growth while enhancing, maintaining, and protecting the integrity and tranquility of residential neighborhoods and the natural environment.

POLICY A: Recognize future potential for development of economic resources while still maintaining the viability of the existing resources.

POLICY B: Provide guidelines and a framework for development which recognizes that the quality of the environment makes an important contribution to economic value.

Rationale: By recognizing the potential for future economic development and providing a guide and framework within which development will be considered, the Community will be providing predictability to all types of industry considering Peshastin for a location.

POLICY C: Encourage the location of business and industry that provide jobs for local residents, including the youth.

POLICY D: Actively support efforts to promote trade and tourism by participating in regional economic development programs.

POLICY E: Promote the growth of tourism-related businesses and services, particularly for recreational-type uses that capitalize on the natural amenities of the area, while still recognizing the importance of diversification to the stability of the economy of the community.

Rationale: The competition for new types of industry, as well as expansion of the agricultural industry, can be very intense. It is therefore very important to Peshastin to be involved in economic development at a regional level to stay current on who has expressed an interest in the region. Outside of the agricultural industry, tourism is the most likely area of economic development available to Peshastin. However, it should be recognized that the tourist industry can, at times, be unstable and unpredictable. Additionally, the overuse of an amenity can sometimes destroy the very qualities that make it a desirable thing. Given these factors, other types of industry should be actively pursued when the opportunity arises.

POLICY F: Develop and maintain an attractive and high quality environment for economic activities through good design, landscaping, and control of impacts which detract from the environment or which create hazards.

POLICY G: Establish standards for site planning and design that provide for efficient and safe function while contributing to an aesthetically pleasing development.

POLICY H: Develop a variety of buffering techniques, including landscaping, fencing, and berming, to be employed to protect the integrity of areas of less intensive land uses.

Rationale: Industrial and commercial developments which are designed in aesthetically pleasing, high quality environments will have a tendency to attract further developments. By assuring this high quality through design standards, Peshastin will be creating an environment that will help it compete more aggressively with other communities that may be under consideration by a company for location. This quality design will also lessen any impacts that may be associated with existing, adjacent land uses.

POLICY I: Allocate land for commercial and industrial uses based on appropriate site characteristics, market demand, community need, adequacy of facilities and services, and proximity to housing, consistent with the Comprehensive Plan.

POLICY J: Create a special development permit review and approval for all commercial and industrial development to promote uniformity and consistency within the community, and to assure adequate infrastructure availability.

Rationale: Prior to allocating land for commercial and industrial uses, extensive review and study takes place as to what makes an area appropriate for certain uses. By providing this initial research, and by developing a review process that reflects and considers all the important factors involved in the research, the potential development is provided some measure of predictability. If a developer knows what to expect as far as land and utility availability and permitting processes, Peshastin will be more appealing than a community without those things.

POLICY K: Ensure that commercial and industrial development be designed to enhance vehicular circulation and pedestrian safety to provide a quality living environment for the shopper and nearby residents.

POLICY L: Ensure that interior and exterior parking lots be landscaped to break up large expanses of paved areas, reduce thermal heating by shading pavement, and reduce negative visual impacts.

POLICY M: Orient buildings to encourage pedestrian circulation, enhance the appearance of buildings, and provide unified design elements to offset architectural styles.

POLICY N: Promote the development of a “Community Mall” that incorporates multiple commercial users into a single building or buildings consistently designed and developed in a coordinated manner.

POLICY O: Promote the development of a museum at the old bank building on Main Street to help promote tourism and economic development that capitalizes on the rich history of the Peshastin area.

Appendix A

Meeting notes from March 26, 2008 meeting with utility, capital facilities and service purveyors.

Wastewater –

- TMDL for Wenatchee River
 - Regulatory Strategy Group
 - Leavenworth, PUD, Cashmere, DOE, CCDNR
 - Regionalization Study to look at consolidated Wastewater
 - Alternatives
 - Individual Efforts
 - Regional Alternatives
 - December of 2008 – Target Completion
 - Will help each purveyor decide whether or not to go forward with individual plans or a regional plan/effort
 - Prepare general wastewater plan
 - 10 years to finish studies, complete construction
 - Have to balance providing sewer to only urban areas, but have to be economically feasible
 - Need to involve state, soon
 - Potential WAC limitations
 - Grant money from Ecology is good news – difficult to get that for planning projects
- What is Peshastin's System operating at?
 - Doing just right now, 60-65% capacity
 - Will have new permit re: phosphorous reduction within 10 years
- Lifespan of this system right now?
 - Eventually have to upgrade to meet projected need
- Timeframe? 10 years? Perhaps
 - Will expansion be limited by meeting phosphorous? Maybe optimistic they won't before the 10 year timeline is up
 - Capacity trigger is 85% - have to start planning for growth at that point
- Estimate of Capacity based on plan?
 - Would exceed that – Permit is 110,000 gallons, currently at 60,000 – 70,000 gallons with residential projected in plan to add an additional 30,000, so with the Commercial and Industrial growth we would most likely exceed our current permitted use of gallons
 - Bigger issue is phosphorous, not capacity
- Would Dryden connection impact?
 - Older system
 - If they were to be pumped, would add capacity so don't take Peshastin's capacity
- Current system doesn't address Phosphorous?
 - Slightly – biological plants take phosphorous out, so take approx. 10% off
- Other ways to solve it?
 - Pump it out
 - Treat it to irrigation standards
- Who contributes to phosphorous?
 - Point sources – WWTP, permitted by Ecology, so take it on through that
 - Non-point sources – no permit

Peshastin Water District

- Serves water on east side of the Sub-Area, consistent with sewer
- 250 units of residential currently served
- Can double that. So could serve it but may need more in the future
- Some water across the River to Timberline System
 - Wholesale water only
- Water rights policy in district? Have them all for domestic in this area
 - Peshastin Water Users Association
 - Has most of the other side of Highway (Big Y area)
 - Capacity? Not sure? May not be able to expand
 - May require those who join the district to bring their own water rights
 - May need additional water rights
 - Pumping/storage capacity for now, but have to upgrade
- Pressure zones serve it all?
 - Yes, on this side of the River – Mill site does need some work

WSDOT

- Inclusive Plan
- Highway is paramount to maintain capacity
- New Interchange under construction
 - County will come to Community Council re: Transportation Element that is getting started
- Bridge – difficult for trucks to turn in – Any talks of expanding the Bridge?
 - Yes, there has been dialogue, but not sure the current state of plans
- Second Bridge has been discussed, including at the County's initial Transportation discussions
- Discussion of Big Y interchange and the draft plan's impact to it

Port

- Campus Industrial
 - Looks good
- Economic Development? Look at services/goods made here and go out to bring wealth back in
- Want to get Port and PUD involved in Economic Development
 - Focus groups developing in the next year
 - If have anything there, add it to the plan?
 - Spend time at sub-committee talking about economic development

Power/Fiber

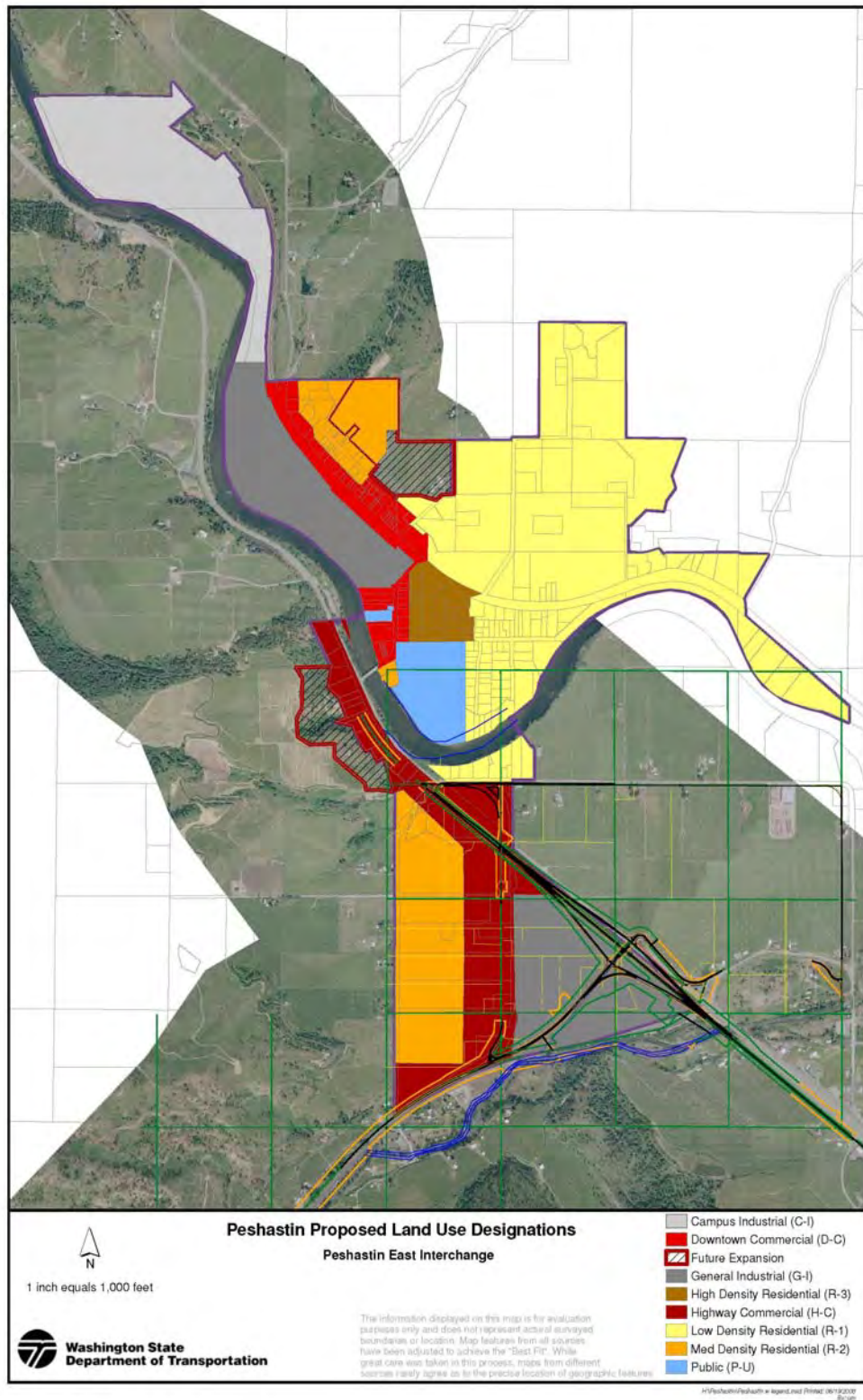
- Existing Sub-Station at 85% capacity, so will need a new one
- Fiber is not here yet, starting on the other side of tracks and may be here within a year

Fire District #6 and Sheriff's Office

- Monitor/address needs, add people and facilities
- Make some adjustments
 - Weights and measure, hulk vehicles
 - Marine patrol
- Recent turnover because of retirement
 - Sit okay for numbers countywide
- Growth changes everything
 - Bad guy targets
 - Traffic, Etc.

- Doesn't change services responsible for, just have to figure out how to provide it
- No direct effect services?
 - No, just have to plan for staffing and capital – County-wide
- 65 commissioned, 4 squads of 40
- Response time is usually 1st impact – Staffing levels
 - Have to prioritize services

Map P-7: "Big Y Interchange", March 2008 draft land use designations – WSDOT



1 Introduction and Summary

This comprehensive plan is written in accordance with the goals of the Washington State Growth Management Act (GMA, Revised Code of Washington 36.70A) for the Manson Community. It is a guide for current and future growth to preserve surrounding agriculture and open space while focusing a variety of commercial, industrial and residential development within the urban growth area. The Manson Community is defined by an existing Urban Growth Area surrounded by agricultural lands. Agricultural activities have been the primary activity defining the character of the community. The preservation of the surrounding agricultural activities is important to the community; therefore, this plan incorporates a regional perspective with a focus on the Manson community goals and policies. Recent population growth and newer tourist recreation uses have applied pressure on agricultural lands. The goal of this plan is to provide for growth in a manner that supports the surrounding agriculture. Furthermore, the community hopes to encourage policies that provide for continued use of agricultural land, outside the Urban Growth Area.

Community Background

The study area for this plan comprises the Chelan County Fire District #5 service area, extending eastward and northward from the shores of Lake Chelan, and including an area of about 18.5 square miles, approximately 11,882 acres. Within the study area, the primary focus of this plan is the Manson Urban Growth Area (UGA) and its surrounding lands. Though Lake Chelan is a primary water feature, the study area has three smaller lakes: Dry Lake, Wapato Lake, and Roses Lake.

The Manson UGA is truly a small community. It supports urban residential and commercial land uses as a small town, even though it remains unincorporated. It is home to the Manson School District and is serviced by public water and sewer. It is the primary location for the Chelan County Fire District #5.

The remainder of the planning area is mostly large tract, rural land uses or natural open space with minimum parcel sizes of 10 or 20 acres. The landscape is a patchwork quilt of orchards producing apples, cherries, pears, grapes, and a mix of other agricultural product among natural open space. In fact, agriculture is one of the top three industries in the study area, according to the 2000 Census.

Plan Objectives

This plan is designed to guide land use decisions in the study area over the next 20 years. The goals and policies presented are intended to ensure that Manson and its surroundings grow as the community hopes and envisions.

The Plan is also intended to help maintain reasonable continuity in future decision-making as changes occur within the community's leadership and the County's legislative body. It furnishes direction for the development of the community which will make it a more convenient, attractive and orderly place in which to live, shop, work and play. However, the Plan must be periodically reviewed and updated to reflect technological, social, economic and political changes that may invalidate certain plans and policies.

The primary emphasis of the Growth Management Act (RCW 36.70A) is coordinated, cooperative planning efforts, with substantial, continuous input from all sectors of the population that will help balance the scales between economic development and environmental preservation. It also became a responsibility of local governments to follow through with the citizens' vision for their community by implementing the direction laid out in the comprehensive plan with compatible development regulations such as zoning and subdivision codes. This Plan is intended to advance the fourteen goals outlined in the

Growth Management Act (RCW 36.70A) and the Chelan County Shoreline Master Program as they pertain to the Manson community.

Authority

The Growth Management Act (GMA) is the enabling legislation that renders this Manson Comprehensive Plan a legally recognized document by the State of Washington; however, it is a policy document only. The policies are required by GMA to be implemented through the use of such regulatory tools as zoning and subdivision ordinances, as well as other innovative techniques. These regulations must be developed and maintained in accordance with the goals and policies of Chelan County's Comprehensive Plan and this Manson Comprehensive Plan, as set forth in the Growth Management Act, as amended.

Scope and Organization

This Comprehensive Plan is composed of the five required elements, as provided for in RCW 36.70A.070 and 36.70A.080, and two optional elements that must be closely interrelated to serve as a satisfactory guide for future development:

The Land Use Element

The Housing Element

The Capital Facilities and Utilities Element (combined)

The Transportation Element

The Optional Elements: Recreation and Economic Development

Public Process

The public actively participated in producing this comprehensive plan through regular meetings of the Manson Community Council, public meetings, and early and continuous public comment. In March of 2006, the Council formed a planning committee to concentrate on this comprehensive plan's creation, sponsored a community questionnaire, and conducted regular meetings to write and adopt the plan's vision statement. In July of 2007, Chelan County contracted with a planning consultant, Studio Cascade, Inc., to facilitate completion of the plan using the Council's adopted vision statement. Between April and September of 2008, the committee, council and numerous residents reviewed a draft version of this plan and provided substantial input and directed revisions. From April 2008, Chelan County planning staff worked with the community to complete and adopt the plan. Several discussions relating to population projections and possible urban growth area boundary changes kept the draft plan with the committee until December 2008. In January 2009, the Manson Community Council took the draft plan back and worked with or revised the recommendations to present a final draft to the whole community at a August 2009 Workshop and Hearing.

Workshops

Vision Workshop

The first comprehensive plan workshop was held August 28, 2007, and was designed to provoke thought and more specific direction based on the Community Council's adopted vision work. Participants were asked to "weight" various broad-brush descriptions related to future plan elements, in order to determine priority and which descriptions best reflected the area they wanted to see in 2028. The adopted and more articulated version of the vision developed in this workshop is presented in Chapter Two.

Alternatives Workshop

The second comprehensive plan workshop focused on applying the draft vision to the spatial distribution of development in Manson. Participants placed dots on maps to represent where they

foresaw population locating and, by extension, how large the UGA would need to be to accommodate forecast growth. Each dot was scaled to represent the area necessary to accommodate 200 residents at a density of four dwellings per acre. Since forecast population growth was assumed to be an additional 1,500 to 2,000 more residents by the year 2028, participants were given ten dots to place on their individual maps. The resulting dot arrays tended to fall into three distinct types, as follows:

- **Concentrated** – Some favored a UGA alternative that remained generally contiguous with the existing UGA. These participants believed that adequate land already exists to accommodate forecast population growth, and that increased residential density near the established downtown would help limit sprawl.
- **Clustered** – Some favored limited expansion into lands beyond the current UGA, with growth concentrated in “hamlets” or clusters surrounded by open spaces and working orchards.
- **Dispersed** – Some favored a more dispersed growth pattern and envisioned larger-scale conversion of agricultural land, locating new residential areas to take advantage of lake views and the area’s existing utility infrastructure. Proponents of this pattern also incorporated additional land for future industrial development.

Following the initial, individual phase of the evening’s work, participants were grouped according to preferred land use pattern as described above, and were asked to discuss and re-work their strategy as a team. Presentations in defense of their strategies were made at the conclusion of the process.

Policy Workshop

Participants reviewed several policy options based on the results of the previous two workshops. Policy alternatives explored land use, environmental, economic and transportation-oriented choices, helping identify the community’s overall priorities and providing direction on how to manage Manson’s development. Some of the more in-depth discussions involved:

- **Transfer of Development Rights (TDR)** – While there was a general desire to allow for retention of open spaces and to ensure that active agriculture remained part of Manson’s context, there was no agreement that a transfer of development rights program was the best way to achieve those objectives. The complications of the program, difficulty in designating sending and receiving areas, reliance on the County as a TDR administrator, and the permanence of selling development rights made participants reluctant to endorse the concept. The general consensus was that TDR might work in some instances, but it should not become a primary implementation tool. [During the March 20, 2012 Manson Community Council meeting, it was determined that a TDR program is not appropriate for the Manson Urban Growth Area.]
- **Manson’s center** – Participants underscored their desire to keep central (downtown) Manson active and robust. Even though UGA expansion may be deemed necessary to accommodate future population growth, participants expressed an interest in incorporating higher-density housing near Manson’s core. Such development was also deemed valuable in helping central Manson function as a viable, year-round commercial center.
- **Affordable housing** – Participants noted that families working in Manson have difficulty affording housing in Manson. The area’s summer-season resort attractiveness has driven land prices upward. Some workshop participants desired the UGA to provide greater supplies of land to help drive land costs downward, helping to reduce base housing prices.

- **Water and wastewater capacity** – Manson’s sewer services rely on the City of Chelan. While the Lake Chelan Reclamation District is Manson’s water and sewer services provider, the District is interconnected with Chelan’s water system and sends untreated effluent to the City of Chelan’s wastewater plant for treatment and disposal.
- **Agricultural land conversion** – Economic shifts will continue to influence how farmers and orchardists manage their land. Participants agreed on the importance of maintaining a traditional agricultural base in Manson, but they also wanted local agricultural practices to be able to adapt to changes the future will bring. In some cases, participants felt, that may require conversion from orchard to other agricultural – or even non-agricultural use.

UGA Workshops

Two UGA workshops held with the plan committee in December 2007 and January 2008 concentrated on establishing the extent of urbanized land. Discussions concentrated on the amount of land needed to accommodate forecast growth; the extent to which services can be provided to UGA lands, the desired type and form of future development, and Manson’s capability to support increased economic activity. Groups considered four UGA alternatives, while acknowledging the community’s desire to remain largely rural in character. These were:

- **“No Change”** - This alternative showed no change in the existing 1.08 square-mile UGA. Concerns expressed included the fact that most land within the current UGA is already developed, and that infill development or intensification sufficient to accommodate forecast growth could be out of step with the character of existing neighborhoods. To accommodate future population growth, this group felt, Manson’s UGA would need to grow slightly to avoid excessive and incompatible infill within existing residential areas.
- **“Alternative 1”** - The first alternative altering the size of the UGA increased the total area by 0.77 square miles to 1.85 square miles. This alternative extended the UGA as far eastward as Klate Road and north above the western most arm of the UGA to include some of Manson Boulevard. A UGA of this size would require some increased density in the UGA beyond current patterns to accommodate projected growth.
- **“Alternative 2”** - This alternative proposed doubling the existing UGA area to 2.16 square miles. It included all the area in Alternative 1, but extended the eastern boundary of the UGA beyond Swartout Road. This alternative included sufficient land area to accommodate projected growth at current densities.
- **“Alternative 3”** - This alternative was the largest of those considered, nearly tripling Manson’s UGA area to 3.09 square miles. This alternative extended as far north as Wapato Lake Road and as far south as Swartout Road. This alternative provided more land than necessary to meet forecast growth at existing densities.

During this early meeting process, the participants preferred Alternative 3 - increasing the total land area of the UGA by 2.01 square miles. The committee’s hope was that a UGA of this size would help provide enough land for future industrial development while easing market pressures that drive land costs for housing upward. While this appeared to capture the community’s general preference, discussions following the preparation and presentation of an initial draft plan revealed that additional policies, land-use designations and UGA boundaries deserved a closer look.

Additional Deliberation

Following the delivery of the first draft plan and subsequent input from the community, the comprehensive plan committee held meetings during the months of August and December of 2008 for the purpose of evaluating and refining the plan's UGA and policy framework. Much of this input, and impetus for further evaluation, came from a newly formed set of participants known as The Resident Group (TRG) and a County re-analysis of population projections based on the adopted County Comprehensive Plan.

During the Committee's August meeting, the majority of the discussion focused on issues regarding the Manson UGA boundary. After receiving and considering public comments on this topic, a motion was made and passed to revise the draft plan UGA boundary to conform with the sewer service boundary.

Per the August motion, the Chelan County Department of Community Development staff prepared new draft comprehensive plan maps, showing a UGA boundary line presented in this plan and providing an expansion of approximately 1.42 square miles, somewhat smaller than Alternative 1. Further, the Committee instructed staff to insert proposed UGA designations into the newly created expanded UGA and present it at the September meeting.

Community Development planning staff presented two draft maps along with other supplemental maps at the committee's September meeting. The first map shown was the proposed expanded UGA boundary line map based on the committee's August directive. The second map included the proposed UGA, with County staff recommended designations inserted into the expansion areas.

After receiving and considering public comments, the committee passed a motion recommending adoption of the map with changes to include the new recommended designations of Manson Commercial (MC), Manson Light Industrial (MLI), and Urban Residential 1 (UR1). In addition, the committee approved additional goal and policy language related to land-use, parks and economic development issues, and asked that it be added to the draft Manson plan. The committee recommendations were then given to the Manson Community Council. The following list details the Manson Community Council meetings:

- Feb 24, 2009 transition in County Staff & review of population projection numbers;
- March 10, 2009 Land Use Designations verses Zoning; Zoning 101
- April 16, 2009 history of Committee UGA proposals and zoning proposals
- May 21, 2009 review of proposed zoning boundaries
- June 16, 2009 and June 25, 2009 reviewed the zoning use chart
- July 9, 2009 reviewed zoning regulations
- July 23, 2009 reviewed Comprehensive Plan
- August 25, 2009 Public Open House and Hearing

2 Vision

After many months of County-facilitated work with the Manson "vision plan" committee, the Manson community produced the following language as a basis for this plan:

"The Vision of the Manson Comprehensive Plan is to protect and enhance the quality of life within the Manson community through protection of its resources, its lakes, and its environment for current and future generations, and the provision for sustainable economic growth."

Planning Directives

Recognizing the very "broad brush" nature of this vision statement, the consultant-led public workshops generated numerous directives adding dimension to the base vision, outlining community priorities and hopes for its future. These directives are grouped below by plan topic:

Land Use

- Focus growth in the UGA
- Promote mixed uses in the commercial designations
- Preserve Manson's rural, "small-town" and "neighborhood feel"
- Focus on the lake's edge for recreational and residential development
- Adopt design guidelines
- Alternative parking options (March 20, 2012)
- Provide for flexible lot sizes
- Screen commercial and industrial sites
- Promote higher density in and around the commercial designations
- Work with land trusts and similar organizations to preserve open space areas
- Respect constraints from topographic and environmental conditions
- Connect developments to each other
- Preserve scenic vistas and view corridors
- Respect property rights
- Retain farming
- Permit flexibility to keep or convert orchards
- Minimize conflict between agricultural operations and adjoining uses
- Permit small hobby farms
- Allow smaller acreage agricultural uses
- Ease rules and barriers that make farming more difficult

Environment

- Preserve open space
- Protect lake water quality

Housing

- Manage population growth
- Do not allow gated communities
- Provide affordable housing
- Provide a variety of housing types

Transportation

- Make Manson more pedestrian friendly
- Connect walking routes to schools
- Reduce traffic hazards
- Promote alternative parking options (March 20, 2012)
- Promote pedestrian circulation
- Enhance the SR 150 corridor
- Enhance community entries
- Provide alternative truck routes

Capital Facilities and Utilities

- Link taxes to local needs
- Consider mitigation and impact fees
- Maintain or enhance levels of service
- Consider alternative parking options (March 20, 2012)
- Coordinate with the City of Chelan on utility provision and transportation

Parks and Recreation

- Provide an integrated trail system linking parks and the lakes, as well as other loop and linear trails where appropriate
- Enhance lakes access through existing rights-of-way and new access points
- Develop pocket parks, beginning in the commercial designations. Work with the community, County and other partners to promote development of community and neighborhood parks and recreation facilities



Figure 2.1 – The three community form alternatives, with dots representing population groupings of 100 new residents.

Economic Development and Tourism

- Retain families
- Promote small business
- Retain farming
- Provide livable wages
- Support the arts
- Enhance image of “village on the bay” (including all four lakes)
- Collaborate with the Port of Chelan County
- Facilitate year-round activity



Figure 2.2 – A conceptual vision of Manson as developed as a village surrounded by agricultural land and open spaces.

Alternatives Considered

In the August 2007 workshop, the Community Council and the planning committee were given an exercise designed to define the overall form Manson should take as it grows to accommodate up to 2,000 more residents. Participants were each given 20 dots representing – at four units per acre – groupings of 100 new residents with maps of the study area scaled to the dot size. Each was asked to place dots on the map in areas deemed logical and consistent with the community vision for residential development. From all participants, three general alternatives emerged. Participants with similar results were asked to form groups, refine their results in the form of a new group map, and describe and defend their strategy to the larger assembly. A summary of the three general alternatives follows:

“It’s already here” – This group sought not to expand the urban growth area, instead locating most of the forecast population within or in close proximity to the existing community core. The intent was to develop existing vacant land within town first, prevent the conversion of agricultural land, and establish a more dense urban development pattern that could be served in a cost-effective and efficient manner.

“Clustered Growth” – This group sought to develop available land in the UGA but also allow some growth to expand beyond current boundaries in the form of “village” style clustered development. The intent was to retain some land near town in agricultural or open space use while still allowing some of it to convert out of farming. The clustered form for the new villages, it was felt, would make serving the new development easier and help preserve the open space character of the community.

“Outside the Lines” – The third group located development across a much larger area, taking advantage of lake views and existing transportation and water/wastewater services. The intent behind this alternative was to increase the supply of land available for development to reduce per-acre costs; support additional employment opportunities through industrial development; provide for a large range housing development options; and to help draw what would otherwise be large-lot residential development in the distant agricultural fringe into areas more easily served by Manson’s infrastructure.

While each alternative represented a distinctly different image for Manson’s future, they all shared common elements that, in conjunction with the vision’s directives, underpinned the plan’s development:

- A desire for preservation of Manson’s agricultural economy
- Accommodation for new residents in and around Manson

- Efficiency of infrastructure, particularly water and wastewater
- Priority to redevelop and enhance Manson’s downtown through the creation of development standards which may include roof modulation and parking alternatives (Manson Community Council meeting March 20, 2012).
- Orientation of development to take advantage of physical and visual lake access
- Support for housing affordability
- Accommodation of diversity in culture, income level, age and employment

The community’s adopted vision played a prominent role in all of these exercises. As the plan became more refined, these overriding vision concepts helped reconcile differences and facilitate compromise between participants. While the proposed land use plan may not make every participant completely happy, it is designed to achieve what all valued most.

3 Land Use

This land use chapter establishes goals and policies to guide Manson’s physical development. It outlines the community’s existing land use environment and, in concert with current Chelan County practice, proposes specific comprehensive plan to help direct Manson’s look and function in the years to come. The Plan Concept section provides a summary chart (Table 3.5) that characterizes land use designations designed to implement the plans goals and policies and provides an image of the resulting development patterns likely to occur.

Existing Conditions

The Manson area’s existing land use designations are diverse, but such diversity is typical of land use designations in and around small towns in Chelan County. For purposes of this plan, the entire 18-square-mile Manson study area is divided into two smaller areas: the Manson Urban Growth Area (UGA) and the Rural Study Area. Each of the two areas has distinguishing characteristics, described as follows:

Manson UGA

The UGA comprises the unincorporated community of Manson. Densities within the UGA are similar to other small towns and UGAs within Chelan County. Residential uses in the UGA are UR1, UR2, and UR3. Commercial designations in the UGA are intended to permit a range of retail, service and preferably above-ground-floor dwelling units, meaning the potential exists for mixed-use development in these commercial areas. For the Pedio Harris neighborhood, (a 5.5 acre triangle, from the Pedio and Harris intersection north to the alley south of Wapato Way), the historical residential uses may transition overtime to a mix of public space and residential and commercial uses.

Rural Study Area

The remainder of the study area is largely rural in nature. It contains large-lot housing, orchards and three small lakes. The densest rural residential designations are Rural Waterfront (RW) and Rural Village (RV), reflecting limited areas of more intensive development. For single-family dwellings, these direct a minimum lot size of 12,000 square feet or as necessary for rural wastewater treatment facilities; duplexes and multi-family dwellings are allowed in the RV zone, increasing the dwelling unit density. Rural designations include - Rural Residential 5 (RR-5), Rural Residential 2.5 (RR-2.5) and Commercial

Agricultural (AC) land. Rural designations generally permit residential density that ranges from one dwelling unit per 20 acres to one dwelling unit per 2.5 acres. There are also several planned developments in the rural areas, providing more densely clustered housing in exchange for open space area retention.

No Rural Commercial (RC) designation exists in the Rural study area, and only three acres of Rural Industrial (RI) designation exist there. The study area does, however, have an abundance of land in the Commercial Agriculture (AC) and a small area of Commercial Mineral (MC).

Existing Land Use Designations and Uses

The majority of land in the study area, about 5,900 acres, is designated Commercial Agriculture (AC). The next most prolific land use designation in the study area is Rural Residential 20 (RR20) occupying approximately 1,600 acres. Table 3.2 below lists the land use designations, and the amount of land they occupy in the study area.

Table 3.2 – Land within Existing Designations

Land Use Designation	Acres in Rural Study area	Acres in UGA
Commercial Agriculture (AC)	5,895.5	1.2
General Commercial (CG)	33.7	33.7
Pedestrian-Oriented Commercial (CP)	24.9	24.9
Tourist Commercial (CT)	32.5	32.5
Commercial Mineral Lands (MC)	8.3	0.0
Public Lands and Facilities (P)	60.5	44.0
Rural Industrial (RI)	3.0	0.0
Rural Residential 2.5 (RR2.5)	685.8	123.4
Rural Residential 5 (RR5)	1,046.6	302.8
Rural Residential/Resource 10 (RR10)	910.0	0.0
Rural Residential/Resource 20 (RR20)	1,546.9	0.0
Rural Village (RV)	128.1	127.1
Rural Waterfront (RW)	263.1	0.0
Urban Residential 1 (UR1)	98.1	98.1
Urban Residential 2 (UR2)	305.2	305.2
Urban Residential 3 (UR3)	101.7	101.7
Urban Waterfront Residential (UWR)	55.1	55.0
Wapato	256.4	256.2

•The Wapato designation simply identifies land in Tribal trust. Chelan County does not exert land use jurisdiction on these areas; it is shown here due to its prominence in Manson, and to illustrate the extent of Tribal land ownership in the community.

MANSON URBAN GROWTH AREA LAND USES

2008 Land Uses

While this plan provides for understanding the larger framework of the region one of the primary objectives is the plan for the Manson Urban Growth area. To accomplish this, the following chart, and above table, show existing land uses.

Land Use within the proposed UGA	Acres
Agriculture	225.15
Commercial	206.48
Industrial	2.19
Multi-Family	113.96
Public	53.56
Single Family	689.08
Vacant	34.11

Planning Concepts

Throughout the public process, the community voiced two very important and potentially conflicting desires:

- Development should be concentrated near Manson’s center to reinforce the community’s identity, encourage preservation of surrounding agricultural open spaces, and help Manson evolve in a manner that conserves resources.
- Land along the community’s fringes should be allowed to develop in a manner appropriate to changing economic conditions, enabling farmers to respond to individual and market forces in the disposition of their land while still respecting the community’s desire to honor its agricultural heritage and take advantage of lake views.

The planning concept embodied in this document responds to these desires in a manner consistent with the community’s vision, seeking a compromise that satisfies those who wish to see Manson evolve in a more compact form and those who wish to permit continued conversion of agricultural land on the fringe.

This plan places a focus on the village, or town center, creating an environment where its land uses can become more diverse and its physical context more complex. The plan supports a mix of types, sizes and values of residential uses in close proximity to commercial development, and the enhancement of parks and public spaces. The plan strategies enhance the downtown experience for visitors and residents alike, and help the town center become a year-round activity center, serving important local needs and respecting its historic role as the community’s gathering place. The highway corridor leading into Manson, however, will play an increasingly important role as Manson evolves. This plan establishes land use designations that will permit the corridor to gradually become a gateway to the town center (or commercial designations), but additional study will need to be done to ensure that development along the corridor complements the community’s vision for its center.

But the plan also looks to the community’s fringe, expanding the size of the urban growth area to accommodate population growth through subdivision of land not already developed. It also incorporates a “planned agricultural development” and “transferable development rights” as possible provisions to

preserve agricultural land. The expanded UGA area also provides for the development of light-impact industrial projects, facilitating diversification of the community's economy.

This plan proposes an innovative land use approach and an expanded UGA to achieve the desires expressed in the public process.

The land use concept introduces town center and light industrial areas: Downtown Commercial, Tourist Commercial and Mixed/Light Industrial. The commercial designations are situated in the heart of downtown Manson and will encourage future development to create a vital downtown core. The Light Industrial areas will allow light-impact industrial uses within urban areas, providing employment opportunities in Manson.

The comprehensive plan designations within the Urban Growth Area (Figure 3.6) are provide for commercial mixed use land activities. These designation do not require additional off-street parking.

The rural land outside of the UGA, but still within the study area, are encouraged to remain rural agricultural.

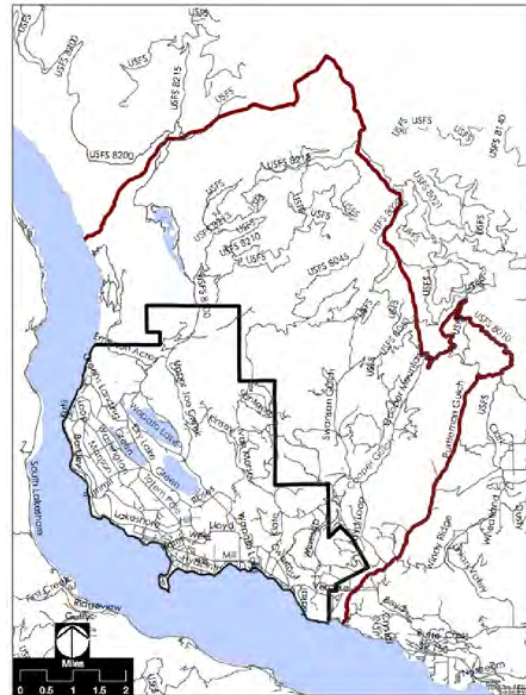


Figure 3.1 - Manson's Census county division (CCD - shown in red) is larger than the Manson study area (shown in black), incorporating sparsely populated Forest Service land and the lower foothills.

Sizing the UGA

Washington State's Growth Management Act (GMA) requires that jurisdictions size urban growth areas (UGAs) to match forecast population growth, assigned to the County by the Washington State Office of Financial Management (OFM) and divided among the County's UGAs and rural lands based on known and assumed land development patterns. Such land consumption and land availability assumptions take into account the local jurisdiction's vision of planning for the development of a variety and intensity of land uses, depending on the community's desired character, unique environmental conditions, property ownership patterns, and availability of public services.

In its discussions to estimate the size of the UGA and the type and intensity of land uses within it, the Manson planning committee asked for information on three things:

- Manson's forecast population
- The amount of growth that may reasonably be accommodated within the existing UGA
- The amount of land that may be required to be added to the UGA to accommodate the remainder of the population increase

The following assumptions and calculations are based on available data, field research and typical land consumption rates for urban land uses. Specific conditions may vary from these assumptions, but this establishes a starting point for discussing the UGA's minimum size.

The final form the community wishes Manson to take, however, can have a profound impact on the UGA's size and shape, as well, possibly increasing it to accommodate reduced household sizes, an increased urban population allocation, or increasing numbers of seasonal housing units. Manson's household size (at 2.87 persons per household) is 25% greater than Chelan County's average. That may change in time.

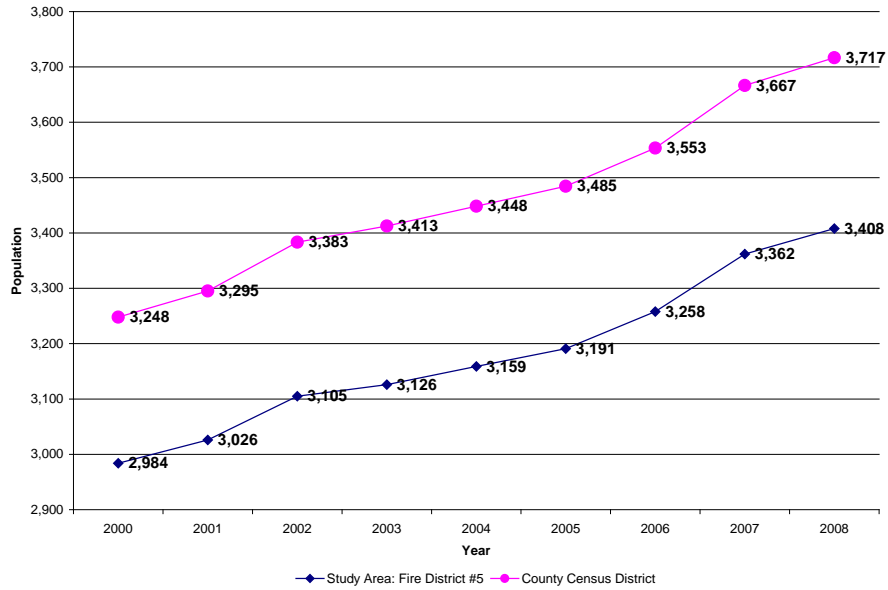
Population

The Chelan County Comprehensive Plan provides population projections for the County Census District (CCD), see Figure 3.1. A more focused population project for just the study area, also known as Fire District #5, was pulled from the Washington State Office of Financial Management (OFM). Graph 1 demonstrates the correlation between the CCD and the study area projections provided by the OFM for 2000-2008. The 2008 estimated population states that the study area is home to about 3,408 people¹. Its most dense population is in the unincorporated community of Manson (population 1,685) which is included in the County's Comprehensive Plan Urban Growth Area (UGA) as the Manson UGA. The OFM estimates that the study area had approximately 1,748 housing units in 2008, with about 1,163 of them (67 percent) occupied. Census figures show that in 2000, the average household size in the study area was 2.87 persons. According to the 2000 Census, about 37 percent of the study area's total population and 65 percent of the enrolled student population was Hispanic or Latino.

The Chelan County Comprehensive Plan projects that by 2025, the Manson CCD, will be home to about 4,578 persons - an increase of 1,330, or approximately 40 percent more residents- an annual increase of 1.4%. Based on the OFM projections for the most recent years, 2000 through 2008, the rate of annual increase is closer to 2%. This plan builds on the OFM's CCD population estimate, of 3,717 persons in 2008, with a conservative 1.5% annual population increase from 2008 through 2028. This equates to approximately 5,006 total persons in 2028 within the CCD. Correlating the current CCD population to the study area (Fire District Boundary), it was determined that about 91% of the CCD population resides in the study area. Forecasting those ratios for 2028, it can be reasonably estimated that, approximately 4,740 or 95% of the population will be within the study area.

¹ Population per the OFM Small Area Estimate Program, Fire District Boundaries (<http://www.ofm.wa.gov/pop/smallarea/default.asp#estimates>)

Graph 1: OFM Population Data



To determine what portion of the population will be in the urban or rural areas, the Chelan County Comprehensive Plan provides for a ratio split of the urban and rural population. For the Manson CCD the split is 60 urban/40 rural. This plan further divides the population allocation between the three areas identified in this plan: the CCD, study area, and the Manson UGA. Of the overall population projection, 5% is expected in the CCD region and the remaining 95% or 1,332² new residents would be split - 60 percent within the Manson UGA and 40 percent in the outlying rural study area.

Tribal development - The Colville Confederated Tribes own land within the Manson Urban Growth Area. That land lies immediately adjacent to the existing UGA, on Wapato Point and as a separate parcel on the north side of SR 150. Wapato Point is developed as a resort community, catering to seasonal residents. Currently, the land to the north of SR 150 is developed with a casino and golf course. This land is not considered a part of the population or land use designation plan; however, it does affect development patterns, transportation, environmental impacts and economics. The Manson community welcomes future joint planning efforts with the tribe to address impacts.

Dwelling units within the UGA - Available land and current designations within the UGA indicate that approximately 200 to 250 additional dwelling units can be accommodated within the current UGA boundaries. This number includes land already subdivided but not yet improved (finalized), as well as land currently vacant. It also takes into account lands within the UGA that are constrained.

² 2028 population of 4,740 minus 2008 population of 3,408

Residential density – The proposed comprehensive plan Manson UGA designations, identified in this plan (Figure 3.4) provide for the same lot sizes as the 2000 Comprehensive Plan but reduce the density allowances. This change may impact potential multifamily developments which could potentially obtain higher densities by building apartment complexes meeting the required lot sizes.

Land consumption –Public rights of way, parks, and institutional land uses are developed within the Manson UGA. New subdivisions will provide additional public rights of way and possibly parks. For purposes of sizing the UGA, the plan assumes that 15% of the necessary land will be devoted to public lands or utilities use.

Constrained land – Manson’s natural terrain and environment impacts the suitability of the land for accommodating future development. Wetlands, lakes, creeks, steep slopes, and rocky soils limit available land. Based on field study and review of the County’s GIS data layers, it appears that up to 10% of the land surrounding Manson’s existing UGA may be constrained by one or more of these impacts, reducing its development potential.

Market Availability Allowance – Not every acre within the UGA or its proposed expansion will be available for development or redevelopment within the next 20 years. Much of the land is already either developed or subdivided in a fashion that makes its availability unlikely. In addition, there may be property owners who have no intention to further develop their land, choosing to retain their large parcels regardless of land use or economic change. This analysis assumes that up to 15% of the land within Manson’s UGA and immediate surroundings is unavailable.

Build out – There are 640 acres in a square mile. Based on these assumptions, and as shown in Table 3.3, the minimum UGA expansion area is approximately 0.15 square miles.

Table 3.3 – Calculations for Housing

Item	Factors	Result
2028 population forecast for Manson study area	4,740 population total by 2028	1,186 study area population increase
New dwelling units needed	1,186 new population by 2028 / 2.87 persons per household = 414 units	414 new units needed
Dwelling units needed beyond UGA	414 units x 40% = 165 units outside UGA	166 units outside UGA
Dwelling units needed within UGA	414 units x 60% = 249 units within UGA	249 units within UGA

Using the projected new housing units identified above and the following growth assumptions developed during the comprehensive planning process, it is possible to determine if the Manson UGA has enough land to support the expected population growth. A list of assumptions about the future growth will set the perimeters for how much land is needed in the Manson UGA:

1. Residential Growth is preferred in the Manson UGA to preserve the rural and agricultural lands in the study area and beyond.
2. General lifestyles and living patterns will continue for the anticipated planning horizon of 20+ years.
3. Current trends in orchard production have leveled out, and a portion of the farm worker population has taken up permanent residence in the community. Additionally, some transient accommodations will remain to support labor and seasonal needs.

4. Tourism and other non-resource based economic development and trends will continue.
5. Overall persons per household within the community is expected to continue at 2.87 dwelling unit.
6. An average vacancy rate of 10% is expected throughout the planning area. A market factor of 20% is expected throughout the planning area.
7. Due to economic demand and historical use of land, it is expected that existing agricultural lands will develop at a slower rate (30%) than vacant lands (60%).
8. The percentage of land devoted to right-of-way, trails and infrastructure development is expected to be 30% of the overall developable land.
9. It is assumed that 5% of the planning area will remain un-built due to critical areas, especially related to steep slopes.
10. Housing densities are identified within the proposed comprehensive plan as follows:
 - Low Density Residential: 4 units per acre
 - Medium Density Residential: 8 units per acre
 - High Density Residential: 12 units per acre
 - Residential density calculation in the commercial zones (Downtown Commercial (CD) and Tourist commercial (CT)) shall be determined by maximum bulk, height and setback regulations.
11. It is not anticipated that any of the land owned by public entities will be available for residential development in the future.

Using the above assumptions about land uses, it is possible to calculate the amount of vacant and agricultural land expected to be available for future residential development. The following table provides a representation of the analysis of land available to accommodate the projected population within the Manson UGA.

Table Land Availability Analysis: Manson UGA

Comprehensive Plan Designations & Proposed Zoning	Agriculture	Conversion Rate	Right-of-way dedications	Critical Areas	Relative Housing Units
Low Density Residential (UR1)	181	54.3	38.01	36.1	145
Med Density Residential (UR2)	37	11.1	7.77	7.4	60
High Density Residential (UR3)	0	0.0	0	0.0	0.0
	Vacant				
Low Density Residential (UR1)	4	2.4	1.68	1.6	5
Med Density Residential (UR2)	17	10.2	7.14	6.8	55
High Density Residential (UR3)	2	1.2	0.84	0.8	10
	Parceled Lands	10% Conversion Rate			
Downtown Commercial (CD) and Tourist commercial (CT)	67	6.7	0 (already platted)	none	201
TOTAL					476

The land availability indicates that there is adequate land, based on the assumptions, for future population projections.

Land Use Concepts

Manson's land use designations are explained in this section. The designations are assigned to be generally consistent with the overall land use concepts and visions expressed by the community in the planning workshops.

Urban Land Use Designations

Residential Designations: The residential classifications are for areas which are, or will become, residential. Necessary public facilities and services, and uses consistent with the preservation and enhancement of the residential character, and the goals and policies of the comprehensive plan may be permitted under specific conditions. The three residential classifications are:

Urban Residential 1 (UR1) - Low-Density Residential – The primary and preferred land use shall be single-family housing at a density of up to four dwelling units per acre. Land south of Hyacinth Road, along Lake Chelan, a density of up to 2.7 units per acre or 16,000 square foot lots is appropriate to preserve the character of the area and reduce impacts of development to the lake.

Urban Residential 2 (UR2) - Medium-Density Residential – The primary and preferred land use shall be single-family and multi-family housing at a density of up to eight dwelling units per acre.

Urban Residential 3 (UR3) - High-Density Residential - The primary and preferred land use shall be single-family and multi-family housing at a density of up to twelve dwelling units per acre.

Tourist Commercial (CT): The tourist commercial district is intended to apply to areas which are uniquely suited for motels, hotels, lodges, and the provision of goods and services oriented to accommodate tourists and recreational users. Commercial designations also can provide upstairs housing opportunities, which help to make communities more alive, attractive and vibrant places. Alternative parking options should be developed to facilitate new development and redevelopment of lands within this designation.

Downtown Commercial (CD): The downtown commercial district is intended for areas suited for retail, commercial, mixed small-scale uses with housing ideally on upper stories, and an active street environment with pedestrian amenities. Alternative parking options and parking behind or to the side of structures should be developed to facilitate new development and redevelopment of lands within this designation.

Manson Light Industrial (MLI): The Manson light industrial district is designed to allow warehouse industrial uses that are both already established in Manson, like fruit processing, and allow for establishment of desirable new warehouse/industrial uses in the Manson area. This area may also serve as a neighborhood employment center with some small scale neighborhood amenities.

Urban Public (UP): The public lands and facilities designation is intended to be applied within urban growth areas, to provide for open space and critical areas protection, recreational opportunities, sites for necessary public facilities, utilities and services and encourage joint public/private ventures where consistent with the goals and policies of the comprehensive plan.

Planned Agricultural Development (outside the UGA)

The Manson community cherishes its agricultural heritage, and is interested in finding ways to keep its agricultural economy thriving. But even today, market pressures exist to convert land from orchards to housing. As a result, the community sought to incorporate alternatives in this plan to help keep agriculture

viable, stemming the tide of single-family subdivisions encroaching into areas traditionally dedicated to farming.

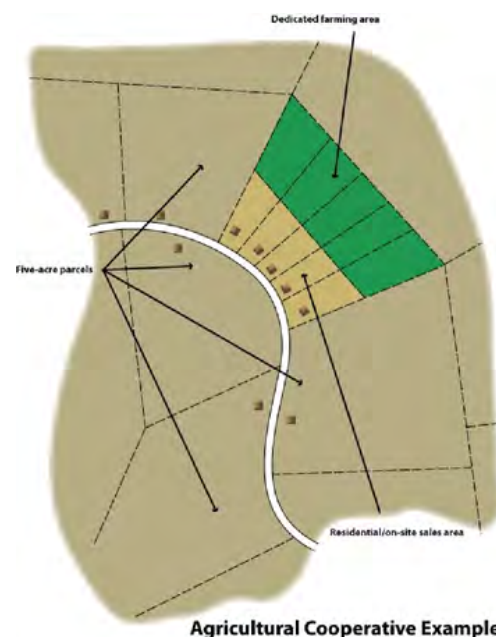
The Planned Agriculture Development (PAD) provisions are structured similar to the County's Planned Development (PD) provisions, allowing deviations from normal code requirements in exchange for assurances that larger community-driven objectives will be met. In essence, the PAD would encourage continuation of rural patterns outside the UGA boundary, providing for small farming operations that focus on any, some, or all of the following:

- Agricultural experimentation
- Best Management Practices
- On-site sale of produce grown on-site
- Community agriculture and community gardens
- Farmers' markets
- Establishing and sustaining a more locally-based lifestyle, where products from local farms can be sold to local residents or visitors, allowing local families to support themselves entirely within the Manson study area.

The PAD provisions would also be tailored to address challenges this type of development presents. These provisions would be designed to answer concerns regarding pest management, encroachment into large-tract agricultural areas, storm water drainage, access, and visual impact, sign and sprawl abatement.

If implemented for Manson, Planned Agricultural Developments should be functionally and visually compatible with the rural landscape - featuring open spaces, outbuildings, widely separated residential structures, farmland, rural-style roads and the presence and activities of farming equipment. Typical uses may include:

- Single-family housing (intended for families taking part in agricultural activity)



Agricultural Cooperative Example
Figure 3.2 – This example shows a planned agricultural development (PAD) designed as an agricultural cooperative.



Figure 3.5 – A schematic representation of Manson’s central area at build out, showing how the commercial districts, shorelines, and residential areas could develop under the subarea plan’s proposed comprehensive plan designations.

- Nurseries
- Greenhouses
- Farming
- On-site sales
- Dining
- Public gatherings
- Parking
- Small animal sales
- Dog kennels
- Education and training
- Agricultural research
- Veterinarian services
- Agricultural cooperatives

Illustrated Development Character

Overall, the comprehensive plan examines a variety of development options. Some areas will retain and expand urban character, including a mix of retail and housing within single, multi-story structures in Manson’s core. Other areas will continue with less intensely developed land, featuring single-family neighborhoods on relatively large parcels. Still other areas may be expanded with industrial or agricultural uses to enrich and diversify Manson’s economy. Each context is planned for by the range of comprehensive







plan designations included in this plan, and the desire is to permit future development that contributes to and complements Manson’s unique character (Figure 3.7).


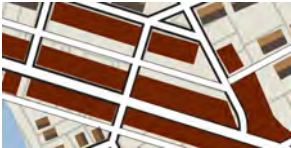
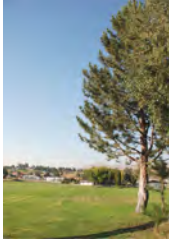


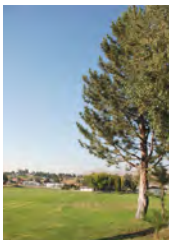
Urban Growth Area Designations

The urban concept area designations apply to those areas targeted for higher-intensity development within the urban growth area.

The following pages illustrate what development under the various districts may look like as Manson grows over time.

Table 3.4 – Plan Concept and Character Matrix - Urban











Land Use Concept	Comp Plan Designation	Concept Description	Character Image	Development Pattern
Low-Density Residential	UR1	The primary and preferred land use shall be single-family housing at a density of up to 4 dwelling units per acre.		
Medium-Density Residential	UR2	The primary and preferred land use shall be single-family and multi-family housing at a density of up to 8 dwelling units per acre.		
High-Density Residential	UR3	The primary and preferred land use shall be single-family and multi-family housing at a density of up to 12 dwelling units per acre.		
Downtown Commercial	CD	Uses will provide areas of complete retail facilities necessary for community services and convenience, including high-density housing ideally above the ground floor. Area should include alternative parking options.		




Land Use Concept	Comp Plan Designation	Concept Description	Character Image	Development Pattern
Tourist Commercial	CT	Uses will provide areas of complete retail facilities necessary for community services and convenience, including high-density housing at up to units per acre above the ground floor. Area should include alternative parking options.		
Urban Public	UP	Open space, protected critical areas, recreational facilities, necessary public facilities, utilities facilities, and community facilities are included in this designation.		
Manson Light Industrial	MLI	This designation provides for light-impact industrial uses within urban areas, providing employment opportunities near urban populations.		
Public	UP	Open space, protected critical areas, recreational facilities, necessary public facilities, utilities facilities, and community facilities are included in this designation.		

Rural Area Designations

The rural area designations are addressed in the County’s Comprehensive Plan and summarized below in order to understand the regional land uses and possible future changes affecting the Manson Urban Growth Area. All references to density do not reflect agricultural housing or the accessory dwelling units permitted in Chelan County Code consistent with the goals and policies of the Chelan County Comprehensive Plan.

Table 3.5 – Plan Concept and Character Matrix - Rural

Land Use Concept	Comp Plan Designation	Concept Description	Character	Development Pattern
Commercial Agriculture	AC	This designation preserves commercial agricultural lands, encourages continued agricultural use as a foundation of the area’s economy, and protects agricultural land of long-term commercial significance from encroachment of incompatible uses. Residential density is not to exceed one unit per 10 acres.		
Rural Residential/ Resource	RR2.5	This district buffers between rural areas of higher and lower intensity, including a mix of agricultural, residential and forestry uses. Residential density shall be no greater than one unit per 2.5 acres.		
Rural Residential/ Resource	RR5	This district includes small-scale agricultural activities and rural development consistent with the preservation of rural areas. Residential density shall be no greater than one unit per five acres.		
Rural Residential/ Resource	RR10	This district includes small-scale agricultural activities and rural development consistent with the preservation of rural areas. Residential density shall be no greater than one unit per 10 acres.		
Rural Residential/ Resource	RR20	This district includes small-scale agricultural activities and rural development consistent with the preservation of rural areas. Residential density shall be no greater than one unit per 20 acres.		

Land Use Concept	Comp Plan Designation	Concept Description	Character	Development Pattern
Rural areas of more intensive development	RV	This district is intended to permit residential development at densities no greater than one unit per 2.5 acres in places where residential development at densities greater than one unit per five acres already exists. Residential densities may vary depending on Health District standards for on-site sewage disposal.		
Rural areas of more intensive development	RW	Uses in this district include the development and infill of intensely developed shoreline areas for residential and water-related/ water-dependent recreational and tourist development consistent with the rural character.		
Wapato	Wapato	The Wapato district recognizes the land held in Tribal trust or Tribal ownership.		

Goals and Policies

The following goals and policies are designed to guide the community's change over the coming years. The policies should guide the County's and Manson's day-to-day activities, and help each make decisions on land use applications, expenditures of public funds and other matters related to public governance.

All goals and policies here are derived from an extensive and inclusive public participation process.

Land Use

Goal LU-1: Achieve an efficient use of land in and around the Manson community, preserving existing Agriculturally-designated land, reducing urban sprawl and retaining Manson's natural-resource based rural and open-space character.

Policies

- LU-1.A** Work with the county and state to create, encourage, and support incentives for owners of existing Agricultural land to continue farming and improve the return to land.
- LU-1.B** When housing and other uses are developed in agricultural areas, maintain open space/agricultural preservation while providing adequate flexibility for owners.
- LU-1.C** Establish incentives to promote infill development within the existing UGA.
- LU-1.D** Ensure that any development in the UGA is fully served by water, wastewater and other necessary public services.

Goal LU-2: Support a vital commercial downtown in Manson.

Policies

- LU-2.A** Establish mixed-uses in the commercial designations, promoting a variety housing types, community parks, and a mix of retail and office spaces.
- LU-2.B** Create a town center concept that reinforces its identity as the “village by the bay.”
- LU-2.C** Consider strategies to revitalize existing commercial corridor and reinforce its position as the local center for services, social, and cultural activities while providing for new areas of commercial development.
- LU-2.D** Encourage building height and bulk to permit viable residential use above ground floor retail while still preserving the character of the downtown core.
- LU-2.E** Encourage public access to the shoreline.
- LU-2.F** Promote adequate parking to support land uses, including alternative parking options.

Goal LU-3: Create enjoyable and safe neighborhoods that support a variety of housing types and income levels.

Goal LU-4: Support and encourage the existing areas in production and the diversification of new forms of appropriate agriculture and additional agricultural acreage.

Policies

- LU-4.A** Protect agricultural land of long-term commercial significance by encouraging innovative land use that supports agriculture.
- LU-4.B** Support agricultural land uses and innovative agricultural development within the study area.

Goal LU-5: Provide for adequate land uses which support employment and production of goods.

Policy

LU-5.A Support commercial activity use where appropriate and where impacts to surrounding properties can be avoided, managed, or mitigated in a manner compatible with neighboring uses, view retention goals and other aesthetics, and the community's rural character.

Goal LU-6: Allow for adequate space for necessary community facilities, such as schools, parks, playfields, houses of worship, and civic facilities.

Policies

LU-6.A Allow community facilities throughout the community, providing impacts to their surroundings can be avoided, managed or mitigated.

LU-6.B Encourage development of public parks along the shores of Lake Chelan, Wapato Lake, Roses Lake, Dry Lake and Antilon Lake.

LU-6.C Support development of trails and connectivity.

Goal LU-7: Plan, encourage and work to integrate open spaces throughout Manson to help retain the community's rural character.

Policy

LU-7.A In the case of clustered development, encourage remaining open spaces are arranged in a manner that protects agricultural, habitat and/or recreational functions.

Goal LU-8: Promote a cohesive rural village community character to residents and visitors.

Policies

LU-8.A Encourage preservation or the enhancement of views, natural features and landmarks as valuable community assets.

LU-8.B Develop architectural guidelines that encourage "village" scale and promote architecture that fit Manson's history and location.

LU-8.C Promote the lakeside destination character by blending natural and built environments along the approach to Manson.

LU 8-D Work with the County to establish a buffer between Manson and Chelan to help keep each community visually distinct.

Goal LU-9: Encourage housing and commercial development to reflect Manson's rural heritage and village image.

Policies

- LU-9.A** Promote visual character through the use of adopted design guidelines for all commercial, industrial, multi-family and tourist development projects along the gateway to Manson. Include “dark sky” lighting ordinances as appropriate.
- LU-9.B** Encourage limited or joint access points to Highway 150 from Winesap Road to downtown Manson to preserve traffic flow on the primary route.
- LU-9.C** Promote the development of trails and pocket parks along the gateway approach to Manson. Develop sidewalks along the main street within the urban growth area of Manson.
- LU-9.D** Develop incentives for bicycle and pedestrian connections along Manson’s gateway route and to Lake Chelan.
- LU-9.E** Support design guideline development. Recommended design elements should include:
1. Utilize trees and landscaping to mitigate environmental degradation, and buffer land uses such as housing, commercial activities along Highway 150 and other potential entries to Manson.
 2. Encourage agricultural vegetation as a component in the aesthetic and environmental quality of residential, commercial and commercial activity areas along the entry route to Manson.
 3. Restrict height in the downtown area to 35 feet, with retail on the first floor and residential on the second and third floors.
- LU-9.F** Encourage a variety of housing and parking alternatives within the commercial areas.

Economic Development

Goal ED-1: Improve Manson’s business diversity and year around economy.

Policies

- ED-1.A** Encourage economically-beneficial businesses that enhance year-round tourist industry, taking advantage of natural amenities, such as Lake Chelan.
- ED-1.B** Provide ongoing and current publicity, demonstrating the economic contribution of farming to the Manson area, and promote agricultural tourism with maps, u-pick fields, fruit stands and opportunities to taste or purchase agricultural products.
- ED-1.C** Coordinate public development activities with the City of Chelan, understanding that teamwork is more productive than competition.
- ED-1.D** Establish working, on-going contacts with appropriate public and private agricultural agencies to provide assistance to existing and potential owners supporting efficient farming of both larger and smaller plots of land.
- ED-1.E** Promote ties and links to outdoor recreational opportunities such as water sports, hiking, mountain biking, and winter activities.

- ED-1.F** Promote arts and entertainment events in Manson, and consider artist-in-residence programs to foster arts culture.

Environment

Goal EN-1: Maintain the quality of Manson’s natural environment.

Policies

- EN-1.A** Maintain a parks and recreation plan that identifies both short and long-range needs for a system of publicly-owned open-space areas, recreational facilities and trails to meet the growing demand for recreational areas, facilities, programs and services.
- EN-1.B** Develop LEED (Leadership in Energy and Environmental Design) or other “green” building incentives to encourage development of less resource-consumptive projects.
- EN-1.C** Promote water conservation measures such as xeriscape.
- EN-1.D** Collaborate with City of Chelan and the Reclamation District on long-range wastewater treatment needs, managing growth with capacity.
- EN-1.E** Identify critical areas and shoreline buffers.

4 Housing

The housing chapter of this comprehensive plan is developed in consistency with the Chelan County comprehensive plan, relating information on Manson’s existing housing environment and providing goals and policies to achieve the community’s vision.

Existing Conditions

The majority of housing units in the Manson study area (72.6 percent) are detached, single-family dwellings. In 1990, the study area housing units were about 23 percent mobile homes. By 2000 only 17.9 percent of the housing units in the study area were mobile homes. Also, the number of multi-family units decreased from 254 units (18 percent) in 1990 to 56 units (4.2 percent) by 2000.

Table 4.1 – Census County Division Housing Units by Type, 1990 and 2000

	1990	Percent	2000	Percent
Single Unit	760	55	1,137	73
2-4 Units	54	4	84	4
Multi-Family (5 or more units)	254	18	56	4
Mobile Home	312	23	281	18
Boat, RV, Van, etc.	--	--	10	1
Total	1,380	100	1,568	100

Source: 1990 and 2000 Census data

The Washington State Office of Financial Management (OFM) is responsible for producing a range of population growth statistics for each county. The OFM also runs a program called the Small Area Estimate Program (SAEP), which projects population growth and housing units by year for Census Tracts and Block Groups. According to the SAEP, the Manson CCD gained 227 housing units between the Census in 2000 and the provisional estimate in 2006. The projected housing units needed to serve future population was addressed in Table 3.3.

Table 4.2 - Census County Division Population and Housing Units, Manson and Chelan County, 2000 to 2006

	2000 Total Population	2006 Total Population	Change 2000-2006	2000 Total Housing Units	2006 Total Housing Units	Change 2000-2006
Manson CCD	3,248	3,554	306	1,568	1,795	227
Chelan County	66,616	70,100	3,484	30,407	33,033	2,626

Source: Office of Financial Management, Small Area Estimate Program

Planning Concepts

The overall housing objectives are clear. Housing in the Manson should be affordable, attractive, and reflect the area’s focused urban center. Housing within the UGA should be urban in nature, incorporating mixed use wherever possible and infilling wherever appropriate. A mix of single family and multi-family housing will be required to accommodate the projected population growth at proposed land use arrangements. More dense housing will be located adjacent to the Commercial designations to encourage residents to walk or use public transportation. Less dense housing will be encouraged toward the periphery of the UGA.

Goals and Policies

The following goals and policies are designed to help the County and the Manson community manage Manson’s changing housing landscape. Each goal and policy supplements the County’s comprehensive plan, and is customized to meet Manson’s unique needs. All are based on direction provided during public workshops.

Goal H-1: Provide sufficient housing in Manson to provide dwellings for all income levels and for all needs.

Policies

- H-1.A** Monitor the land supply within the UGA to ensure adequate land is available to accommodate anticipated population growth.
- H-1.B** Locate housing targeted to low and moderate-income groups near employment centers and the commercial designations, helping to reduce transportation costs to access daily needs.
- H-1.C** Seek partnerships with regional housing authorities and other organizations to find and realize opportunities for providing housing for special needs or low-income households.
- H-1.D** Encourage diversity in housing types to accommodate an increasingly diverse population.

- H-1.E** Encourage increased density within the Commercial areas in support of year-around housing and diversity of housing options.

5 Transportation

Transportation systems are fundamental to the success and form of modern communities. Transportation systems provide access to resources and markets, underpinning basic economic activity. They also facilitate movement of community residents, providing the roadways, trails and sidewalks that people use to conduct their daily lives. Modes of travel in Manson include the private auto, public transportation, truck, boat, bicycle and walking, all of which place demands on and shape the facilities designed and developed to serve them.

The intent of the transportation element is to be consistent with the land use element as well as continuing the idea of coordinated planning efforts between the different agencies responsible for providing the different modes of transportation, such as County-wide Planning Policies and the North Central Regional Transportation Planning Organization.

Chelan County has updated its transportation element, which contains detailed information on the Manson area road conditions, level of service, short & long-term projects, and funding. The Manson residents support urban road standards that reflect their historical development patterns.

Existing Conditions

Public Transportation

The Chelan County Public Benefit Transportation Area (PTBA) – known as Link Transit - provides bus service with a circular route that travels between Chelan and Manson, and along Route 21 which connects Chelan and Manson to Olds Station in Wenatchee. In 2007, Link recorded 20,377 fixed boardings for the route that serves Manson and 66 average daily boardings. According to Link, boarding activity is higher between May and September, which may indicate a mix of seasonal workers and tourists in the area. In addition to walk-on passenger service, Link offers bike racks on all full size busses to aid multi-modal transportation.

Link has no current plans to expand public transportation service in the Manson area.

Non-Motorized Transportation

Sidewalks are provided in the commercial designations and many of the smaller streets that intersect Wapato Way in Manson’s downtown district. A bicycle lane is included on SR 150, separated by motorized travel lanes by a stripe. Some roadways in Manson provide neither bike lanes nor sidewalks. Most are developed to rural standards with no sidewalk, curb or gutter. Although several of the roads have steep grades, curves and minimal policing, many pedestrians and cyclist are able to safely travel; however, there are know conflict areas that should be addressed. Manson’s location on a hillside overlooking Lake Chelan makes any non-motorized travel from west to east above Wapato Way a scenic challenge.

In addition to the road system, the County Comprehensive Plan identifies a number of trail segments planned for completion in the seven- and 20-year planning horizon. These trails will be for non-motorized transportation throughout the area.

Planning Concept

Manson’s residents overwhelmingly called for this to be a “pedestrian friendly” community, configured and developed to encourage pedestrian and bicyclist use. As such, the non-motorized use of Manson’s transportation system should be considered every bit as important as motorized uses, and creating safe and attractive pedestrian environments, convenient linkages and the proximity between key land uses is a priority in this plan. While the hillside grade can make it difficult to access the town’s eastern housing areas, pedestrian and bicycle travel parallel to the lakeshore and within the commercial designations is easy. To help make the commercial designations more conducive to non-motorized activity, this plan proposes construction of public parking areas, or “park-n-stroll” lots near the community’s flatter areas.

While residents favor an intimate and slow-paced transportation system near the town’s center, they also recognize the need for a fully functional transportation system to serve the agricultural areas surrounding Manson. These roadways will need to accommodate both farm traffic and surrounding residents who choose to live further from the commercial designations. As the UGA develops, the mix of farm traffic may diminish.

Goals and Policies

The following goals and policies are designed to help the County and the Manson manage its transportation system to ensure it functions both as a practical instrument for freight mobility and an attractive system sensitive to local access needs.

Goal T-1: Balance the demands of automotive transportation with Manson’s desire to become a pedestrian friendly community.

Policy

- T-1.A** Work with County planners to identify and evaluate regional transportation corridors.
- T-1.B** Incorporate traffic calming measures (such as textured crosswalks, streetscape design and roadway alignment) to slow traffic in the commercial designations and other locations frequented by pedestrians.
- T-1.C** Develop a parks plan identifying key recreational and commuting pathways for pedestrians and cyclists to connect the community to Manson’s parks and recreation opportunities. This may include abandoned right-of-way, such as reclamation flume lines.
- T-1.D** Develop “park and stroll” lots for visitors and residents within one-half mile of the commercial designations.
- T-1.E** Encourage alleys for the commercial designations and higher-intensity areas to reduce service vehicle intrusion and promote safe pedestrian sidewalks.
- T-1.F** Encourage development of ‘Park and Ride’ facilities to support public transportation.

- T-1.G Encourage sidewalks to be extended into existing residential, schools and other public facilities.
- T-1.H Support alternative parking options to ensure an adequate parking supply within the commercial areas.

6 Capital Facilities, Utilities and Public Services

Existing Conditions

Water

The Lake Chelan Reclamation District (LCRD) provides much of the area with water services. The system had approximately 1,535 connections as of 2005 and serves as both the domestic drinking water purveyor for the area and the purveyor of irrigation water. The LCRD has two domestic water intakes, one booster pump station, one raw water reservoir, two finished water reservoirs and a water treatment plant. The service area is primarily within the lower valleys and extends up to elevations of 1,250 feet. The remainder of the area is serviced by private wells.

Table 6.1 – Water System Summary



Figure 6.1 - Representation of LCRD's water (blue for irrigation and brown for irrigation and water) and wastewater (brown) service areas in Manson.

	Max Day (cf)	Total July-Aug (cf)	Year-to-Date Total (cf)	Unaccounted for Water (cf)	Percent Loss	Gallons per Capita per Day (GPCD)
2003	247,193	11,876,471	35,924,970	3,727,550	10.4	118
2004	224,465	10,219,385	33,445,721	4,346,136	13.0	106
2005*	232,620	11,139,037	29,863,637	3,032,248	10.2	102

**2005 data is from January 1 through October 31, 2005 Major users of LCRD potable water are Wapato Point and the Mill Bay Casino. Although Wapato point and associated tribal trust lands are nearly developed to capacity, LCRD continues to plan for growth or increase in water usage on the land. Continued residential growth in the LCRD service area is largely in the form of second homes on the edges of the existing retail service area or within potential expansion areas. While customers in this area do not use water year round, their homes do need water, and therefore have an impact on the water provision. Non-residential usage growth is largely centered on the agricultural and wine industry. Wash water and other industrial uses of water are commonly provided through the separate non-potable irrigation system.*

Future expansion of service areas outside of the existing retail services area have been identified at the following elevations: 1,250 to 1,500; 1,500 to 1,750; and 1,750 to 2,000. Expansion has been identified by elevation because each new elevation will require an associated booster pump to reach customers and

provide fire flows. The LCRD 2005 Domestic Comprehensive Plan suggested that extending potable water service into the foothills surrounding the village of Manson would be expensive and require significant pumping efforts. However, the LCRD plan indicates that extending into the foothills is likely due to poor ground water quality in the area, and the increased need for potable water and fire flows as development occurs.

Water Utility Level of Service

- Average Day Demand (ADD): 1,032 gpm (0.51 gpm per ERU)
- Maximum Daily Demand (MDD): 1,315 gpm (0.65 gpm per ERU)
- Peak Hour Demand (PHD): 1,861 gpm (0.92 gpm per ERU)
- Fire Flow: 1,000 gpm for two hours within Urban Growth Area, 750 gpm for two hours in remainder of the area.
- Minimum Pipe Sizes: six inches



Figure 6.2 – Manson water/sewer treatment and distribution system

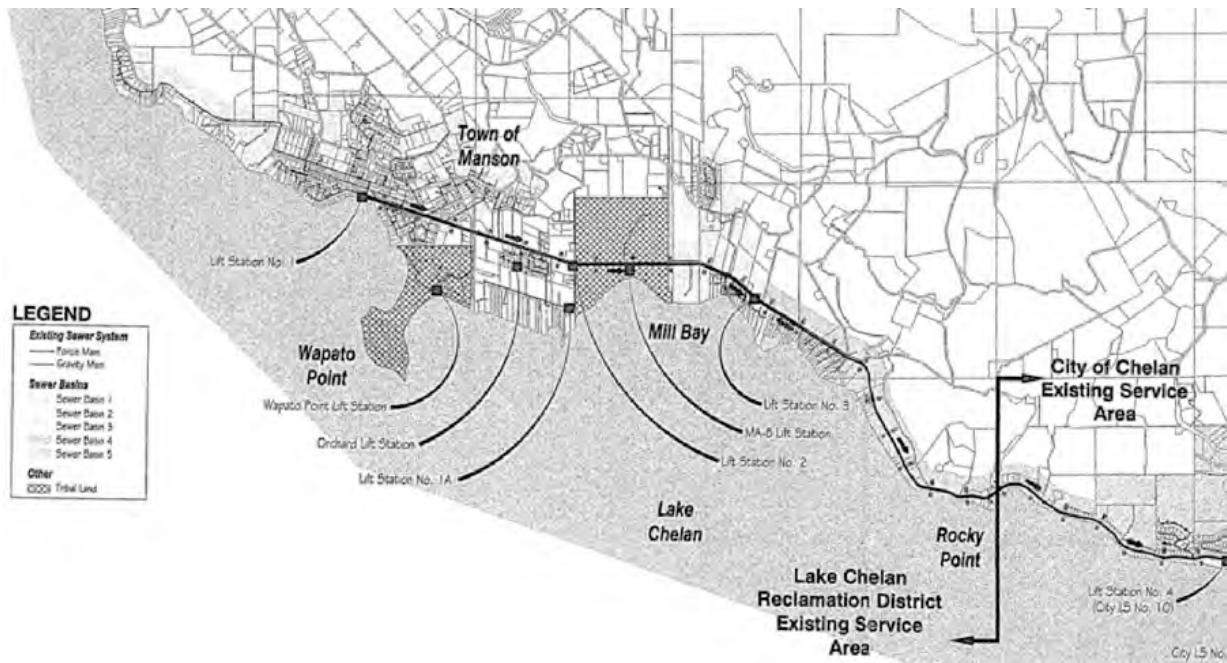


Figure 6.3 – Existing sewer system, Lake Chelan Reclamation District

Irrigation

LCRD also provides non-potable water to the area’s crops, residents and wineries. The irrigation service area is much larger than the domestic service area and is served by a separate system of pumps, pipes and turnouts that do not provide potable water. The system provides water to 660 connections along the distribution system. Between the months of March and October each year users withdraw 22,388 acre-feet of irrigation water across the entire system.

Wastewater

LCRD provides wastewater collection, conveyance and treatment services, with its treatment services connected to the City of Chelan. The LCRD has approximately 1,500 ERU in the Manson area. Continued expansion of wastewater service in Manson is vital accommodate the growth expected to occur in the proposed UGA.

The Lake Chelan Reclamation District provides sewer service in the Manson UGA and in some of the areas just outside of the UGA as well as the City of Chelan. The entire system handles about 393,000 gallons of wastewater per day. Per-ERU average daily residential flow during peak months is about 238 gallons per day and this average serves as the planning number for the LCRD when forecasting future needs.

Lake Chelan water quality is a primary concern for both residents and wastewater planning efforts. According to the 2002 General Sewer Plan, 16 septic systems in the planning area had reported failures. While the Department of Health requires all failed septic systems within 200 feet of sewer service connect to the system, the Lake Chelan Water Quality plan suggests that all failed septic system users within 500 feet of existing service lines hook up to sewer.

According to the District, current wastewater demand is at one-half the contracted capacity, implying that there is adequate capacity to serve anticipated development in accordance with this comprehensive plan. Complete system maps are available in the LCRD 2002 General Sewer Plan.

Stormwater

The study area is along Lake Chelan, an oligotrophic³ body of water, which contains nine known pollutants⁴. A group of Mason community members, called the Lake Chelan Water Quality Advisory Group, and Chelan County Public Works has completed a Storm Water Management Plan in 2002. This plan identifies options for reducing pollutions from Lake Chelan. In order to implement the Plan a Stormwater Utility is being established.

Parks

The Manson Park District operates five parks in the area: Manson Bay Park, Old Mill Park, Singleton Park, Willow Point Park, and Wapato Lake Campground. Each park has various specialties and activities for residents.

Table 6.2 – Manson Parks and Recreation District Facilities Inventory

Park	Acres	Activities	Future Improvements
Manson Bay Park	2	Lake views, swimming area, picnic area, restrooms, 30 slip marina, marine dump station and winter only boat launch	Additional moorage facilities, moving the breakwater to allow more depth for winter boat moorage due to low lake level, additional parking, additional picnic and swimming areas
Old Mill Park	23	Four-lane boat launch, short-term moorage, picnic area, restrooms, marine dump station, boat trailer parking	Development of recreation vehicle and tent camping facilities, complete with restrooms and showers, concession area, walking trails, sport court, additional tables and barbeques

³ A lake with low productivity resulting from low nutrient content. These lakes have low algal production, and consequently, often have very clear waters, with high drinking-water quality. (Wikipedia)

⁴ Lake Chelan Water quality Plan 1991: (1) suspended sediments and particulates from erosion; (2) automotive-generated heavy metals such as lead, zinc, copper and cadmium; (3) oil and grease; (4) nutrients such as nitrogen and phosphorous; (5) salt deicing agents; (6) fecal related bacteria from pet and livestock wastes; (7) pesticides used for residential and roadway shoulder weed control; (8) various other deleterious toxic inorganic and organic chemicals which may originate from traffic accident related spills and residential/business discharges; and (9) floatable debris.

Park	Acres	Activities	Future Improvements
Singleton Park	10	Baseball fields, soccer field, basketball and pickle ball court, picnic gazebo, restroom facilities, concession area	Access road improvements, parking, safety improvements, Manson park maintenance building expansion, walking trails, running track, drainage improvements
Willow Point Park	2	Swimming and day use, three barbecues and picnic tables	Shoreline restoration, improvements to parking, restrooms, universal access, additional barbecues and picnic tables
Wapato Lake Campground	9.24	Boat launch, 31 recreational vehicle and 11 camp sites with camp ground host, electrical and water hookups trailer dump site, two boat docks, picnic area with gazebo, swimming, restroom and shower facilities	Boat launch ramp safety improvements, TV and internet access, concession store, access road improvements, RV parking improvements, additional fire rings and picnic tables

Schools

Manson School District #19 provides educational services to the area’s young population. As of October 2006, District #19 had 632 students enrolled - 333 elementary and 299 junior/senior high school students. Over 65 percent of students enrolled in District #19 are Hispanic. Nearly 70 percent of students receive free or reduced lunch. According to the Chelan County Comprehensive Plan, 2004, the District needs to update its transportation facilities and the football field.

Sheriff

The Chelan County Sheriff’s Office provides police protection services to the Manson area. Deputies work out of an unmanned office just east of Chelan.

Fire District

District #5 operates two fire stations inside the region and serves 18 square miles of urban growth area and rural land. The main station located in downtown Manson has two fire engines/pumpers, one bush truck, and one ambulance/aid car. The second station on Wapato Lake Road has one pumper, one tender/tanker, and two brush trucks. The district maintains approximately 27 volunteers.

Chelan County Fire Marshal and Chelan County Fire District #5 work closely with LCRD to provide adequate fire flows within the retail service area boundary. All hydrants fed by LCRD water are numbered, flow tested and rated to meet the highest standards to help the district maintain a high rating with the Insurance Services Office. Washington State’s Survey and Rating Bureau lists District #5 at a “six” on a scale of 1 to 10.

Needs

According to virtually all of Manson’s service providers, there is adequate capacity to accommodate forecast growth and development. The Manson School District, however, has indicated that additional classroom space may be necessary if the anticipated population growth includes families with school-age children. The District already owns enough land to accommodate a facilities expansion if necessary.

Manson’s Parks and Recreation District states its parks facilities are at capacity, particularly those along the lakeshore and in downtown. Any significant population growth will likely impact its facilities and motivate improvements to satisfy demand. The District will need to update its parks and recreation plan to assess population growth impacts and establish strategies for maintaining service levels.

Planning Concepts

Manson’s community wants its provision of public services to keep pace with demand. This process has indicated that the most pressing need is for management of surface runoff, Storm Water Management, and for continued vigilance to ensure that schools and public safety services can meet the increased demand that population growth will bring.

Concentrating a large proportion of the forecast growth within and adjacent to the commercial designations supports the existing infrastructure and minimizes the cost of new services. Other areas now designated for urban development within the UGA are located within the LCRD’s water and wastewater service areas, ensuring that public utilities will be readily available when new growth occurs. Land beyond the wastewater service area is designated for rural uses.

Manson’s commercial designations are an established urban area, but an increased population in and around the immediate core will place increased demands on parks and public parking facilities. This plan recommends an update to the Manson District’s parks and recreation plan, and the provisions for “park-n-stroll” lots on downtown’s periphery to serve the commercial designations area.

Goals and Policies

The following goals and policies are designed to help the County and Manson manage how the comprehensive range of capital facilities, utilities and public services are provided to meet the community’s needs. Each goal and policy supplements the County’s comprehensive plan and is customized to meet Manson’s unique needs. All are based on direction provided during public workshops.

Capital Facilities

Goal CF-1: Ensure roads, storm water facilities, parks, trails, and other publicly owned facilities meet changing community demand.

Policies

CF-1.A Work cooperatively with the County, City of Chelan, State Department of Transportation, and the Regional Transportation Planning Organization to periodically study roadway use and create or revise capital facilities plans.

- CF-1.B** Support a storm water management strategy, including new organizations and/or land owner agreements, as appropriate, to manage storm water runoff responsibility.
- CF-1.C** Encourage parks and trails facilities be addressed within capital facilities plans for the County and/or Manson Parks and Recreation District, as appropriate.
- CF-1.D** Fairly allocate costs for capital facilities improvements, particularly in the case of system expansions and rehabilitation.
- CF-1.E** Support efforts to provide public parking within easy access of downtown.

Utilities

Goal U-1: Ensure water, wastewater, storm water, telephone, power, and other utilities meet changing community demand.

Policies

- U-1.A** Encourage continued collaboration between the Lake Chelan Reclamation District, ~~and the~~ City of Chelan and other appropriate entities to ensure Manson's systems can meet expected growth.
- U-1.B** Support the implementation of a Storm Water Utility.
- U-1.C** Notify utility providers of any subdivisions, site-specific zone changes or comprehensive plan amendments that may impact demand for services.
- U-1.D** Collaborate with utility providers to improve the utility systems' resilience in times of natural disaster.

Public Services

Goal PF-1: Ensure public services, including public safety services, schools, library services and others, adapt to meet changing community demand.

Policies

- PF-1.A** Coordinate with the Manson School District to monitor school capacity and plan for facilities expansion as necessary.
- PF-1.B** Seek ways to provide law enforcement services necessary to meet the needs of Manson's growing population and seasonal popularity.
- PF-1.C** Coordinate with Chelan County Fire Protection District 5 and Lake Chelan Valley Emergency Medical Services to ensure fire protection and emergency medical services can adapt to address changes in community demand for service.
- PF-1.D** Coordinate with North Central Washington Regional Library District to provide library services to the Manson community.

7 Parks and Recreation

Existing Conditions

The Manson Park District operates five parks within the area: Manson Bay Park, Old Mill Park, Singleton Park, Willow Point Park, and Wapato Lake Campground. Table 6.2 shows the acres, activities available and future improvements planned for each park.

The Manson Parks and Recreation District adopted a comprehensive plan in 2006. Within it are the district's goals and objectives to drive parks planning into the next 20 years. The following information and goals are provided to guide land use policies within the Manson UGA.

Plan Concepts

Parks are and will continue to be a big part of life on the shores of Lake Chelan. Manson residents and visitors already thoroughly enjoy the community's existing parks, and the District plans to continue improving and adding to those parks in the future. The goal for this element is focused both on providing parks to Manson area residents, and on providing services to the area's visiting population. The goals and policies of this comprehensive plan promote the increased connectivity of parks and urban areas through trail systems. The plan also supports the interconnectedness of parks and the other elements of the plan by emphasizing the need for partnerships between agencies working in Manson.

Goals and Policies

The following goals and policies are designed to help the County and the Manson community manage Manson's changing parks and recreation environment and promote future development which supports the comprehensive plan. Each goal and policy is based on direction provided during public workshops and on information provided within the adopted parks and recreation plan.

Goal PR-1: Provide an integrated parks and recreation system to meet the community's needs, including the needs of the area's seasonal or day-use visitors.

Policies

- PR-1.A** Support efforts to ensure opportunities to enhance or expand the community's inventory of parks and trails are realized.
- PR-1.B** Develop partnerships with other agencies to provide additional parks, trails and recreation facilities.
- PR-1.C** Create an integrated system of trails to link the commercial designations with the "park and stroll" lots designed to serve it, and the community parks and public facilities.
- PR-1.D** Identify public right of ways that could be used for future recreational uses to include micro parks and trail systems.

8 Implementation Projects/Programs

Plans are only as good as their implementation. This section is intended to identify specific actions that Manson and Chelan County can take to implement this comprehensive plan. Understanding that public funds will likely continue to be scarce into the future, these implementation items are designed to be relatively inexpensive, bite-size steps that the community can take over time. Some will certainly need public funding to accomplish, but others may be able to be completed on the basis of community volunteerism and official County endorsement.

The various implementation programs and projects are described in Table 10.1, including references to the appropriate plan policies, the item's relative priority, who is responsible for its implementation, and when the task should be undertaken.

Table 10.1 – Implementation Programs/Projects

Project	Policy Key	Priority	Responsibility	Timing
Drainage district – A drainage district will enable Manson to raise funds for necessary storm drainage system planning and development. This district would levy a small local tax and manage surface flow through the study area.		1	Public Works	2010
Drainage master plan – As Manson grows, storm water management will become an increasingly important concern. New development increases surface flow and consumes land otherwise available to accommodate it. The drainage master plan will investigate and propose strategies to deal with storm water challenges, identifying management policies and drainage-related improvements.		1	Public Works	2009
County updates – This area plan includes proposed policy to manage change in Manson over the coming years. A major component of that policy involves changes to the way land use develops in and around Manson. Possible changes include changes to the County Comprehensive Plan and codes.		1	Planning	2011
Downtown design guidelines – The community expressed concern that Manson's downtown retaining its intimacy even as population in Manson grows and bring visitors through the development to the east to downtown businesses. The design guidelines would support Manson's goals and character.		3	Planning	2010

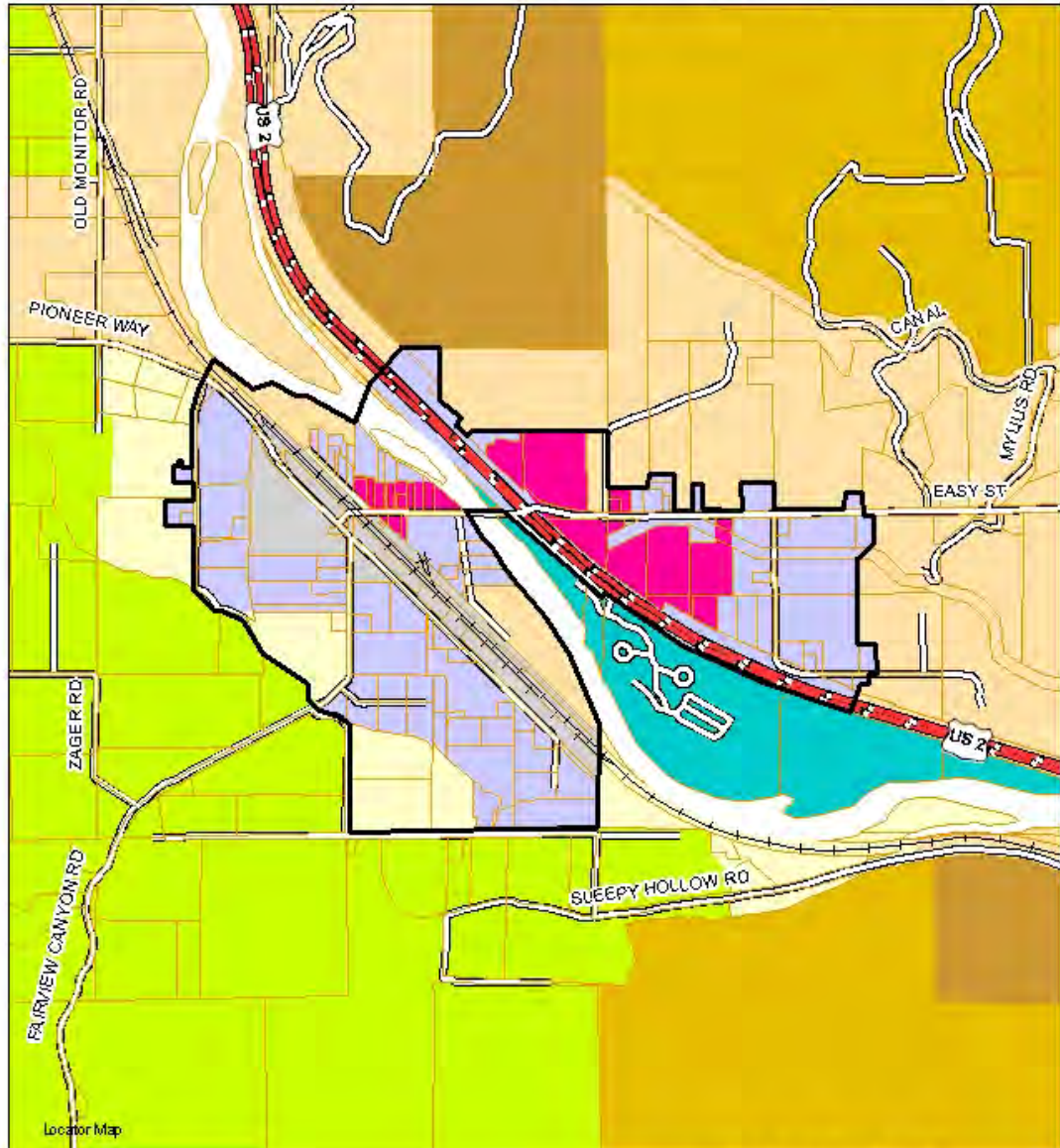
Project	Policy Key	Priority	Responsibility	Timing
<p>Regional agricultural economic assessment – Central Washington’s agricultural sector has been the force behind the region’s economic fortunes. As that sector responds to national and global forces, local economies rise and fall. Farmland around Manson is undergoing pressure to convert out of apple orchards. This economic assessment will help the community anticipate changes ahead and draft appropriate public policy.</p>		1	Planning	2010
<p>City center revitalization strategy – A fundamental underpinning of this plan is the concentration of development and social activity in and around Manson’s downtown. The focus on the village should be unequivocal, and a revitalization strategy will help Manson create a downtown that is attractive, functional and dynamic.</p>		2	Planning	2011
<p>Affordable housing strategy – Whether it takes the form of attached housing in the core or small-lot single family housing on the community’s edges, more affordable housing options need to be explored. This strategy will provide an assessment of current conditions and lay out steps the community can take to ensure that Manson’s households can live more affordable lifestyles.</p>		2	Planning	2011
<p>Comprehensive plan review – Jurisdictions are mandated to review their long-range land use plans periodically, ensuring that the policies and land use designations are appropriate in the face of changing conditions.</p>		2	Planning	2015
<p>Parks plan update – The Manson Parks and Recreation District prepared a parks and recreation plan in 2004. This was updated in the 2008 County Parks and Recreation Plan. Future updates will ensure that the district’s system meets community demand and that they remain eligible for grants from the State’s Recreation and Conservation Office.</p>		3	Parks District	2014

Monitor Rural Community Vision Statement

The citizens of the Monitor Rural Community envision and support:

1. Future development that will complement and enhance and not unreasonably impact our natural resource-based industries, including our agricultural industry and agricultural tourism, and the forest and mineral resources industries;
2. An economic and educational climate that enables our citizens to find suitable employment within the valley;
3. Sustainable growth that can be served effectively and efficiently with the necessary public services and facilities, while enhancing our community's quality of life;
4. Recreational open spaces and opportunities, including along the rivers and streams, to preserve the community's rural character, conserve fish and wildlife habitat, and increase access to natural resource lands and water, and maintenance and development of parks, sports fields and facilities;
5. Protection of the environment and maintenance of the community's high quality of life, including air and water quality, and the availability of water;
6. Protection of private property rights of landowners;
7. Adequate housing that fulfills the housing needs of all segments of the population; and
8. Efficient transportation systems that allow the movement of goods, services and people.

Monitor Rural Community Limited Area of More Intensive Rural Development (LAMIRD) Boundary



<p>Legend</p> <ul style="list-style-type: none"> Forests Railroads Water Bodies <all other water> STR, TV, PE Hwy City Units AC Commercial Agricultural Lands FC Commercial Forest Lands P Public Lands and Facilities RR2.5 Rural Residential Resource 2.5 	<ul style="list-style-type: none"> RR5 Rural Residential Resource 5 RR10 Rural Residential Resource 10 RR20 Rural Residential Resource 20 RV Rural Village RC Rural Commercial RI Rural Industrial RRR Rural Recreational and Resource RVN Rural Vibrant/ UR1 Urban Residential 1 UR2 Urban Residential 2 UR3 Urban Residential 3 	<ul style="list-style-type: none"> CP Peshaw Village Commercial CPV Peshaw Village Commercial CG General Commercial CT Tourist Commercial I Industrial MC Commercial Mixed UAWR Urban Vibrant/and Residential NRI Non-Residential Land USA City Urban Growth Area Open Water Features
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Miles

This map was prepared by the Chelan County Planning Department as part of the Chelan County Comprehensive Plan. It is not intended to be used for any other purpose. The County Planning Department is not responsible for any errors or omissions. The County Planning Department is not responsible for any errors or omissions. The County Planning Department is not responsible for any errors or omissions.

APPENDIX H

- I. Appendix-A – Land Use**
- II. Appendix-B – Countywide Sidewalks**
- III. Appendix-C – Freight and Goods Transportation Maps**
- IV. Appendix-D – Project Prioritization Criteria**
- V. Appendix-E – 20-Year Project List (includes Scoring)**
- VI. Appendix-F – Presentations to The Chelan County Board of Commissioners**
- VII. Appendix-G – Public Open House Materials and Comments**
- VIII. Appendix-H – WSDOT Facility Level of Service Analysis**

I. APPENDIX A – LAND USE

This appendix shows population projections and land use capacity analysis for the County. The following tables and figures were taken from the Land Use Capacity Analysis and Land Use Appendices to the Land Use Element of the Comprehensive Plan Update.

Jurisdiction Specific Population Projections based on Share of Population Growth Between 1990 and 2010
Using OFM 2012 Medium Projection for Chelan County

	Share of 1990-2010 Population Growth	Adjusted Population Allocations	2014 OFM Estimate	2015 Projection	2016 Projection	2017 Projection	2035 Projection	2036 Projection	2016-2036 20 year change	2037 Projection	2017-2037 20 year change	2040 Projection
Manson UGA	3.69%	3.69%	2,032	2,064	2,089	2,115	2,507	2,523	433	2,538	423	2,583
Chelan UGA*	2.88%	3.61%	4,384	4,416	4,440	4,465	4,849	4,864	424	4,880	414	4,924
Entiat UGA	2.01%	2.01%	1,143	1,161	1,174	1,188	1,402	1,411	237	1,420	231	1,444
Leavenworth UGA	1.71%	1.71%	2,404	2,419	2,431	2,442	2,624	2,631	201	2,638	196	2,659
Peshastin UGA	0.32%	0.32%	671	674	676	678	712	714	38	715	37	719
Cashmere UGA	2.88%	2.88%	3,742	3,767	3,787	3,807	4,112	4,125	338	4,137	330	4,172
Wenatchee UGA	53.09%	53.09%	38,454	38,921	39,279	39,649	45,286	45,517	6,238	45,741	6,093	46,389
Urban	66.58%	67.31%	52,830	53,422	53,876	54,344	61,491	61,784	7,908	62,069	7,724	62,890
Rural	33.42%	32.69%	21,470	21,758	21,978	22,206	25,677	25,819	3,841	25,957	3,752	26,356
TOTAL	100.00%	100.00%	74,300	75,180	75,854	76,550	87,168	87,603	11,749	88,026	11,476	89,246

*Modified based on population changes from 1990-2015

Table B-4: Population & Dwelling Needs

Regions	Persons per household*	2017 Population	Estimated minimum dwellings	2037 Population	Estimated minimum dwellings	20 year increase in dwellings
Cashmere UGA	2.66	3,807	1,431	4,137	1,555	124
Chelan UGA	2.38	4,465	1,876	4,880	2,050	174
Entiat UGA	2.64	1,188	450	1,420	538	88
Leavenworth UGA	2.16	2,442	1,131	2,638	1,221	90
Manson UGA	2.58	2,115	820	2,538	984	164
Peshastin UGA	2.58	678	263	715	277	14
Wenatchee UGA	2.53	39,649	15,672	45,741	18,079	2,407
Remaining Chelan County	2.57	22,206	8,640	25,957	10,100	1,460
TOTAL		76,550	30,283	88,026	34,683	4,521

Current Land Uses

The following breakdown of land uses was derived from the Assessor's land use coding system. It provides an understanding of the division of land uses within each City, UGA and the County. The City of

Wenatchee has provided a separate analysis, attached, considered as part of this document and incorporated in the Findings of Facts and Conclusions.

Classifications	City of Cashmere		Cashmere UGA		City of Chelan		Chelan UGA	
	Acres	Percent	Acres	Percent	Acres	Percent	Acres	Percent
Single-Family Units	264	44.8%	254	71.3%	1515	38.7%	1184	57.1%
Multi-unit and Mobile Home Parks	19	3.2%	16	4.5%	108	2.8%	77	3.7%
Residential Condos	1	0.2%		0.0%	28	0.7%	3	0.1%
Vacation & Cabin		0.0%		0.0%	78	2.0%	5	0.2%
Hotel/Motel/Lodging; amusement, recreational, resort	1	0.2%	2	0.6%	233	6.0%		0.0%
Industrial	71	12.1%	4	1.1%	61	1.6%	12	0.6%
Commercial/Retail, professional, government, etc	168	28.5%	50	14.0%	296	7.6%	103	5.0%
Agricultural	65	11.0%	28	7.9%	221	5.7%	362	17.5%
Undeveloped	0	0.0%	2	0.6%	1,371	35.1%	328	15.8%
TOTALS	589	100%	356	100%	3,911	100%	2,074	100%

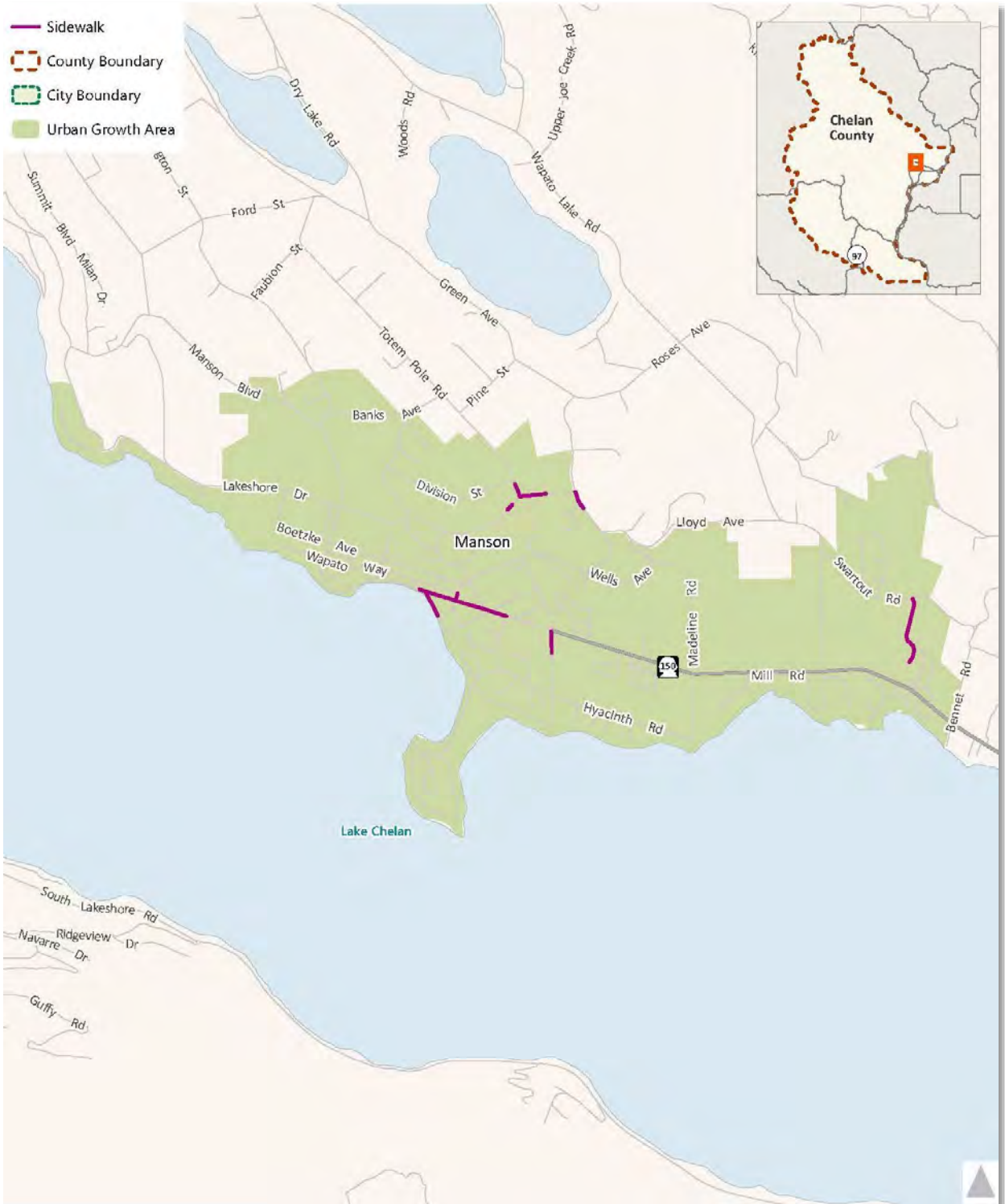
Classifications	City of Entiat		Entiat UGA		City of Leavenworth		Leavenworth UGA	
	Acres	Percent	Acres	Percent	Acres	Percent	Acres	Percent
Single-Family Units	575	48.1%	14	60.9%	284	40.9%	274	52.8%
Multi-unit and Mobile Home Parks	42	3.5%	0	0.0%	5	0.7%	26	5.0%
Residential Condos	0	0.0%	0	0.0%	27	3.9%	2	0.4%
Vacation & Cabin	0	0.0%	0	0.0%	0	0.0%	3	0.6%
Hotel/Motel/Lodging; amusement, recreational, resort	1	0.1%	2	8.7%	26	3.7%	40	7.7%
Industrial	54	4.5%	0	0.0%	7	1.0%	37	7.1%
Commercial/Retail, professional, government, etc	175	14.6%	7	30.4%	312	45.0%	42	8.1%
Agricultural	12	1.0%	0	0.0%	10	1.4%	34	6.6%
Undeveloped	336	28.1%	0	0.0%	23	3.3%	61	11.8%
TOTALS	1,195	100%	23	100%	694	100%	519	100%

Classifications	Manson UGA		Peshastin UGA		Remaining County	
	Acres	Percent	Acres	Percent	Acres	Percent
Single-Family Units	623	49.4%	246	49.9%	51290	5.6%
Multi-unit and Mobile Home Parks	101	8.0%	10	2.0%	270	0.0%
Residential Condos	104	8.2%	1	0.2%	137	0.0%
Vacation & Cabin	7	0.6%		0.0%	1,2857	1.4%
Hotel/Motel/Lodging; amusement, recreational, resort	2	0.2%	1	0.2%	1,218	0.1%
Industrial	1	0.1%	61	12.4%	2,046	0.2%
Commercial/Retail, professional, government, etc.	108	8.6%	56	11.4%	584,802*	63.7%*
Agricultural	288	22.8%	116	23.5%	173,456	18.9%
Undeveloped	28	2.2%	2	0.4%	91,896	10.0%
TOTALS	1,262	100%	493	100%	917,970	100%

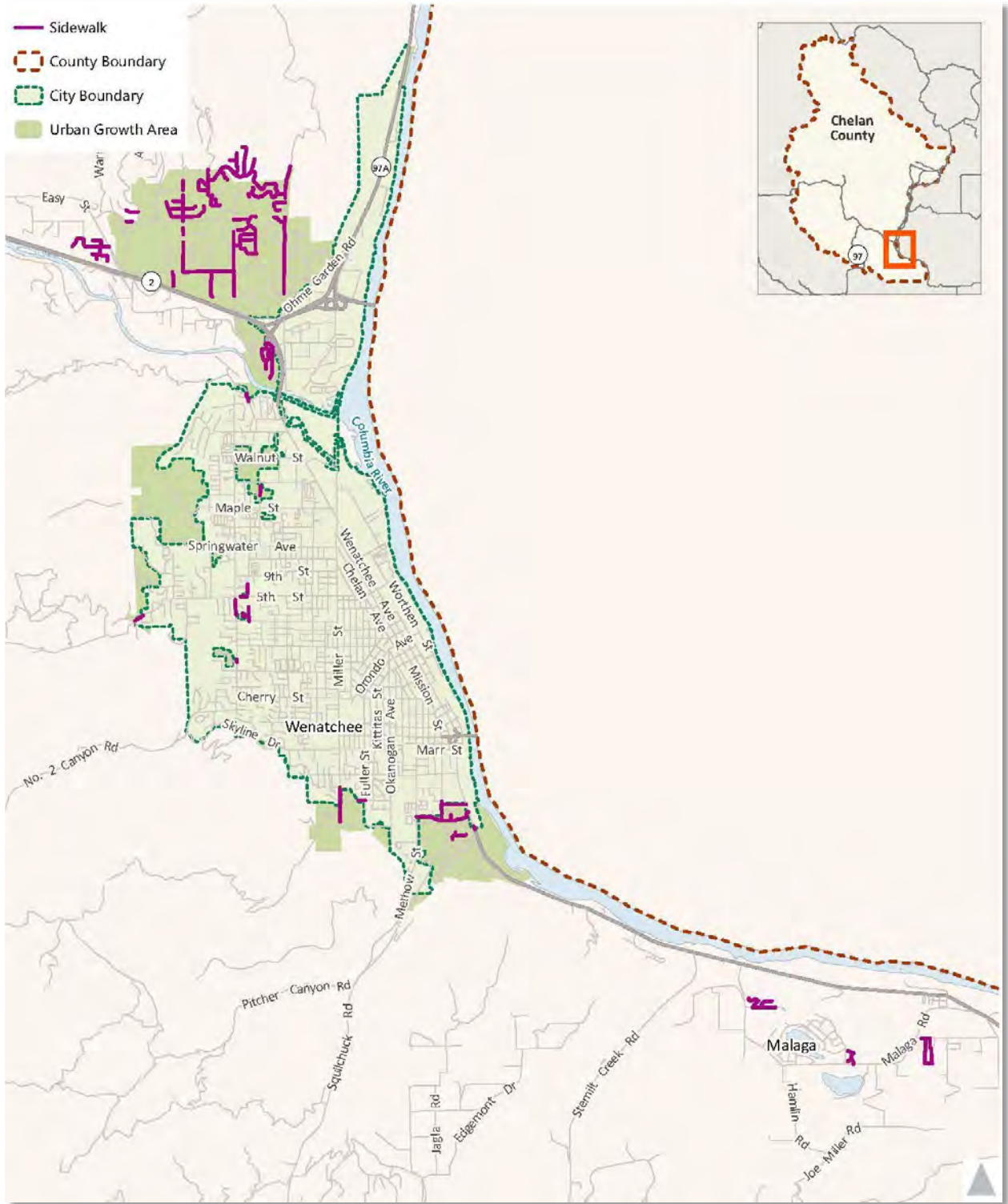
* 545,564 acres (or 59.4%) are government related; 4.3% commercial/retail

II. APPENDIX-B – COUNTYWIDE SIDEWALKS

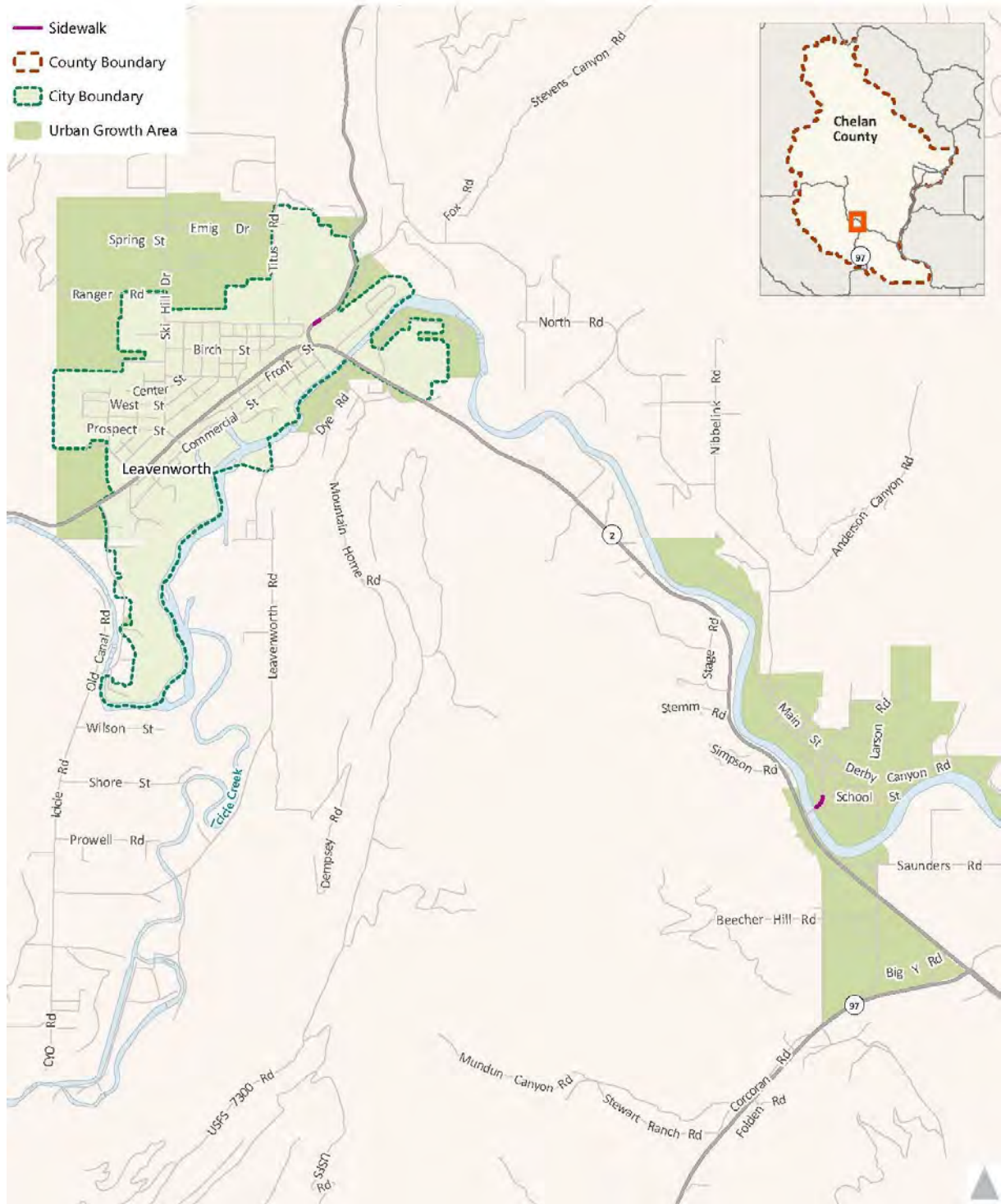
Existing Sidewalk Facilities (Manson)



Existing Sidewalk Facilities (Wenatchee/Sunnyslope and Malaga)



Existing Sidewalk Facilities (Leavenworth and Peshastin)



III. APPENDIX-C – FREIGHT AND GOODS TRANSPORTATION MAPS

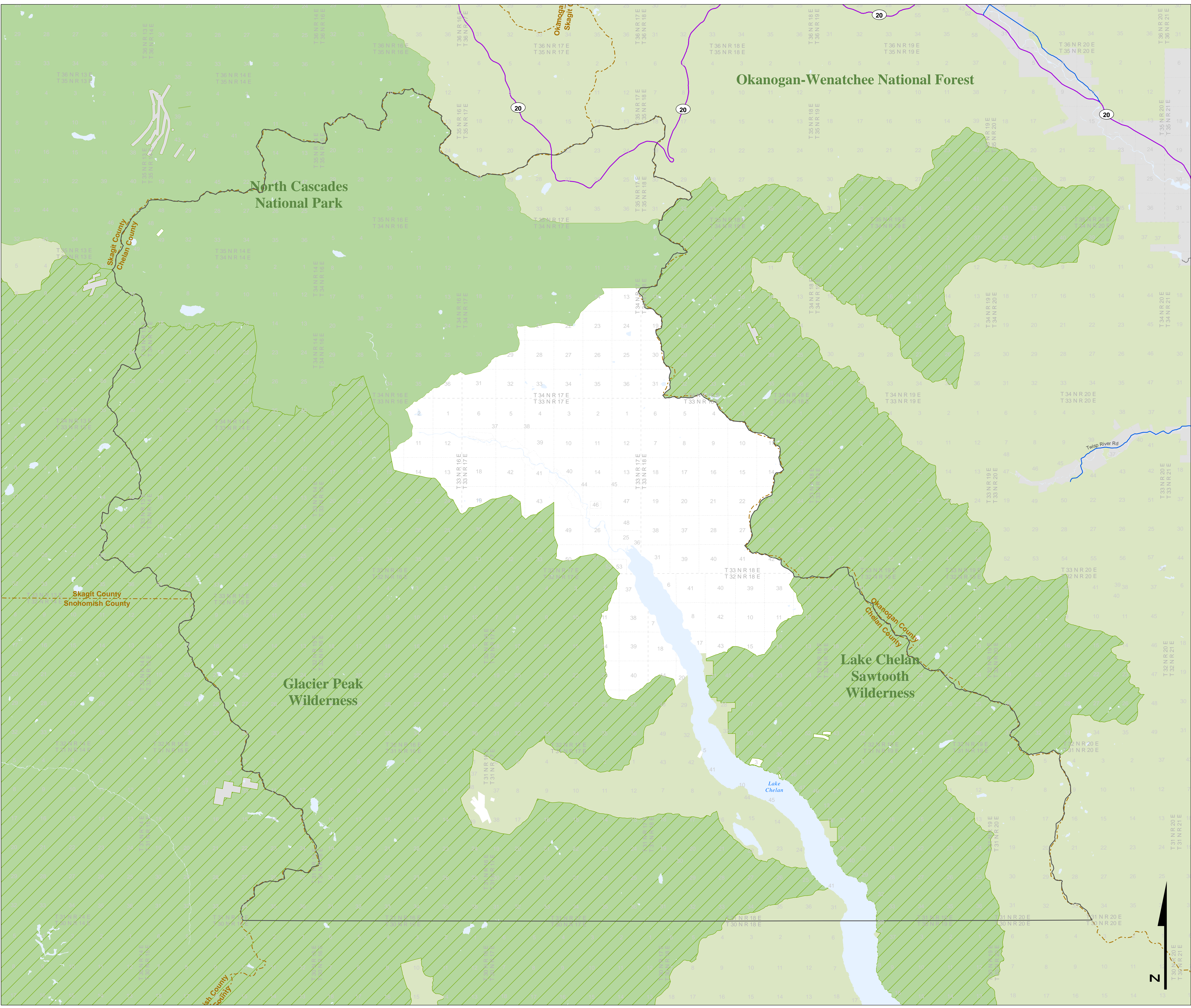
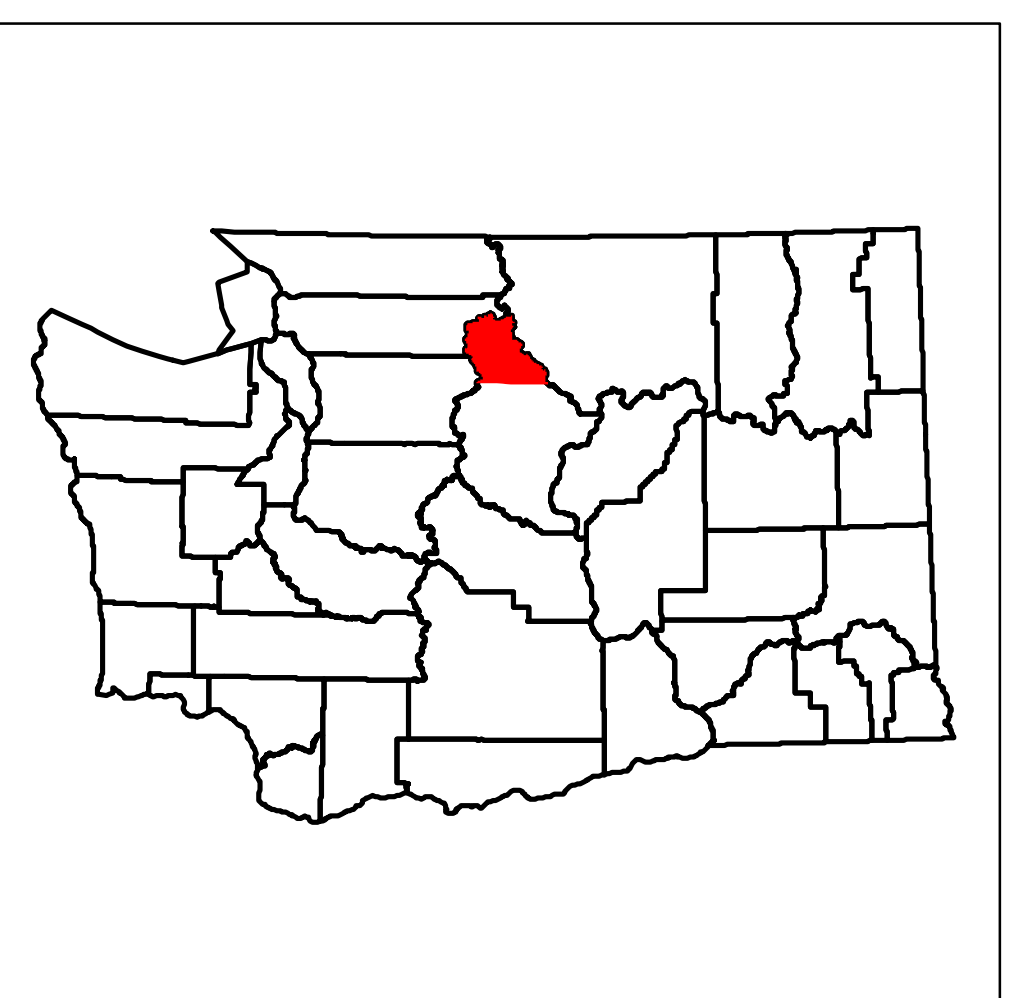
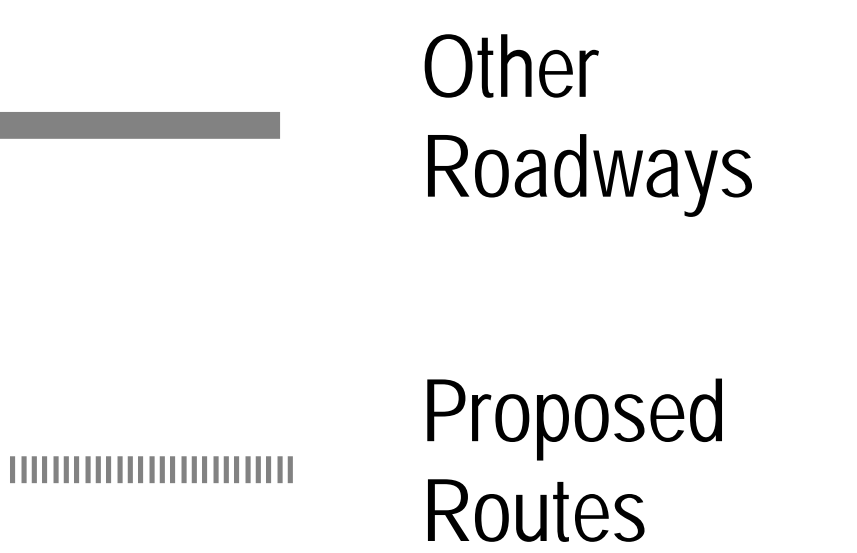
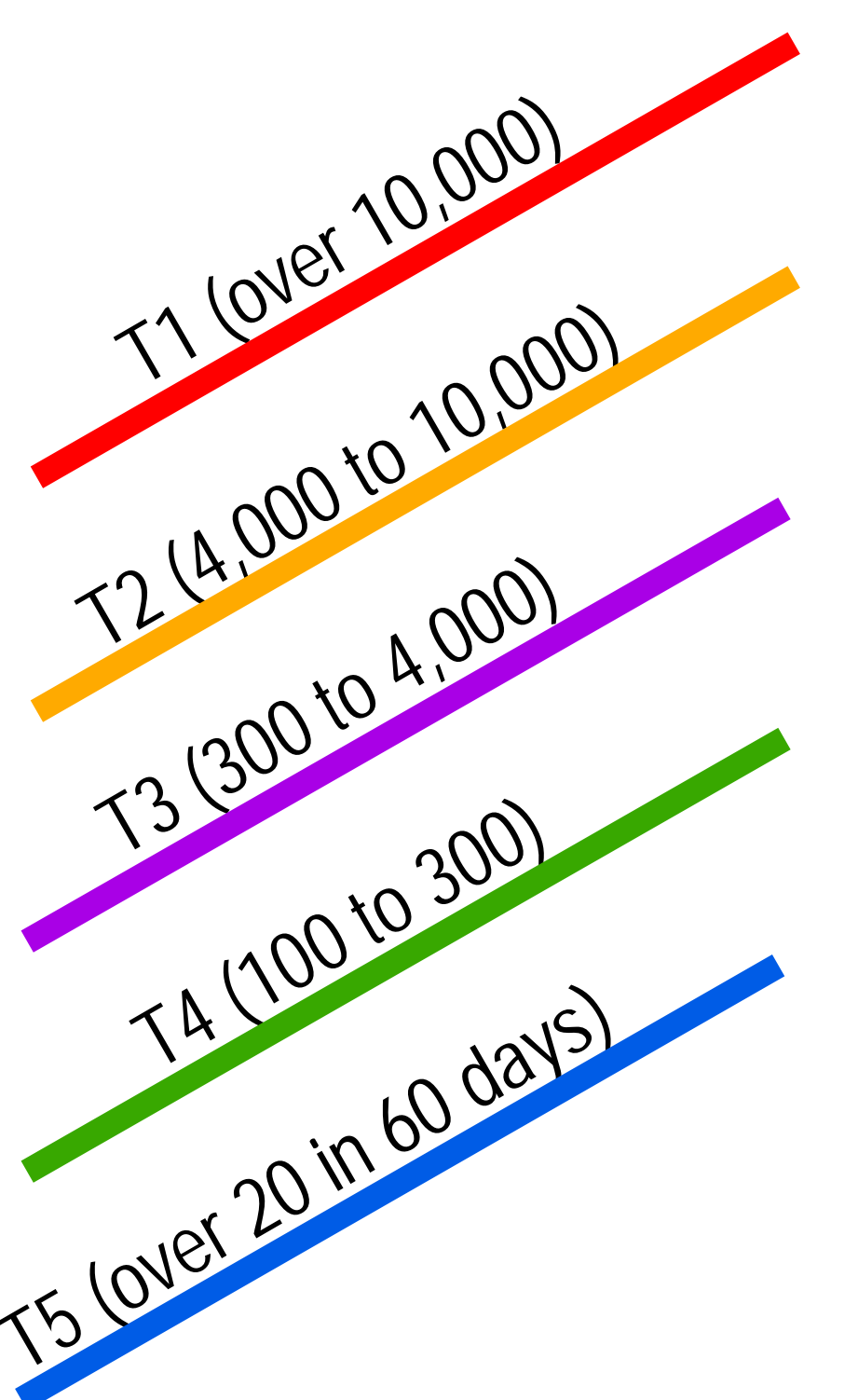
The following figures show Washington State’s Freight and Goods Transportation System classifications for Chelan County.

Freight and Goods Transportation System

Roadways 2015

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

TONNAGE CLASS
T1 - T5
ANNUAL TONS
(in thousands)

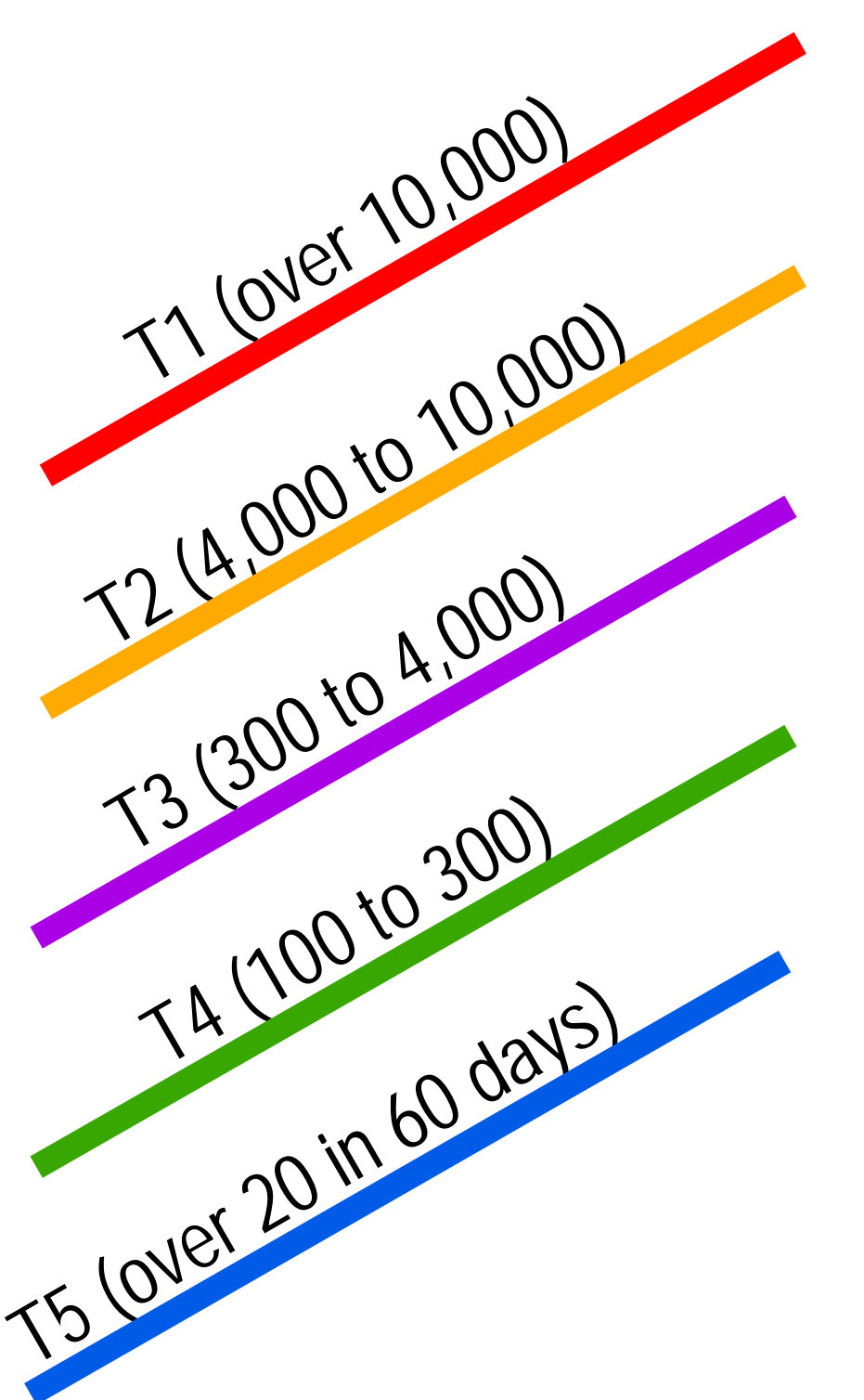


Freight and Goods Transportation System

Roadways 2015

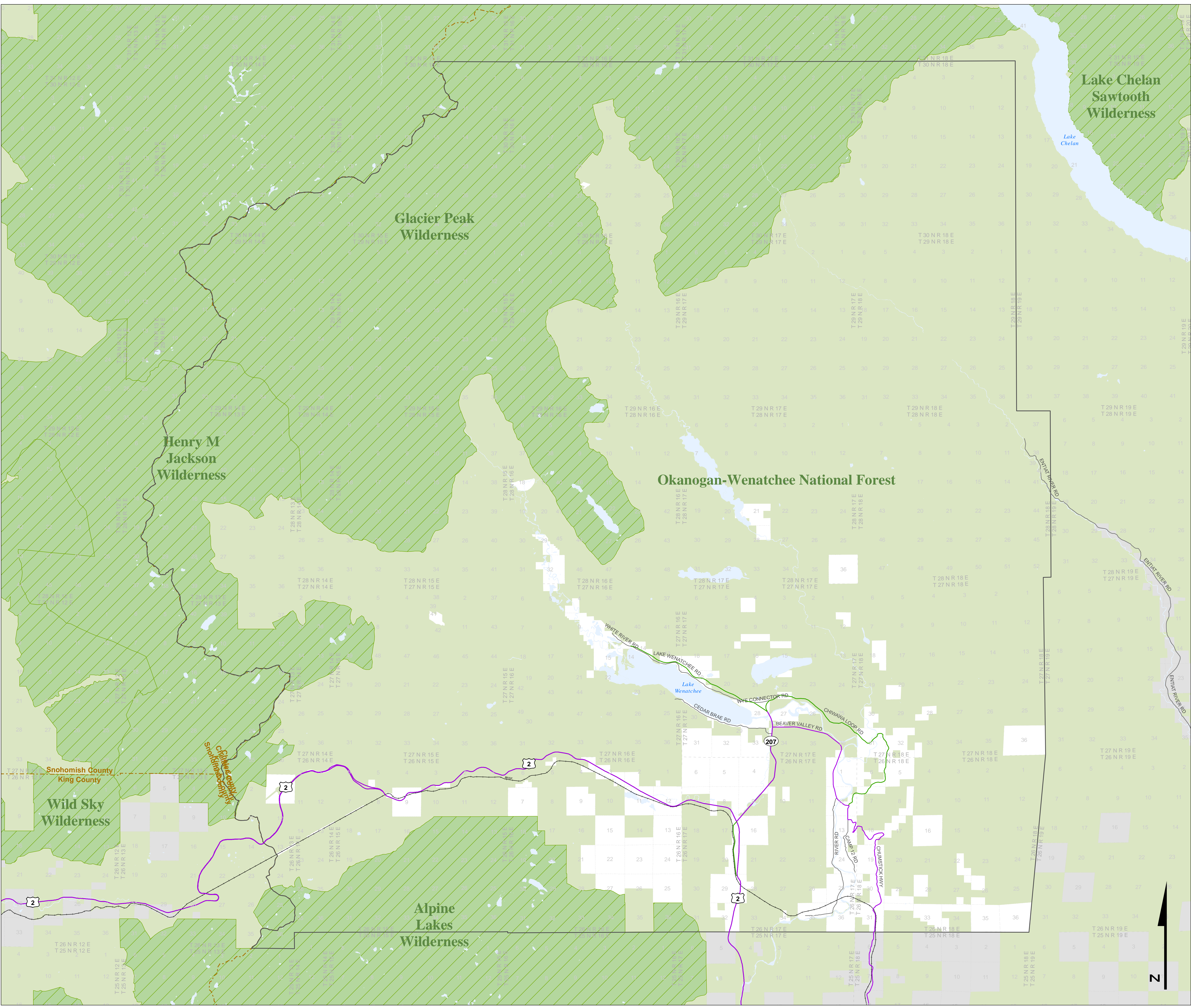
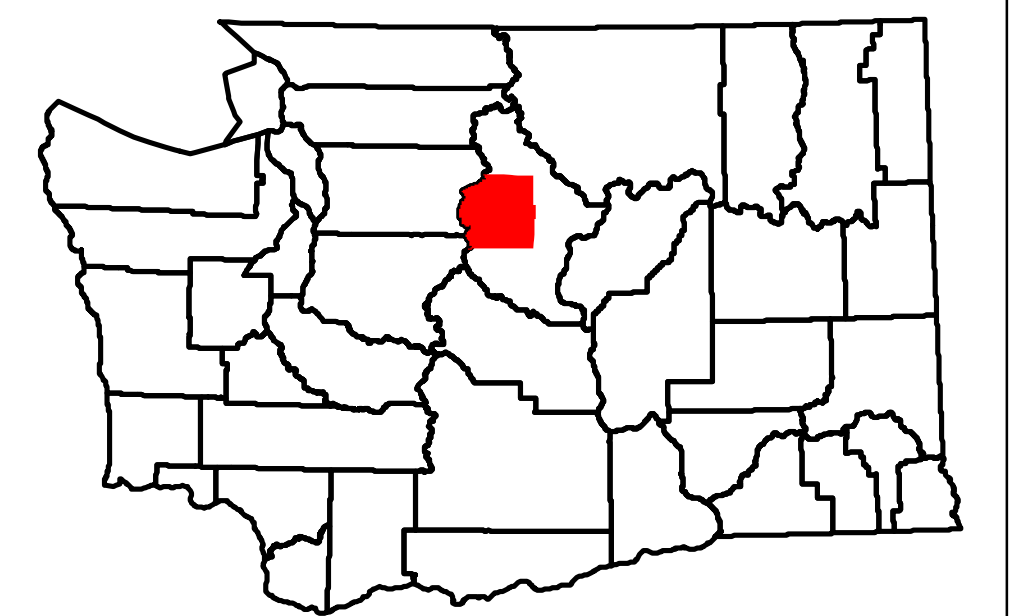
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

TONNAGE CLASS
T1 - T5
ANNUAL TONS
(in thousands)



Other Roadways

Proposed Routes

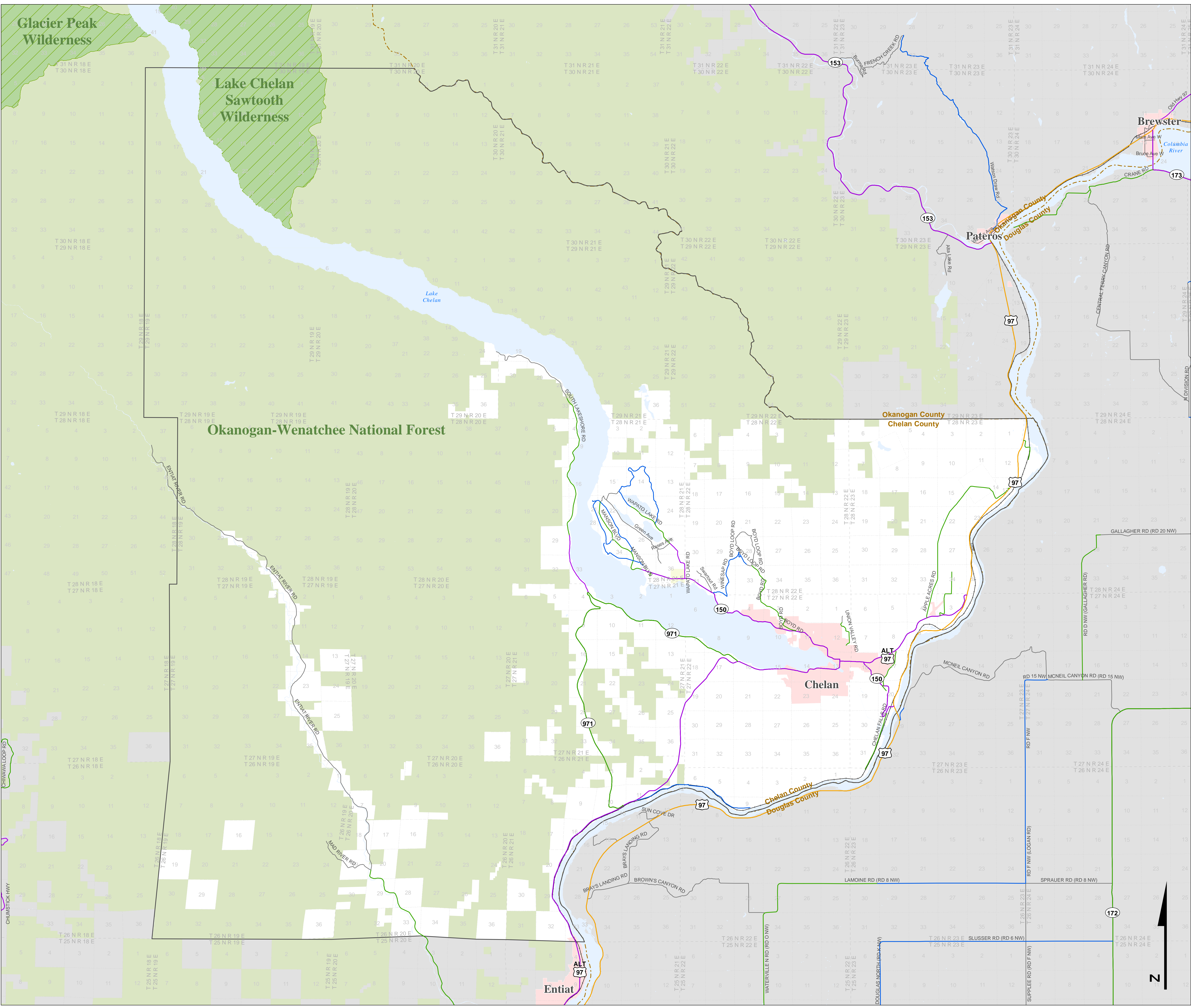
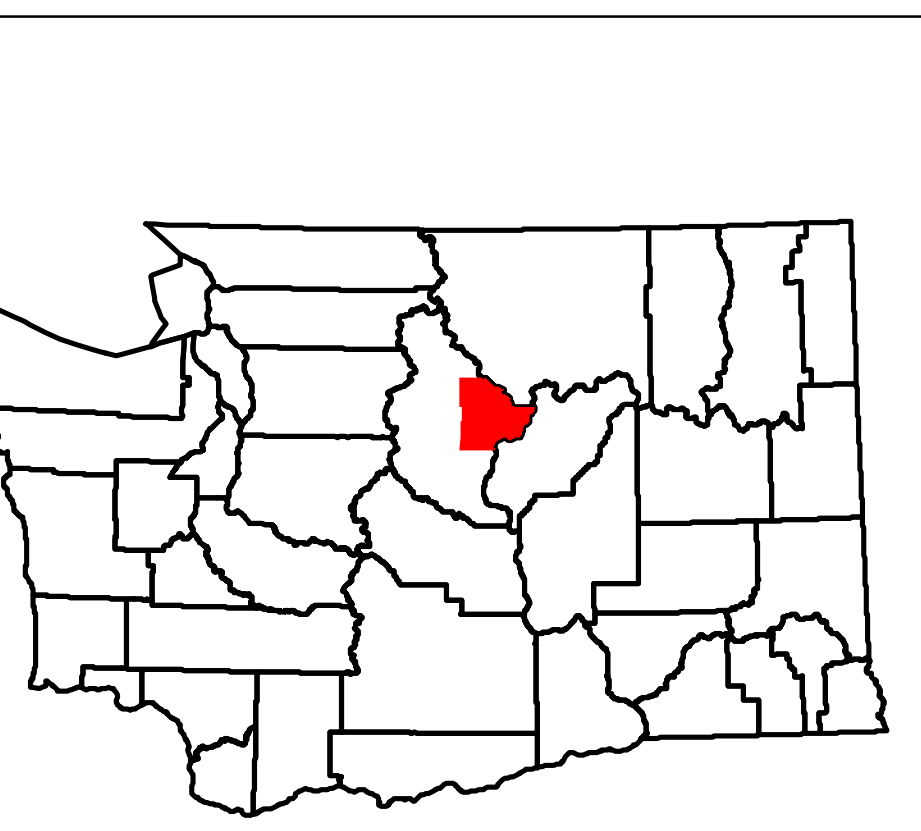
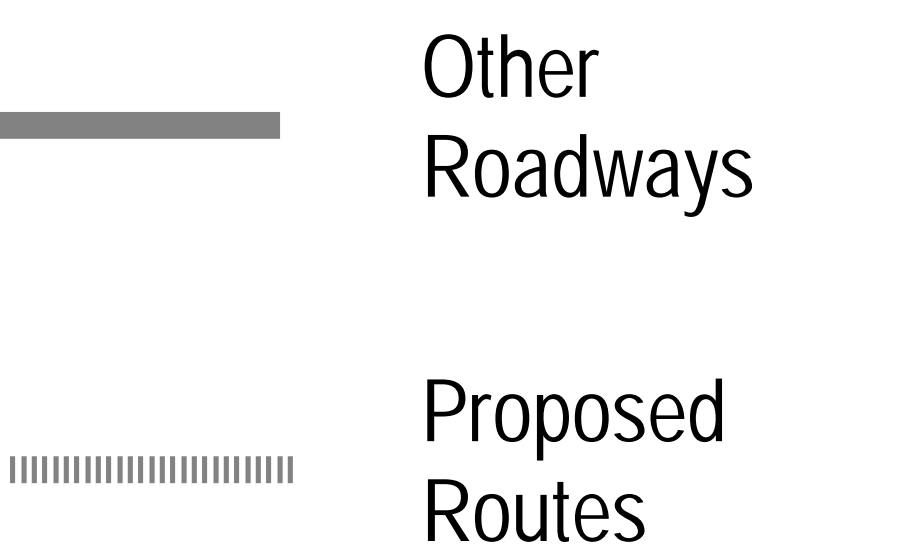
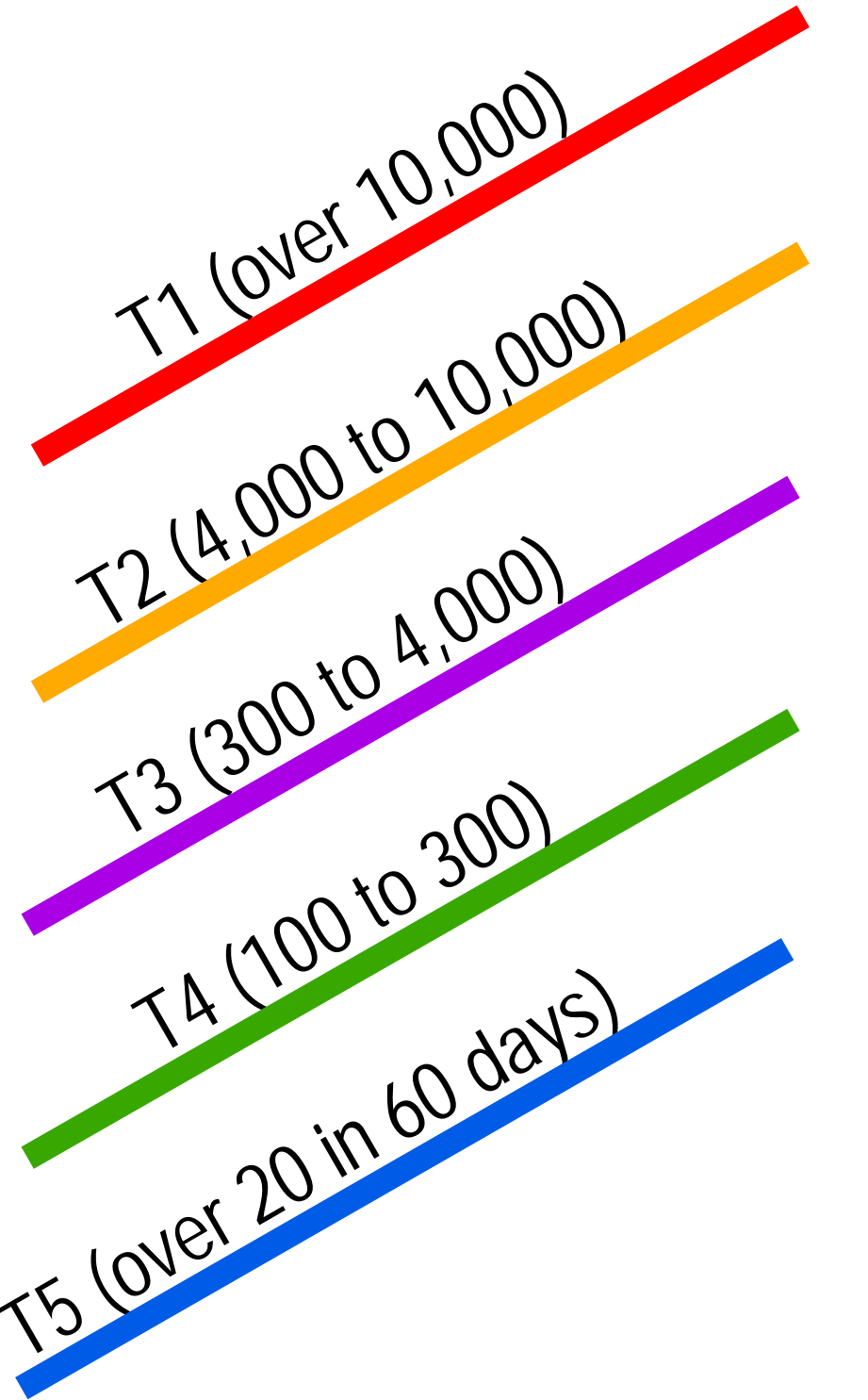


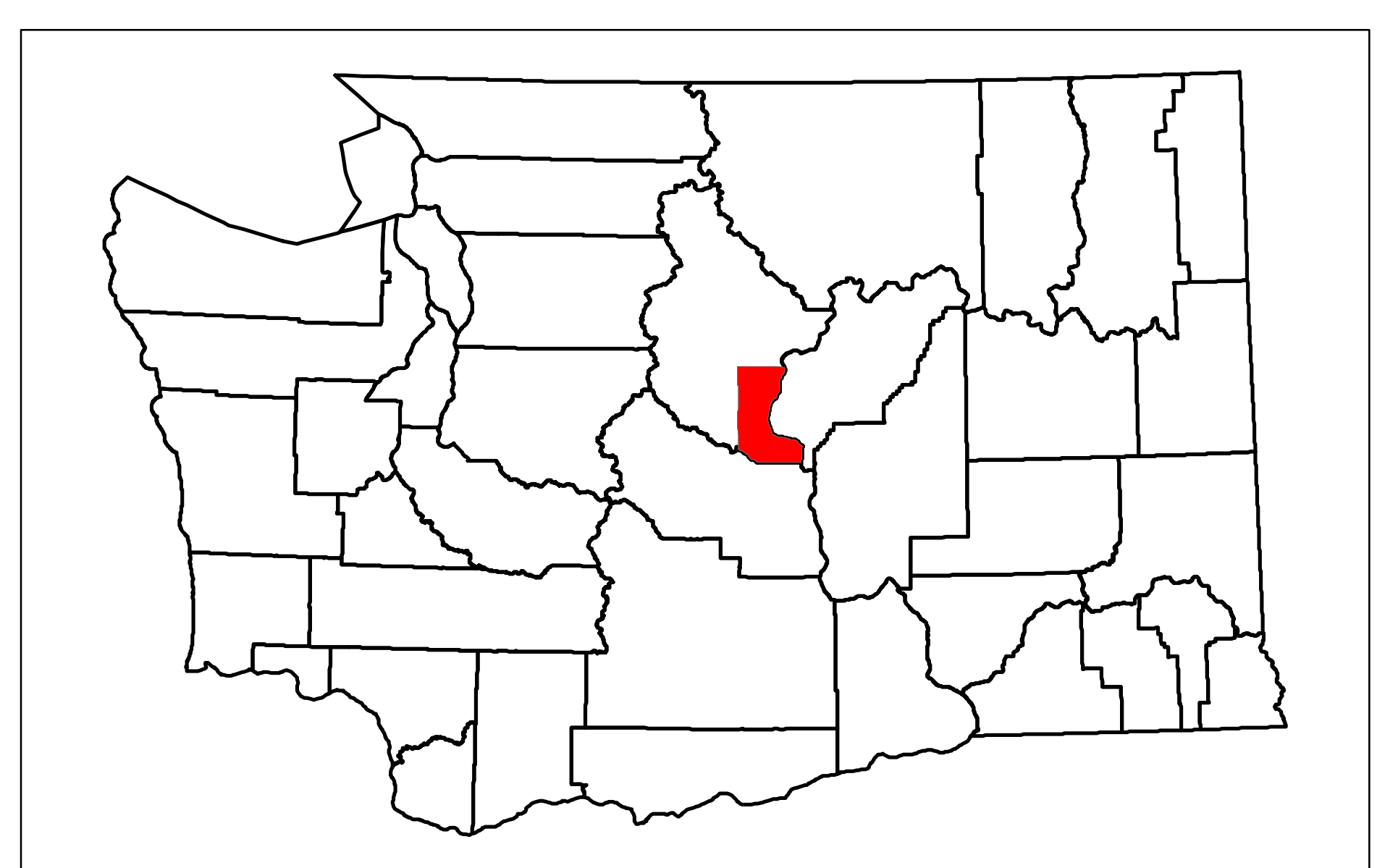
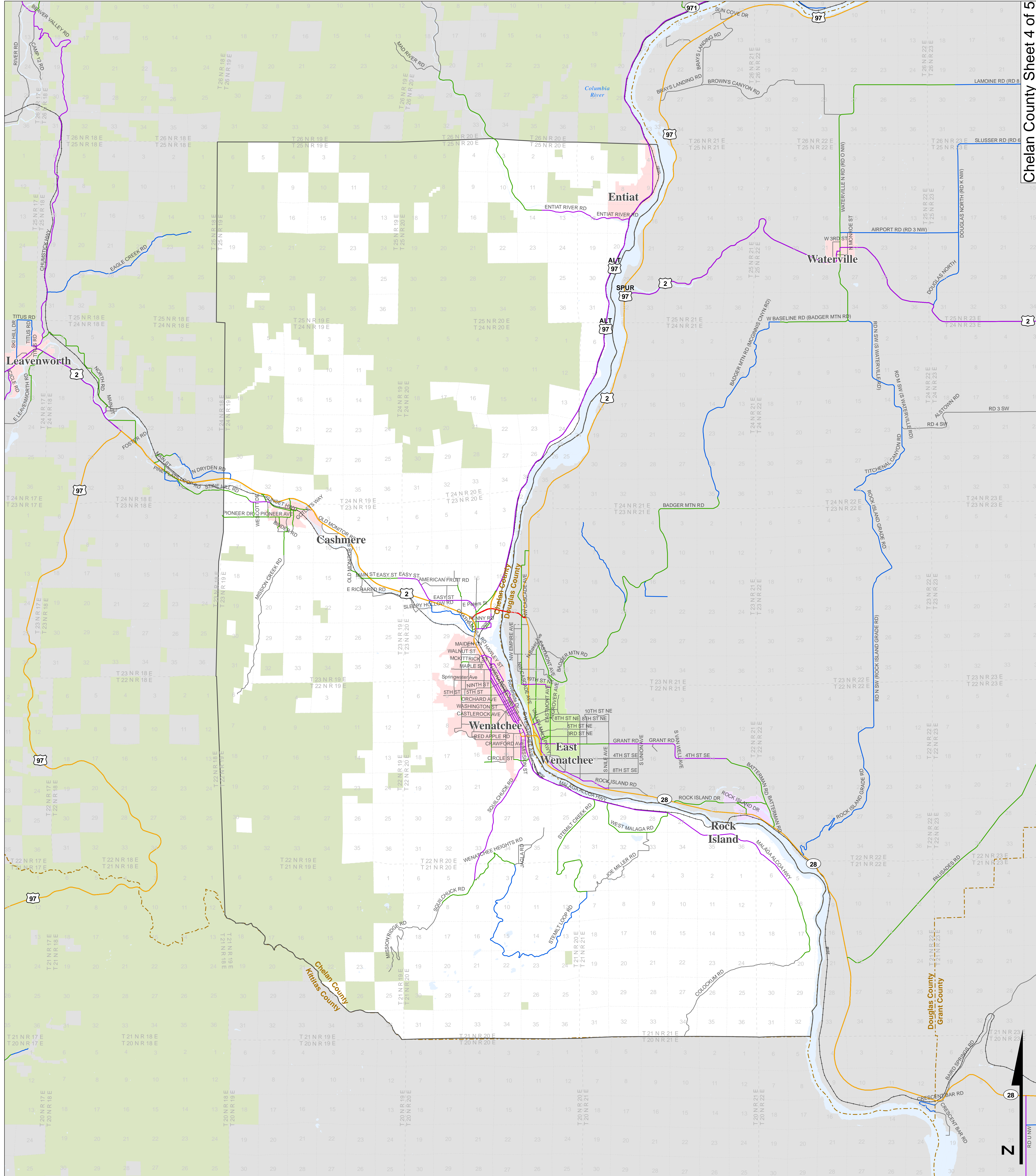
Freight and Goods Transportation System

Roadways 2015

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

TONNAGE CLASS
T1 - T5
ANNUAL TONS
(in thousands)





Freight and Goods Transportation System
Roadways 2015
 WASHINGTON STATE DEPT OF TRANSPORTATION

TONNAGE CLASS T1 - T5 / ANNUAL TONS (in thousands)

- T1 (over 10,000)
- T2 (4,000 to 10,000)
- T3 (300 to 4,000)
- T4 (100 to 300)
- T5 (over 20 in 60 days)

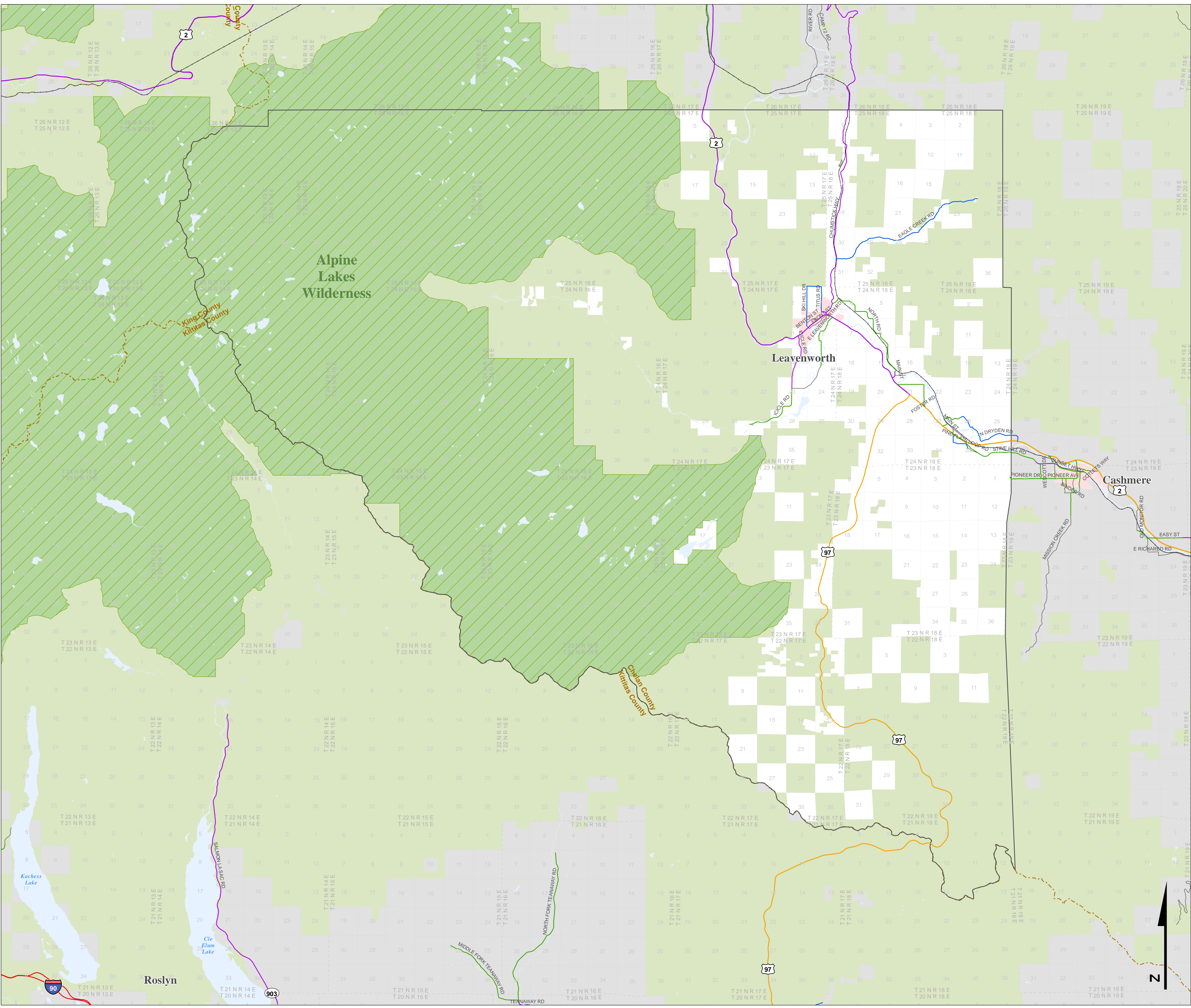
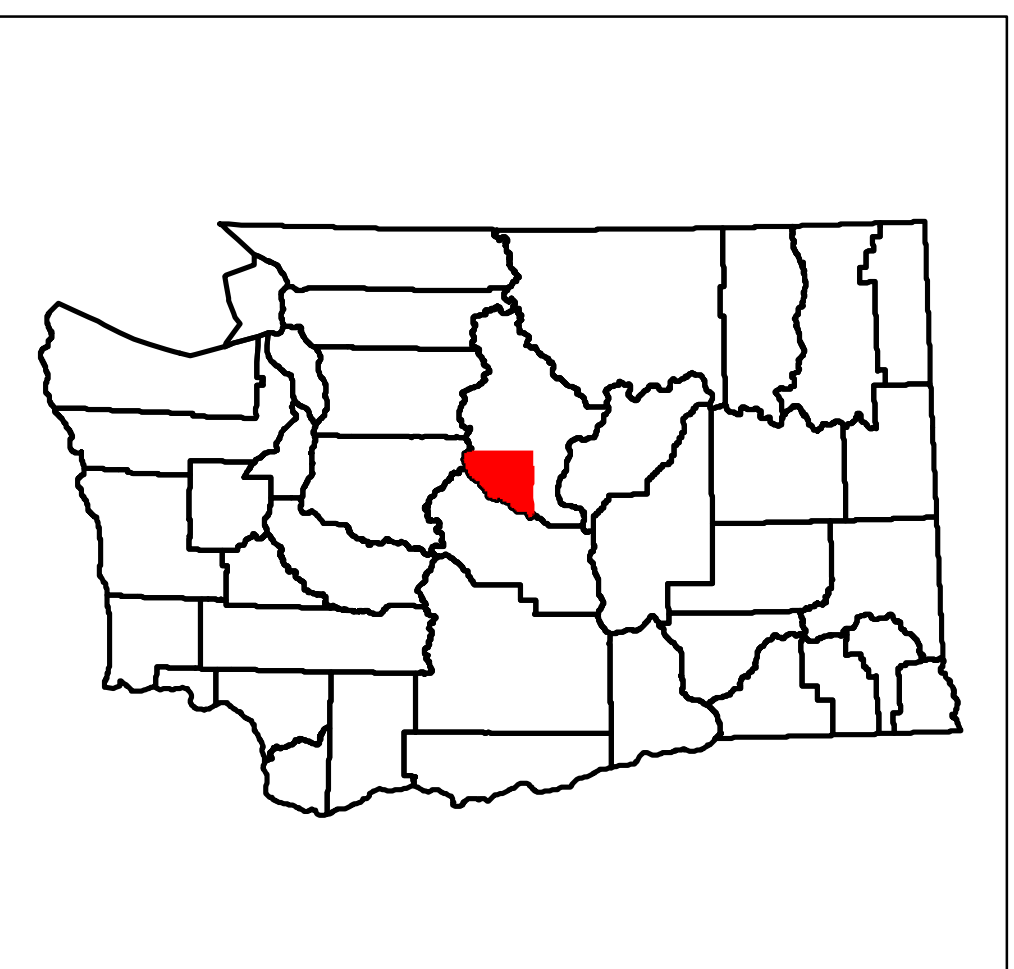
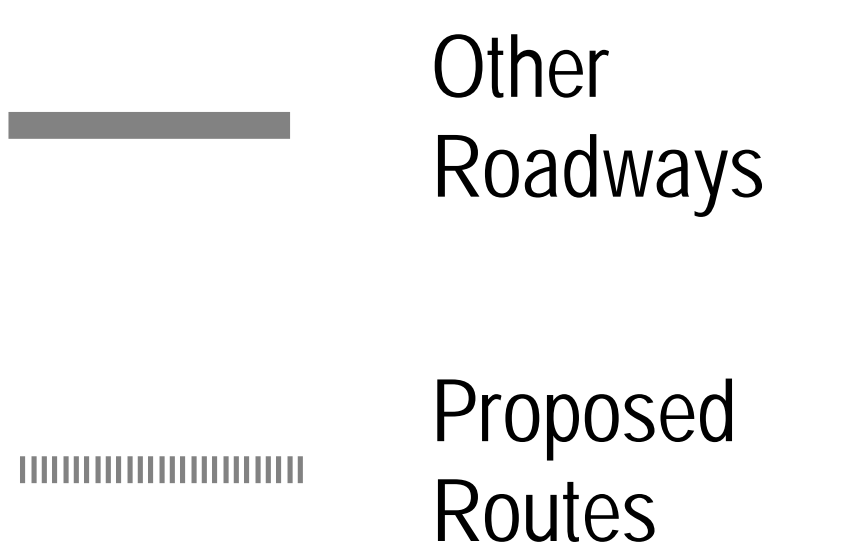
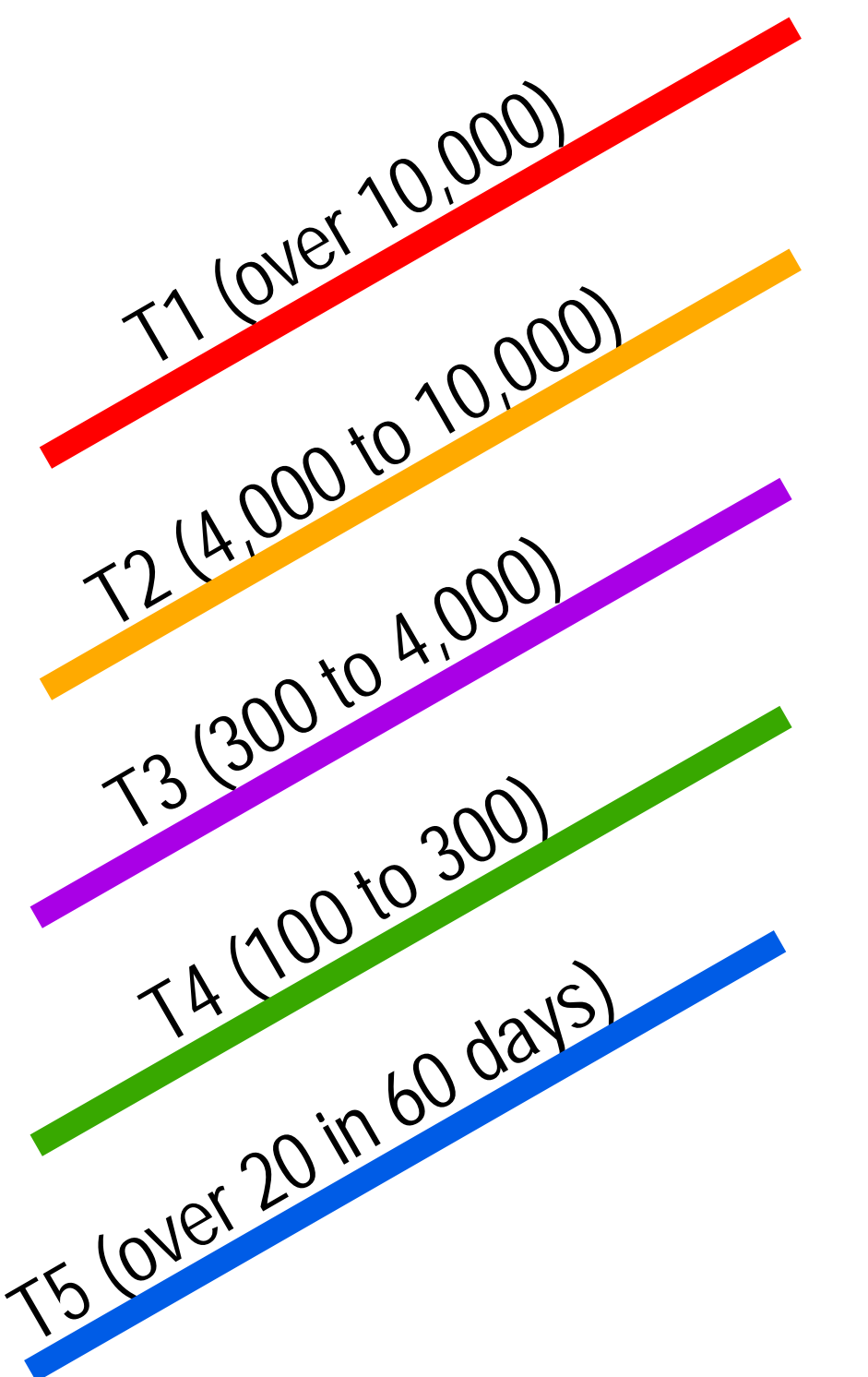
Other Roadways
 Proposed Routes

Freight and Goods Transportation System

Roadways 2015

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

TONNAGE CLASS
T1 - T5
ANNUAL TONS
(in thousands)



IV. APPENDIX-D – PROJECT PRIORITIZATION CRITERIA

The following figure shows the criteria used to prioritize Chelan County’s 20-year capital project list by vicinity

Project Evaluation

Goal	Metric Description	Ranking
1. Maintain What We Have	Does the project include a maintenance, rehabilitation, or bridge replacement component?	4 = Bridge replacement/rehab 3 = Major reconstruction 2= Other maintenance 0= Not maintenance
2. Safety	Does the project address a location with a history of injury/fatality collisions or identified modal conflicts?	4= History of injury/fatal collisions or hot spot 2= Safety enhancement 0= Other
3. Ensure Financial Viability	Does the project leverage outside funding sources/have multiple funding partners?	4= Yes 0= No
4. Support Land Use	Does the project support future growth or improve auto LOS?	2= Project needed to maintain LOS standard 1= Projects that benefit auto circulation 0= Other
	Does the project provide needed connections to key land-uses: farm-to-market, recreation, employment, forestry, etc.	2= Connects two or more destinations 1= Connects to one destination 0= Connects to less than one destination
5. Environmental Stewardship	Does the project support fish passage and/or storm water drainage?	2= Supports fish passage or storm water drainage 0= Other
	Does the project support multimodal travel?	2= Transit/Bike/Ped 1= Indirectly Improves Transit/Bike/Ped 0= No
6. Be An Active Partner	Does the county partner with other agencies/entities?	4= County partners with two or more agencies/entities 2= County partners with one additional agency/entity 0= No

V. APPENDIX-E – 20-YEAR PROJECT LIST (INCLUDES SCORING)

Chelan County Transportation Project List																			
Location	New Project ID	Title	Description	Planning Level Cost	Goal 1: Maintenance	Goal 1: Maintenance	Goal 2: Safety	Goal 2: Safety	Goal 3: Finance	Goal 3: Finance	Goal 4: Land Use	Goal 4: Land Use	Goal 4: Land Use	Goal 5: Environment	Goal 5: Environment	Goal 5: Environment	Goal 6: Partnership	Goal 6: Partnership	Total Score
					Maintenance (2) or Reconstruction (3) or Bridge (4)		History of Injury/Fatality Collisions or Hot Spot (4) or Safety Enhancement (2)		Leverages Outside Funding Sources / Multiple Funding Partners - YES (4) / NO (0)		Maint. Auto LOS (2) / Benefits Circulation (1)		Provides needed connection to key land-uses: two or more (2) or one destination (1)		Supports fish passage or storm water drainage (2)	Supports Multimodal Travel? Directly (2) or Indirectly(1)	Coordinating w/ Groups County + ≥ 2 Partners (4) or County + 1 Partner (2)		Max score = 24
Cashmere/Monitor Subarea	CA-1	West Cashmere Bridge Replacement	Replacement of bridge to support freight and safety	23,000,000	4	✓	4	✓	4	✓	2	2	✓	2	2	✓	4	✓	24
	CA-2	Binder Road/ Tigner Road	Roadway relocation to support sidewalks and a safe route to school	1,000,000	2	✓	4	✓	4	✓	0	2	✓	2	2	✓	4	✓	20
	CA-3	Goodwin Road	Roadway improvements from Sunset Hwy to Goodwin Road Bridge	2,000,000	3	✓	2	✓	4	✓	2	2	✓	2	2	✓	4	✓	21
Subtotal				\$26,000,000															
Chelan Subarea	CH-1	Slide Ridge	Retrofit and slope stabilization	800,000	4	✓	4	✓	4	✓	0	2	✓	2	1	✓	2	✓	19
	CH-2	Anderson Road, Phase II	Phase 2: MP 0.28 to MP 0.46	75,000	2	✓	2	✓	4	✓	0	2	✓	2	2	✓	2	✓	15
	CH-3	Howard Flats Road Relocation	Roadway relocation to accommodate airport expansion	500,000	0	✓	2	✓	4	✓	2	1	✓	2	1	✓	2	✓	14
	CH-4	25-Mile Creek Culvert Rehabilitation	Maintenance of culvert	185,000	4	✓	2	✓	0	✓	0	2	✓	2	0	✓	0	✓	10
	CH-5	Union Valley Road	Widen, grade, drain, add base and top course, and pave MP 2.42 to MP 3.63	1,000,000	2	✓	2	✓	0	✓	0	1	✓	2	1	✓	2	✓	10
Subtotal				\$2,560,000															
Manson Subarea	MAN-1	Totem Pole Road	Manson Schools (Hill Street) to end of Harris	3,750,000	3	✓	4	✓	4	✓	2	2	✓	2	2	✓	4	✓	23
	MAN-2	Wapato Lake Road	Reconstruction and widening, MP 0.6 to MP 2.3	2,600,000	3	✓	2	✓	4	✓	2	2	✓	2	1	✓	2	✓	18
	MAN-3	Summit Boulevard / Manson Boulevard	Intersection Improvements	255,000	2	✓	4	✓	4	✓	1	1	✓	2	1	✓	2	✓	17
	MAN-4	Ivan Morse Road	Widen, grade, drain, add base and top course, and pave curve at MP	300,000	2	✓	2	✓	4	✓	1	1	✓	2	1	✓	2	✓	15
	MAN-5	Grade Creek Road	Road Rehabilitation: repave and upgrade existing shoulders	400,000	2	✓	2	✓	4	✓	0	1	✓	2	1	✓	2	✓	14
	MAN-6	Pedoi Street Recirculation	Reconfigure existing road to accommodate parking	100,000	2	✓	2	✓	0	✓	1	1	✓	2	1	✓	2	✓	11
	MAN-7	Boetzkes Avenue	Truck route study between Totem Pole Road and Manson Road	30,000	0	✓	2	✓	0	✓	2	2	✓	0	0	✓	2	✓	8
	MAN-8	Trail Access to Water	Open public rights-of-way for public access to Lake Chelan	100,000	0	✓	0	✓	0	✓	0	1	✓	0	1	✓	2	✓	4
Subtotal				\$7,535,000															
Entiat Subarea	E-1	Entiat River Bridges Scour	Scour mitigation on bridges along Entiat River	2,000,000	4	✓	2	✓	4	✓	1	2	✓	2	1	✓	4	✓	20
	E-2	Moe Ridge Bridge	Bridge replacement	2,100,000	4	✓	2	✓	4	✓	1	2	✓	2	1	✓	2	✓	18
Subtotal				\$4,100,000															
Leavenworth Subarea	L-1	Chumstick Hwy / North Road	Intersection reconstruction	1,300,000	3	✓	4	✓	4	✓	2	2	✓	2	2	✓	4	✓	23
	L-2	North Road	Construct/widen shoulders, improve horizontal curves, signage, and safety between Fox Road and Nibblelink Road (South connection)	3,500,000	3	✓	4	✓	4	✓	2	2	✓	2	2	✓	2	✓	21
	L-3	Eagle Creek Road, Phase II	Full Depth Reclamation (FDR) with a cement treated base and an HMA overlay. MP 3.3 to MP 5.8	3,520,000	2	✓	2	✓	4	✓	1	2	✓	2	1	✓	4	✓	18
	L-4	Titus Road	Multimodal improvements, illumination, signage, and provide traffic calming along Titus Road from city limits to Ski Hill Drive	2,710,000	2	✓	2	✓	4	✓	0	2	✓	2	2	✓	2	✓	16
	L-5	Ski Hill Drive	Multimodal improvements, illumination, signage, and provide traffic calming along Ski Hill Drive from city limits to Titus Road	1,790,000	2	✓	2	✓	4	✓	0	2	✓	2	2	✓	2	✓	16
	L-6	Yodelin Culvert	Culvert Replacement	900,000	4	✓	2	✓	4	✓	0	1	✓	2	0	✓	2	✓	15
	L-7	Icicle Road	Potential improvements following federal safety audit	100,000	2	✓	2	✓	4	✓	0	2	✓	0	1	✓	4	✓	15
	L-8	Icicle Station Trail with bridge	Shared-use trail connecting downtown to Icicle Station and Valley Trail.	400,000	0	✓	2	✓	4	✓	0	2	✓	0	2	✓	4	✓	14
	L-9	Motteler Road Bridge Replacement	Bridge Replacement	1,500,000	4	✓	2	✓	0	✓	2	1	✓	2	0	✓	2	✓	13
Subtotal				\$15,720,000															
Peshastin Subarea	PE-1	Peshastin Main Street Bridge	Bridge replacement	18,700,000	4	✓	4	✓	4	✓	2	2	✓	2	2	✓	4	✓	24
	PE-2	Peshastin Main Street Sidewalk	Sidewalk/pedestrian facility improvements from end of bridge to Megelos Street	760,000	2	✓	4	✓	4	✓	0	2	✓	2	2	✓	4	✓	20
Subtotal				\$19,460,000															
Plain Subarea	PL-1	Chiwawa Loop, Phase III	Roadway reconstruction to address deteriorating pavement, includes drainage, guardrail, and clear zone improvements, from Wending Lane to Sumac Lane.	3,335,000	3	✓	4	✓	4	✓	2	2	✓	2	2	✓	4	✓	23
	PL-2	Chiwawa Loop, Phase IV	Roadway preservation to address deteriorating pavement, from Sumac Lane to SR207	1,800,000	2	✓	2	✓	4	✓	2	2	✓	2	2	✓	4	✓	20
	PL-3	Beaver Valley Road Shoulder Improv.	Roadway expansion to include shoulders for multi-modal use	500,000	2	✓	4	✓	0	✓	0	2	✓	0	2	✓	4	✓	14
	PL-4	River Road - milepost 6	Retaining wall and bank improvements	250,000	2	✓	4	✓	4	✓	0	1	✓	2	1	✓	0	✓	14
	PL-5	Camp 12 Road	Rehabilitation and reconstruction for fire safety ingress and egress	500,000	2	✓	2	✓	0	✓	0	1	✓	2	1	✓	2	✓	10
Subtotal				\$6,385,000															

Chelan County Transportation Project List

Location	New Project ID	Title	Description	Planning Level Cost	Goal 1: Maintenance	Goal 1: Maintainance	Goal 2: Safety	Goal 2: Safety	Goal 3: Finance	Goal 3: Finance	Goal 4: Land Use	Goal 4: Land Use	Goal 5: Environment	Goal 5: Environment	Goal 6: Partnership	Goal 6: Partnership	Total Score		
					Maintenance (2) or Reconstruction (3) or Bridge (4)		History of Injury/Fatality Collisions or Hot Spot (4) or Safety Enhancement (2)		Leverages Outside Funding Sources / Multiple Funding Partners - YES (4) / NO (0)		Maint. Auto LOS (2) / Benefits Circulation (1)	Provides needed connection to key land-uses: two or more (2) or one destination (1)	Supports fish passage or storm water drainage (2)	Supports Multimodal Travel? Directly (2) or Indirectly(1)	Coordinating w/ Groups County + ≥ 2 Partners (4) or County + 1 Partner (2)		Max score = 24		
Malaga Subarea	MAL-1	McEldowney / W. Malaga Joe Miller Road Permanent Slide	Sight distance and intersection geometry improvements	650,000	3	✓	4	✓	4	✓	2	1	✓	2	1	✓	4	✓	21
	MAL-2	Repair	Slope stabilization	400,000	2	✓	4	✓	0	✓	1	2	✓	2	1	✓	4	✓	16
	MAL-3	Dixie Lane	Road widening and pedestrian improvements.	2,440,000	3	✓	2	✓	0	✓	2	1	✓	2	2	✓	2	✓	14
	MAL-4	Malaga-Alcoa Hwy Ped Access	Malaga store to W. Malaga Ave. MP 4.9 to 5.1	450,000	2	✓	2	✓	0	✓	0	2	✓	2	2	✓	4	✓	14
	MAL-5	Bainard Road	Pedestrian facilities improvements	420,000	2	✓	2	✓	0	✓	2	1	✓	2	2	✓	2	✓	13
	MAL-6	Saturday Avenue	Pedestrian facilities improvements	420,000	2	✓	2	✓	0	✓	2	1	✓	2	2	✓	2	✓	13
	MAL-7	Malaga Area Circulation Plan	Update subarea plan to incorporate new growth assumptions and revise planned transportation network	150,000	0		0		0		2	0	✓	0	1	✓	2	✓	5
Subtotal				\$4,930,000															
Wenatchee	W-1	Easy Street/School Street	Intersection Improvements	1,500,000	2	✓	4	✓	4	✓	2	2	✓	2	2	✓	4	✓	22
	W-2	Easy Street/Peters Street	Intersection Improvements	1,500,000	2	✓	4	✓	4	✓	2	2	✓	2	2	✓	4	✓	22
	W-3	Wenatchee Heights Road	Road Reconstruction: and upgrade existing shoulders	2,500,000	3	✓	2	✓	4	✓	2	2	✓	2	2	✓	4	✓	21
	W-4	Easy St/Crestview St	Intersection Improvements	140,000	2	✓	4	✓	4	✓	2	2	✓	0	2	✓	4	✓	20
	W-5	Knowles Road, Phase I	Roadway improvements - Phase I: American Fruit Road to Rolling Hills Lane	1,800,000	3	✓	4	✓	0	✓	2	2	✓	2	2	✓	4	✓	19
	W-6	Knowles Road, Phase II	Roadway improvements - Phase II: School Street to American Fruit Road	1,500,000	3	✓	4	✓	0	✓	2	2	✓	2	2	✓	4	✓	19
	W-7	So. Wenatchee Area Pedestrian, Phase II	Pedestrian improvements Mission View School to Crawford Avenue	600,000	2	✓	4	✓	4	✓	0	2	✓	0	2	✓	4	✓	18
	W-8	Peters Street	Widening - Easy Street to School Street	800,000	2	✓	4	✓	0	✓	2	2	✓	2	2	✓	4	✓	18
	W-9	S. Wenatchee Avenue	Construct sidewalk on S. Wenatchee Avenue between Boodry Street and city limit	870,000	2	✓	4	✓	4	✓	0	1	✓	2	2	✓	2	✓	17
	W-10	American Fruit Road	Roadway Improvements - Knowles Road to Crestview Road	800,000	3	✓	4	✓	0	✓	2	2	✓	2	2	✓	2	✓	17
	W-11	School Street	Mid-block crossing improvements (Rectangular Rapid Flashing Beacon and ped ramps)	40,000	2	✓	4	✓	4	✓	0	1	✓	0	2	✓	2	✓	15
	W-12	Sunnyslope	Update subarea plan to incorporate new growth assumptions and revise planned transportation network (includes new connection to US 2)	150,000	0		0		4	✓	2	0	✓	2	1	✓	4	✓	13
	W-13	West Wenatchee (new circulation areas)	Update subarea plan to incorporate new growth assumptions and revise planned transportation network	150,000	0		0		4	✓	2	0	✓	2	1	✓	4	✓	13
	W-14	Boodry/S. Wenatchee Ave Improvement	Malaga-Alcoa Intersection to Squilchuck Creek Bridge	1,800,000	2	✓	2	✓	4	✓	0	1	✓	2	2	✓	0	✓	13
	W-15	Easy St Bikeway (SR2/97 to School St)	Bike lane - mark and sign existing shoulder as designed bike lane for access to/from Sunnyslope	66,000	2	✓	2	✓	0	✓	0	2	✓	0	2	✓	4	✓	12
	W-16	Number One Canyon Road	Improve drainage and stormwater runoff and provide pedestrian facility	940,000	2	✓	2	✓	0	✓	0	1	✓	2	2	✓	0	✓	9
Subtotal				\$15,156,000															
Total				\$101,846,000															

VI. APPENDIX-F – PRESENTATIONS TO THE CHELAN COUNTY BOARD OF COMMISSIONERS

Chelan County Transportation Element Update



FEHR & PEERS

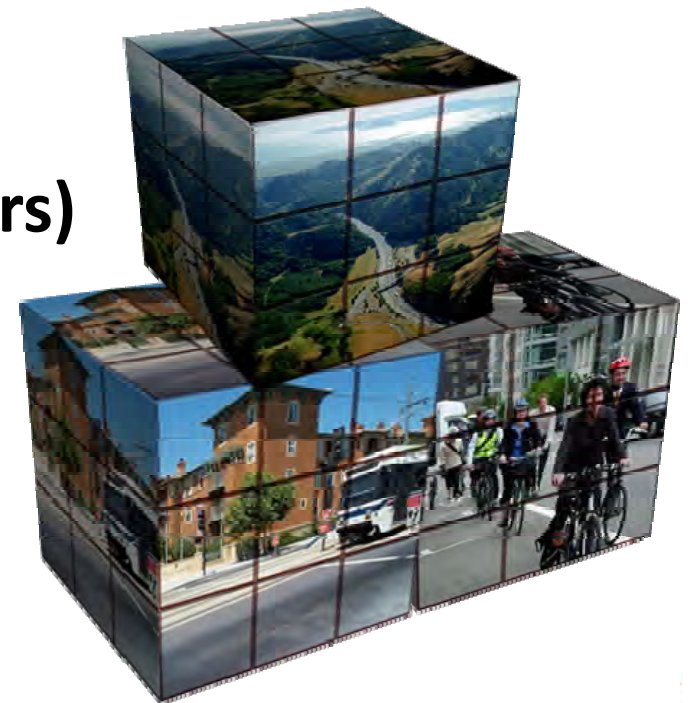
Overview of Topics

- **GMA Requirements**
- **Transportation Planning Approaches & Level of Service**
- **Goals Update**
- **Next Steps**



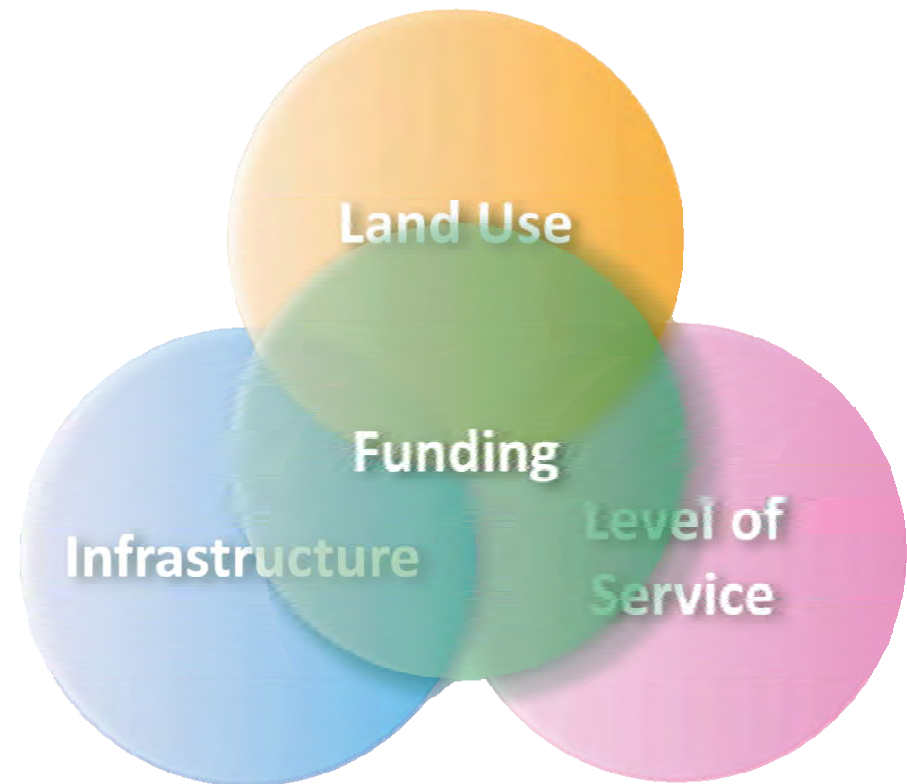
What is a Transportation Element?

- **Required element of County's Comprehensive Plan per the Growth Management Act (GMA)**
- **Consider various modes**
- **Level of Service**
- **Needed facilities and services (20 yrs)**
- **Funding program**



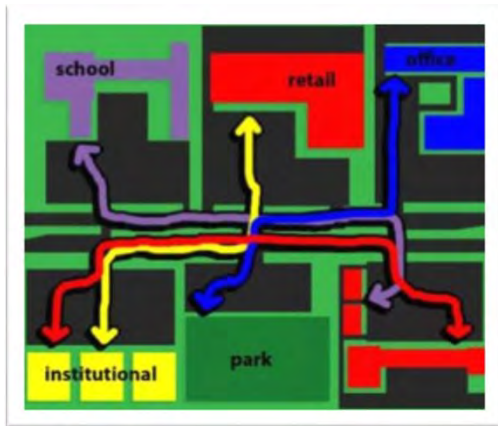
GMA Requirements for Transportation

- Land use assumptions align with travel demand forecasts
- Intergovernmental coordination
- Level of service policies established for all modes
- Facility recommendations align with level of service objectives
- Financially constrained



Key Principle: Connectivity

- **Conventional:**
Disconnected, Separate Uses



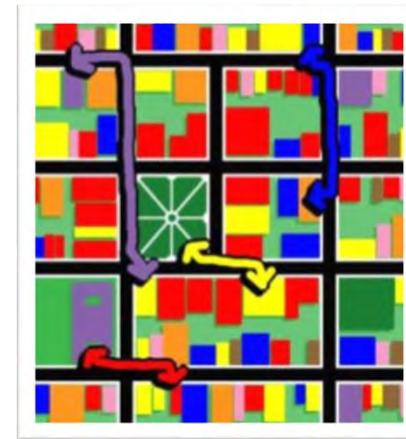
- Overall less capacity
- Higher number of crashes*
- Not ped/bike/transit friendly
- Slower emergency response**

Sources:

* Research in 24 cities, 130,000 crashes

** City of Charlotte, NC

- **Traditional:**
Connected, Mixed Uses



- Overall more capacity
- Fewer, less severe crashes
- Multiple direct travel options
- Ped/bike/transit friendly
- Fewer/shorter auto trips
- Faster emergency response**

Key Principle: Sustainable

Be planned with consideration of **environmental, social and economic issues.**



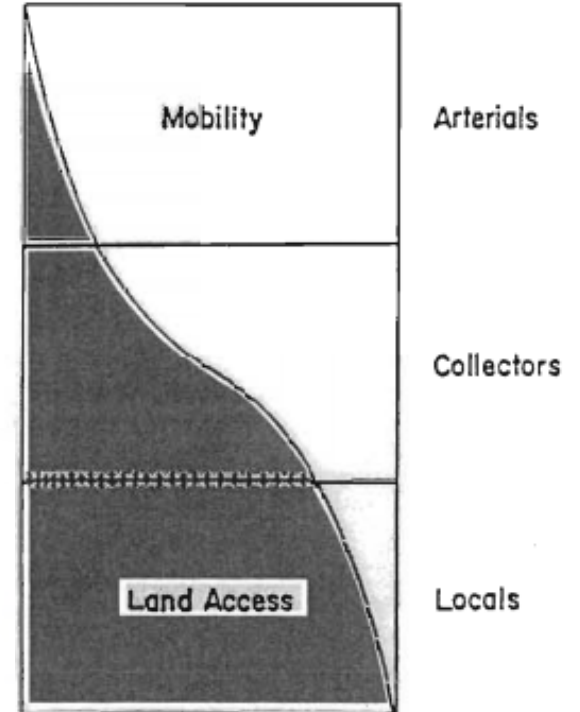
Functional Classification and Context

Context Factors

- Land Use Type
- Development Densities
- Form (e.g. height and setback)
- Corridor Users

Conventional

PROPORTION OF SERVICE



New Typologies



Chelan County's Existing Level of Service Policy

Measured during the PM peak hour (4-6pm) for intersections along State Routes, County arterials & collectors:

- **LOS C or better- rural areas**
- **LOS D or better- urban areas**

Level of Service	Description
A	Free-flowing conditions.
B	Stable operating conditions.
C	Stable operating conditions, but individual motorists are affected by the interaction with other motorists.
D	High density of motorists, but stable flow.
E	Near-capacity operations, with significant delay and low speeds.
F	Over capacity, with delays.

Multimodal Level of Service



Multimodal Quality of Service



Automobile Level of Service

A +No delay at intersections.

C/D +Drivers wait no more than 1 red light

F -Longer delays at intersections.

Transit Quality of Service

+More frequent service, stops, and amenities.
 +Attracts riders who choose transit over other modes.

C/D +Good bus service
 +Basic stops and amenities

F -Limited or no service.
 -Fewer stops and amenities

Bicycle Quality of Service

+Complete system for all types of users.
 +Good condition, few stops, and conflicts with autos

C/D Cyclists of various skill levels are able to bike comfortably to key destinations

F -More gaps in system
 -More stops and auto conflicts
 -Poor pavement

Pedestrian Quality of Service

+Complete system
 +Easier to cross
 +Improved Comfort

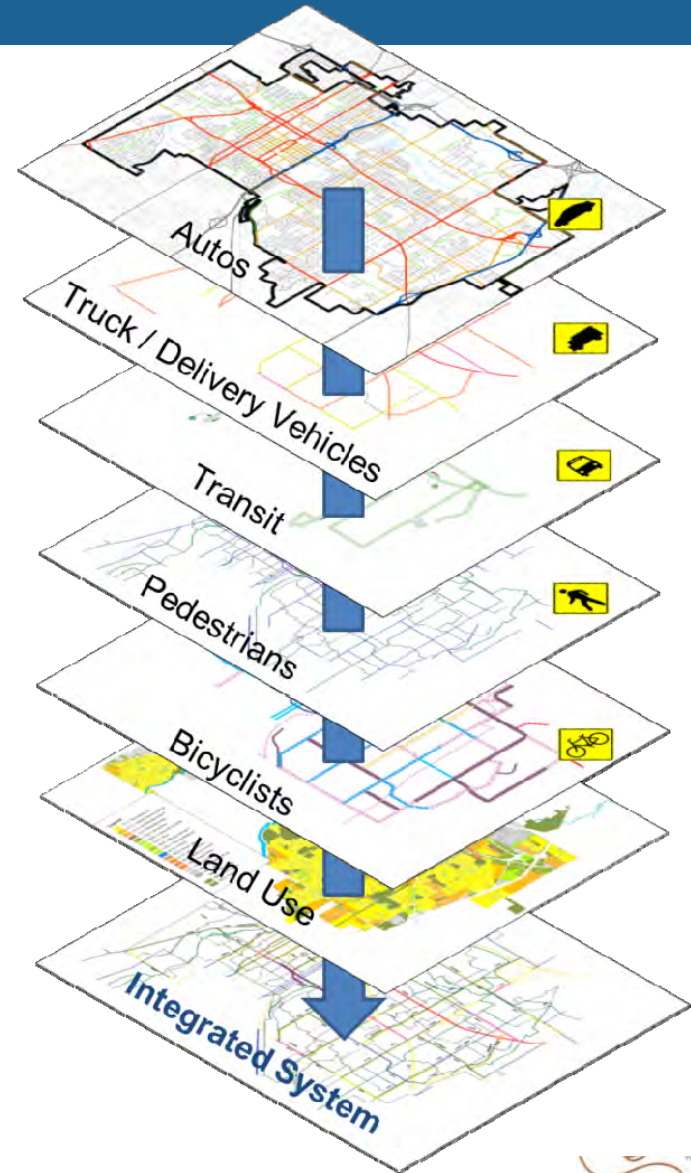
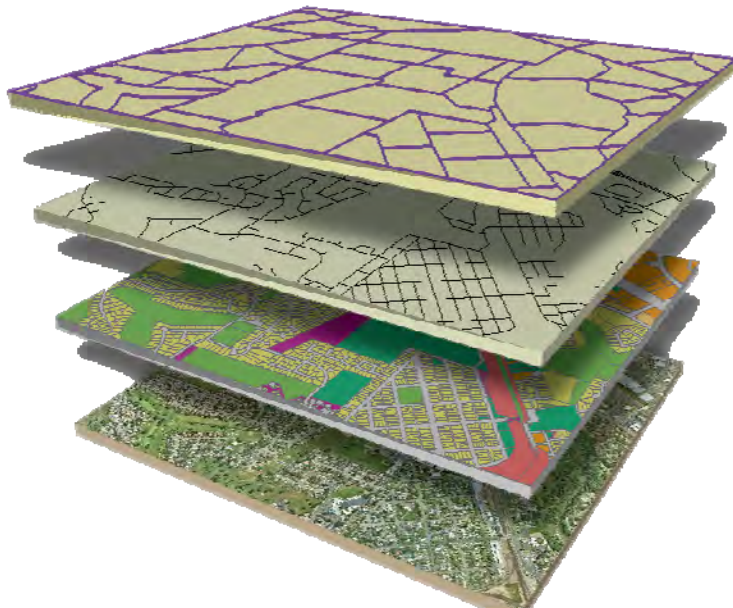
C/D An adequately complete network of decent sidewalks

F -Gaps in system.
 -Poor pavement
 -Less inviting.

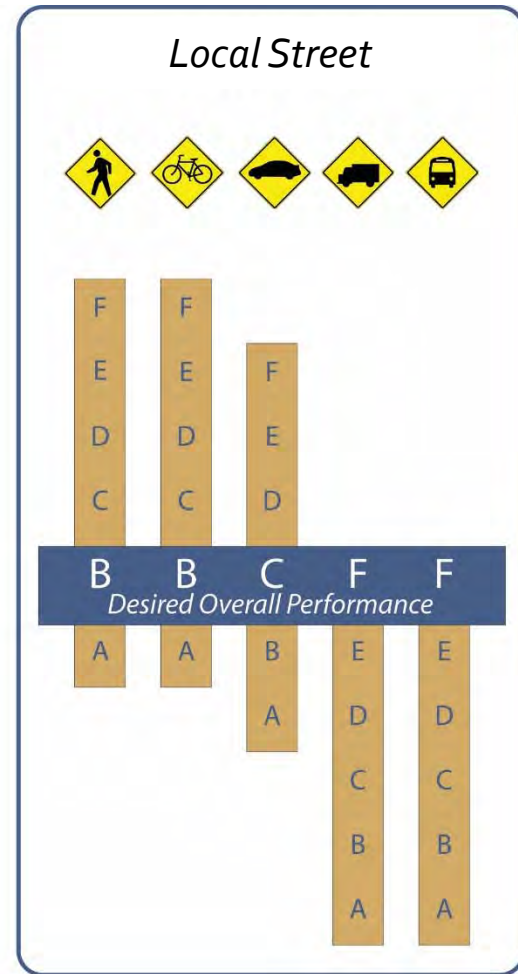
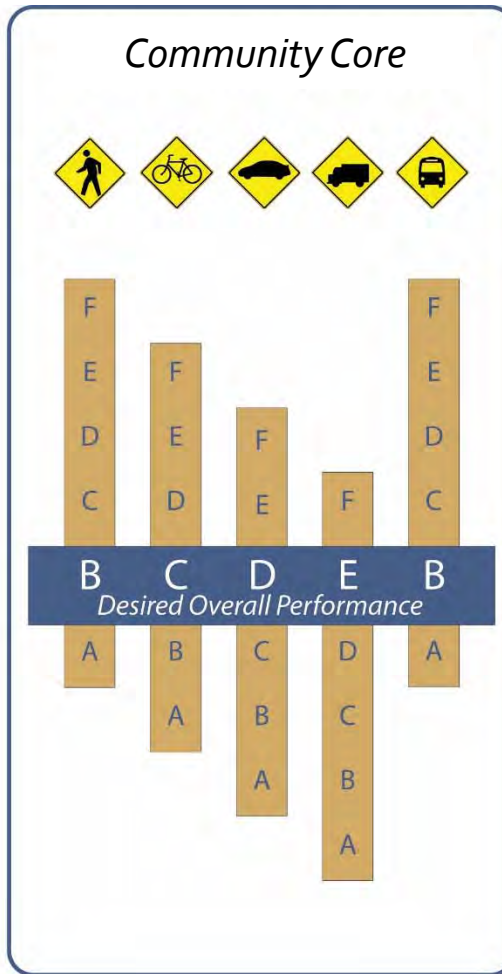
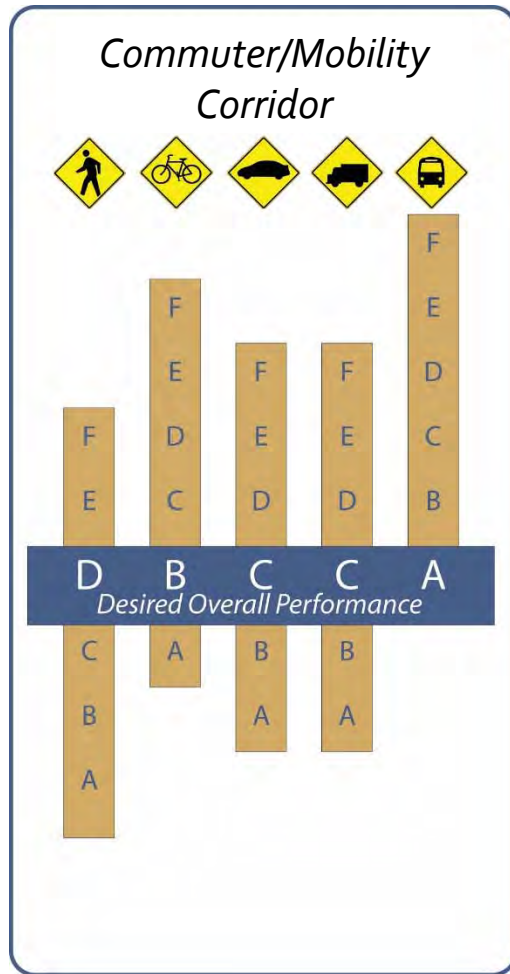
Balance and prioritize design to meet street's purpose

Complete Networks, Rather than Complete Streets

Balanced, layered multimodal networks that serve pedestrians, bicyclists, transit riders, motorists, and freight/goods movement.



Multimodal Quality of Service



Revisit Transportation Element's Goals

- **Overall system** – provide a safe, convenient, and economically functional multimodal system
- **Coordination and consistency** – collaborative with local, regional, and state agencies, as well as with the public
- **Roadway system** – establish an efficient, safe, and environmentally sensitive road system that supports desired development
- **Air transportation** – maintain transportation connections with airports and small air facilities
- **Rail transportation** – maintain and expand rail service
- **Freight and goods** – promote efficient movement of freight and goods countywide
- **Non-motorized transportation** – promote safe and efficient system of non-motorized facilities
- **Transit and Travel Demand Management** – enhance transit services and implement TDM strategies to improve capacity of the transportation system
- **Economic development** – build transportation that supports tourism and recreation as well as business and employment
- **Coordination with land use** – establish land use policies, regulations, and designs that enhance the transportation system
- **Environment and energy** – provide transportation facilities and services that are energy efficient and minimize adverse environmental impacts
- **Implementation and funding** – develop an approach to prioritize and implement the transportation system over the next 20 years

Proposed Goals for this Update

Overarching Goal: Provide a safe, balanced, and efficient multimodal transportation system that is consistent with the County's overall vision and adequately serves anticipated growth.

1. **Maintain What We Have** – Maintain existing transportation facilities in a state-of-good-repair to ensure their continued function, which is critical to achieving all of the County's mobility goals.
2. **Provide a Safe System** – Create a transportation network that can be shared safely by all users and provides sufficient access for emergency response.
3. **Ensure Financial Viability** – Plan for a system that is financially viable, including consideration of full lifecycle costs in infrastructure investments and leveraging outside funds (including grants and private dollars) wherever possible to maximize community benefits.
4. **Support Land Use** – Provide a transportation system that works hand-in-hand with existing and planned land uses, supports farm-to-market and recreational tourism needs, and balances economic development with existing users.
5. **Environmental Stewardship** – Avoid and minimize negative environmental and societal impacts from the transportation system and enhance the natural and social environment when possible.
6. **Be an Active Partner**– Coordinate with a broad range of groups (including local, state, and regional agencies, key stakeholders, businesses, and the public) to develop and operate the transportation system.



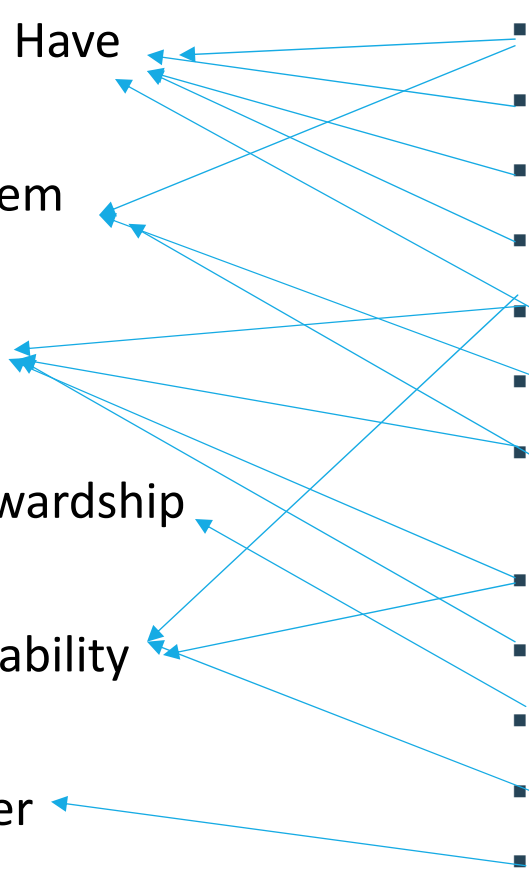
Proposed Goals in Context

Proposed Goals

- Maintain What We Have
- Provide a Safe System
- Support Land Use
- Environmental Stewardship
- Ensure Financial Viability
- Be an Active Partner

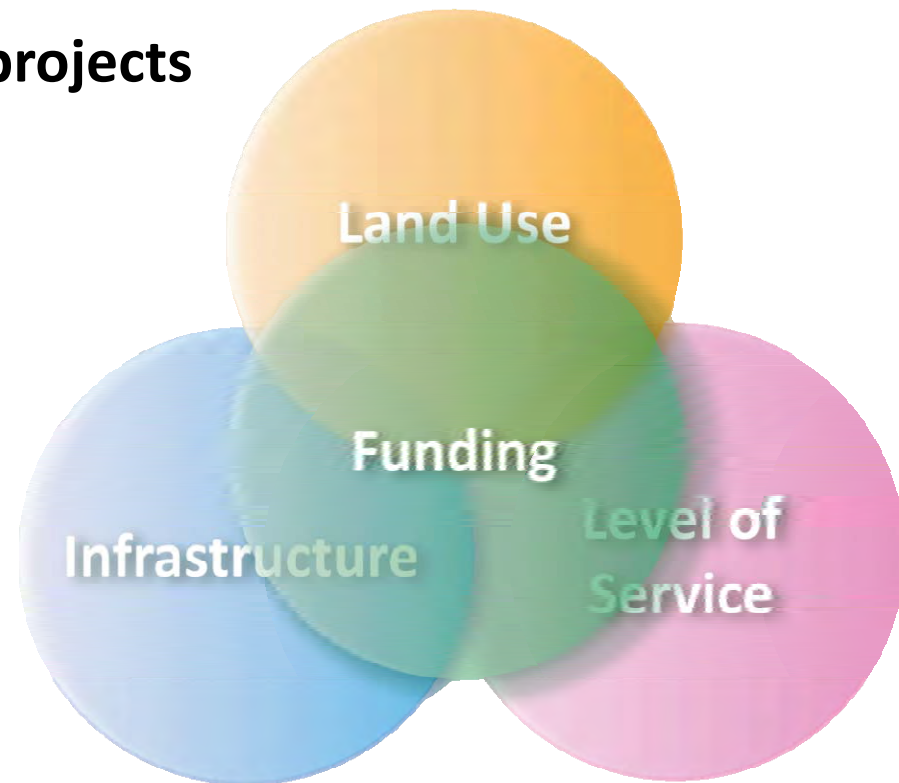
Existing Goals

- Overall System
- Roadway System
- Air Transportation
- Rail Transportation
- Freight and Goods
- Non-Motorized Transportation
- Transit and Travel Demand Management
- Economic Development
- Coordination with Land Use
- Environment and Energy
- Implementation and Funding
- Coordination and Consistency



Next Steps

- Outreach to agency partners, jurisdictions, and public
- Transportation needs assessment (existing and future needs)
- Evaluate and prioritize draft projects
- Develop a financial plan
- Draft plan by late 2016



Questions?

Kendra Breiland

k.breiland@fehrandpeers.com

Chelan County Transportation Element Update



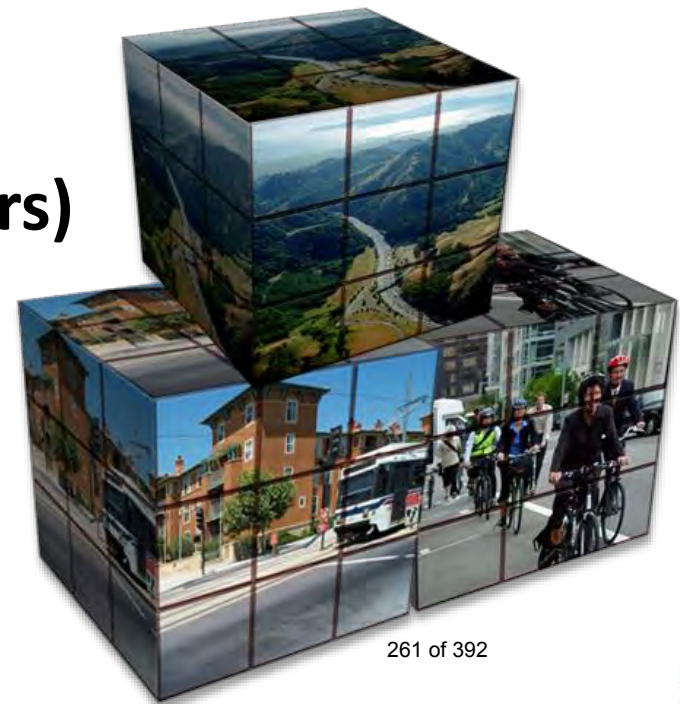
Overview of Topics

- **Recap of work (Jun – Oct)**
- **Maintaining our System**
- **Capital Project List**
- **Transportation Program**
- **Funding**
- **Next Steps**



What is a Transportation Element?

- **Required element of County's Comprehensive Plan per the Growth Management Act (GMA)**
- **Consider various modes**
- **Level of Service**
- **Needed facilities and services (20 yrs)**
- **Funding program**



Proposed Goals for this Update

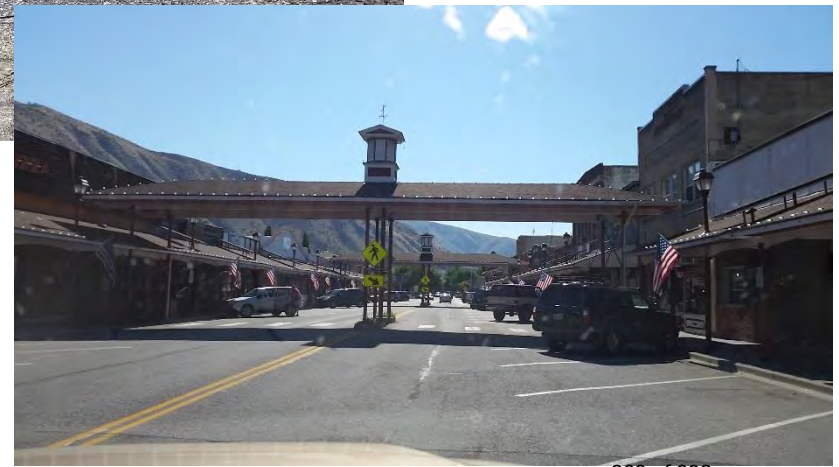
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6. **Be an Active Partner** – Coordinate with a broad range of groups (including local, state, and regional agencies, key stakeholders, businesses, and the public) to develop and operate the transportation system.



Transportation Conditions Analysis

- Pedestrian facilities
- Bike facilities
- Transit
- Roadway network
- Freight
- Collisions



Transportation Conditions Analysis



Freeways



Minor Arterial



Major Collectors

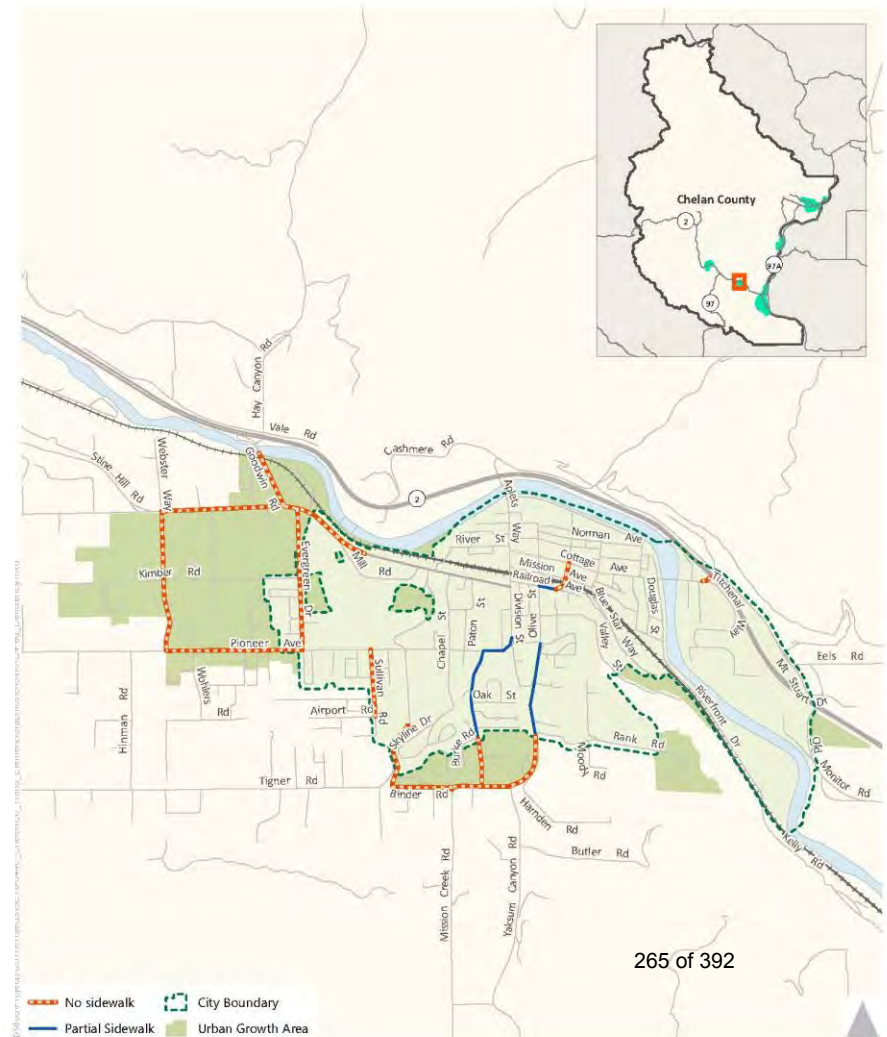
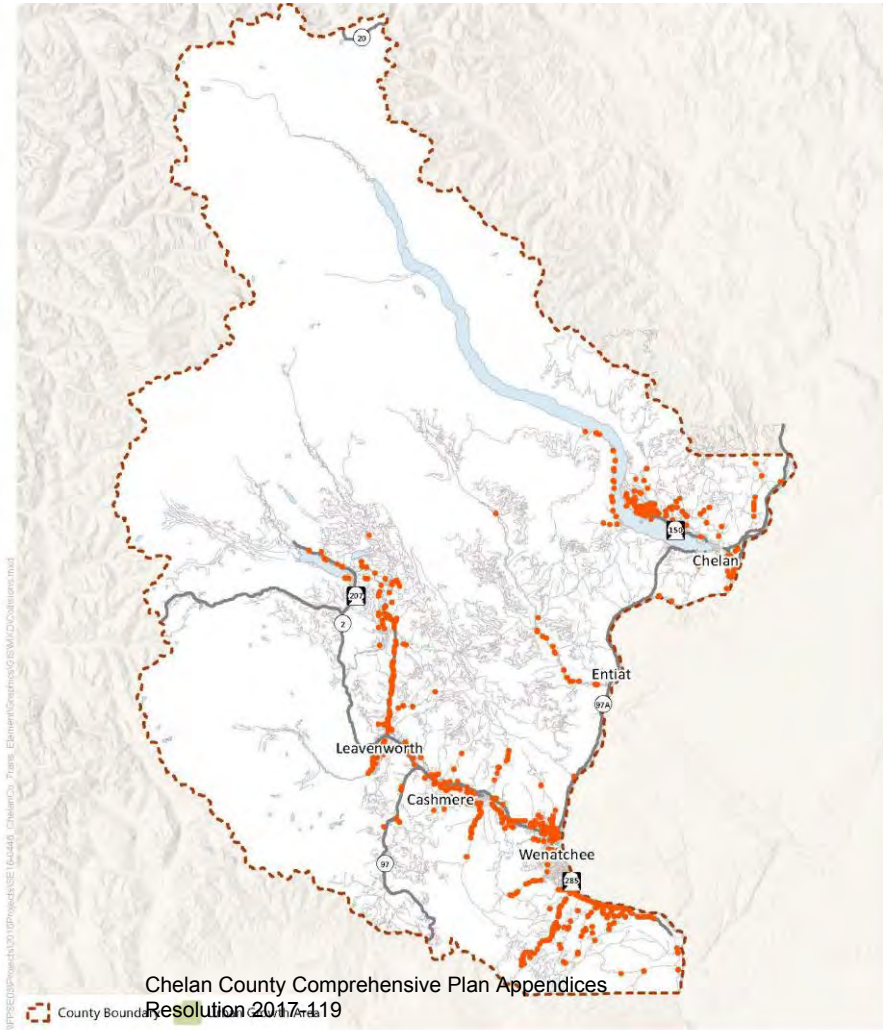


Minor Collectors



Local Streets

Transportation Conditions Analysis



Stakeholder Outreach So Far



**Chelan-Douglas
TRANSPORTATION COUNCIL**
CDTC



Serving Chelan and
Douglas Counties



COUNTY OF

Chelan
WASHINGTON STATE



Maintaining Our System

Types of Programmatic Expenditures

- **Preservation.** Routine improvements like overlay and pothole repair.
- **Maintenance.** Routine and ongoing activities to ensure facility utility, e.g. snow and ice control.
- **Administration and Operations.** Public works transportation administration and support; engineering and planning services that support transportation capital projects.
- **Capital Outlay.** Costs of building and maintaining facilities that support the transportation program.



Source: Chelan County



Photograph by Eric Peacock

Source: Chelan County Community Development 267 of 392 COUNTY OF

Maintaining Our System

Historical Programmatic Expenditures, 2005-2014 (Actuals)

	Preservation	Maintenance	Administration & Facility Operations	Capital Outlay for Facilities
2005	\$ -	\$ 4,768,218	\$ 1,336,496	\$ 560,199
2006	\$ -	\$ 6,414,698	\$ 1,445,328	\$ 105,481
2007	\$ -	\$ 7,528,622	\$ 1,909,105	\$ 176,063
2008	\$ -	\$ 6,414,698	\$ 1,444,124	\$ 105,481
2009	\$ 1,135,863	\$ 5,192,254	\$ 1,859,779	\$ 378,678
2010	\$ 1,473,810	\$ 4,724,519	\$ 1,797,868	\$ 213,354
2011	\$ 1,430,599	\$ 4,700,316	\$ 1,747,863	\$ 242,137
2012	\$ 1,193,949	\$ 5,031,612	\$ 2,143,031	\$ 154,385
2013	\$ 2,020,342	\$ 4,913,515	\$ 2,041,753	\$ 215,975
2014	\$ 2,472,675	\$ 4,930,081	\$ 2,240,710	\$ 74,129
Total	\$ 9,727,238	\$ 54,618,534	\$ 17,966,057	\$ 2,225,883

Maintaining Our System

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Recent uptick in preservation expenditures to address paving backlog

Maintaining Our System

May need to increase historic expenditures due to...

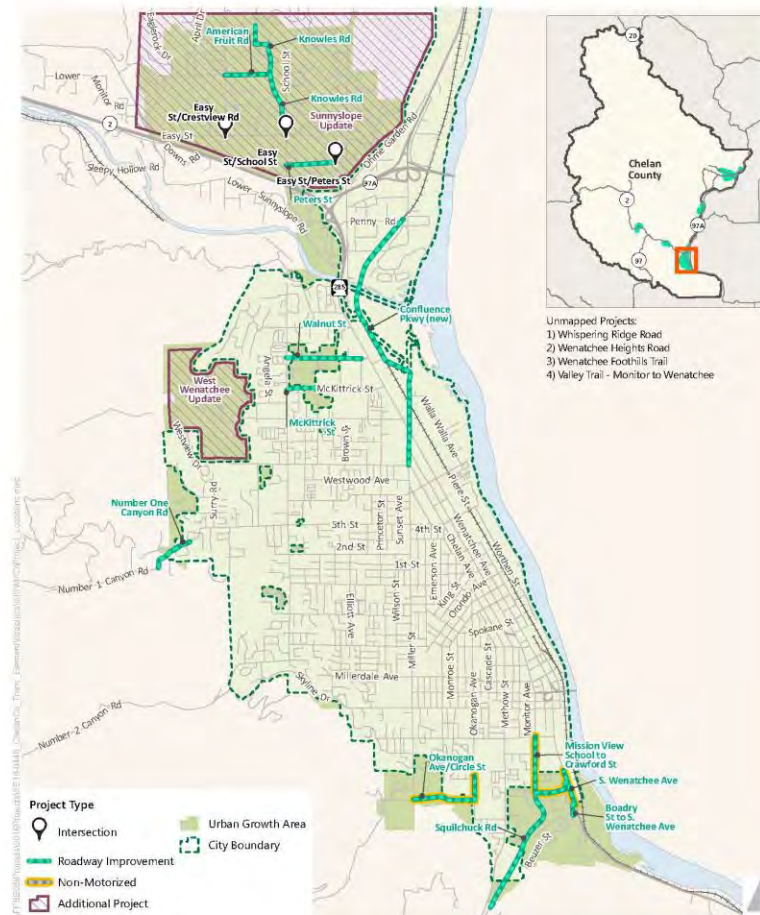
- Aging infrastructure, incl. bridges
- Pavement preservation
- Removal of hazard trees
- Guard rail replacement/gaps
- Slope stability
- New/increased standards for culverts, fish passage, and ADA
- Responding to stormwater events
- Increased public expectations



Initial Universe of Projects

Total Projects: 137

- Existing Plans
- Outreach
- Site visits



Project Evaluation

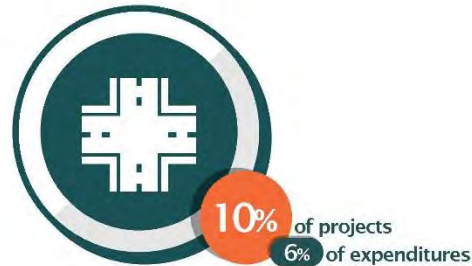
Goal	Metric Description	Ranking
1. Maintain What We Have	Does the project include a maintenance, rehabilitation, or bridge replacement component?	4 = Bridge replacement/rehab 3 = Major reconstruction 2 = Other maintenance 0 = Not maintenance
2. Safety	Does the project address a location with a history of injury/fatality collisions or identified modal conflicts?	4 = Fatality/injury and/or bike/ped collision or hot spot identified by county staff, public or consultants 2 = Project description reflects safety enhancement 0 = Other
3. Ensure Financial Viability	Does the project leverage outside funding sources/have multiple funding partners?	4 = Yes 0 = No
4. Support Land Use	Does the project support future growth or improve auto LOS?	2 = Project needed to maintain LOS standard 1 = Projects that benefit auto circulation 0 = Other
	Does the project provide needed connections to key land-uses: farm-to-market, recreation, employment, forestry, etc.	2 = Connects two or more destinations 1 = Connects to one destination 0 = Connects to less than one destination
5. Environmental Stewardship	Does the project support fish passage and/or storm water drainage?	2 = Supports fish passage or storm water drainage 0 = Other
	Does the project support multimodal travel?	2 = Transit/Bike/Ped 1 = Indirectly Improves Transit/Bike/Ped 0 = No
6. Be An Active Partner	Is this project regionally significant?	4 = Yes 0 = No

Projects by Type

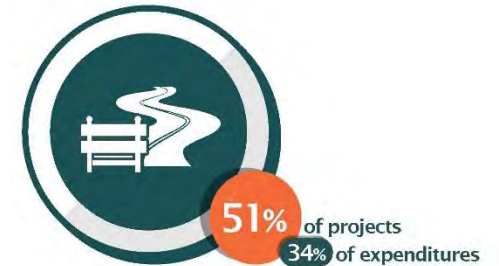
Non-Motorized Improvements



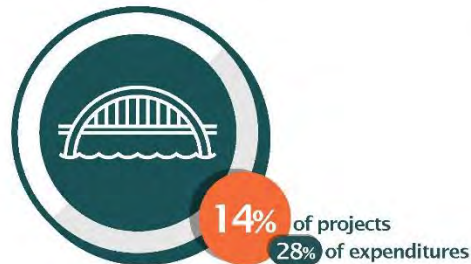
Intersection



Roadway Improvement/Maintenance



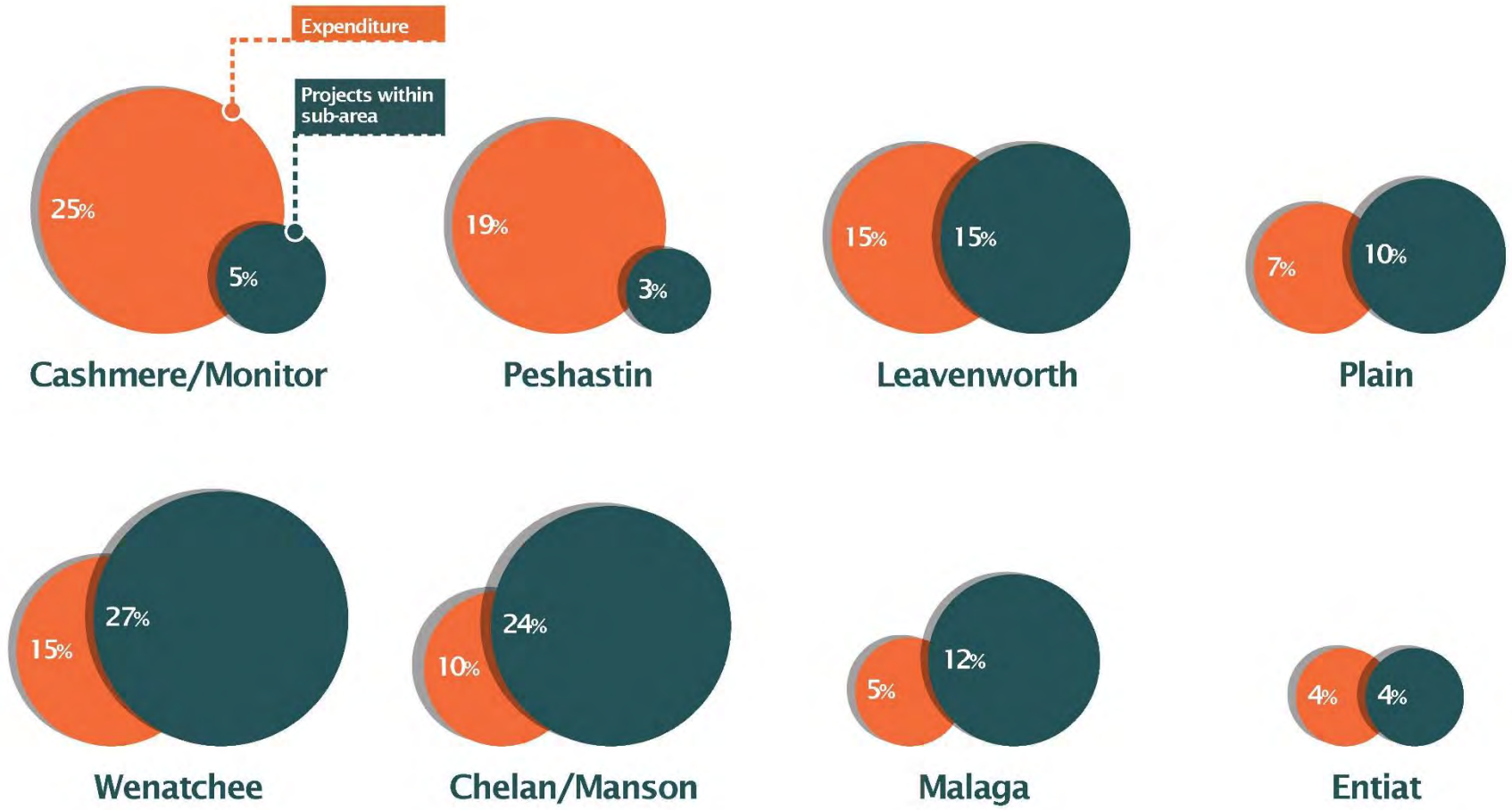
Bridge



Fish Passage or Stormwater Drainage



Projects within Sub-Area vs. Expenditures by Area



County capital projects only; does not include maintenance or other programmatic expenditures

Other Regional Priorities

- Confluence Parkway
- Intersections along US 2 and SR 97A
- USFS – Schedule A Roads



How Do We Pay For the Plan?

Types of Expenditures

- **Programmatic (maintaining and operating the system)**
 - Administration and operations
 - Maintenance
 - Preservation
- **New Capital Projects**



How Do We Pay For the Plan?

Forecast through 2036:

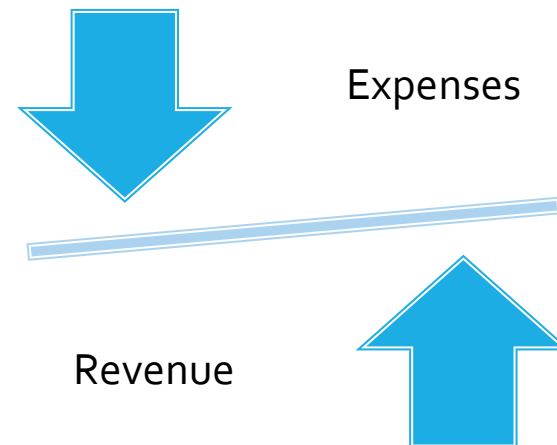
Future Revenues for Transportation Capital Projects, 2017-2036 (2016\$)

	2017 - 2021	2022 - 2026	Total, 2017 - 2026	2027 - 2036	Total, 2017 - 2036
Total Revenue	\$ 63,610,000	\$ 69,110,000	\$ 132,720,000	\$ 156,790,000	\$ 289,510,000
Administration & Operations	\$ 9,260,000	\$ 9,700,000	\$ 18,950,000	\$ 20,520,000	\$ 39,470,000
Maintenance	\$ 28,590,000	\$ 29,950,000	\$ 58,540,000	\$ 63,370,000	\$ 121,910,000
Preservation	\$ 4,780,000	\$ 5,010,000	\$ 9,800,000	\$ 10,610,000	\$ 20,400,000
Total Programmatic Expenditures	\$ 42,630,000	\$ 44,660,000	\$ 87,290,000	\$ 94,500,000	\$ 181,780,000
Remaining Revenue for Capital Projects	\$ 20,980,000	\$ 24,450,000	\$ 45,430,000	\$ 62,290,000	\$ 107,730,000

How Do We Pay For the Plan?

Two categories of strategies to fill funding gaps:

1. **Increase revenue** through increases in existing funding tools or implementation of new funding or financing tools, or,
2. **Decrease expenses** by decreasing level-of-service or further prioritizing the capital projects list.



How Do We Pay For the Plan?

Existing Tools

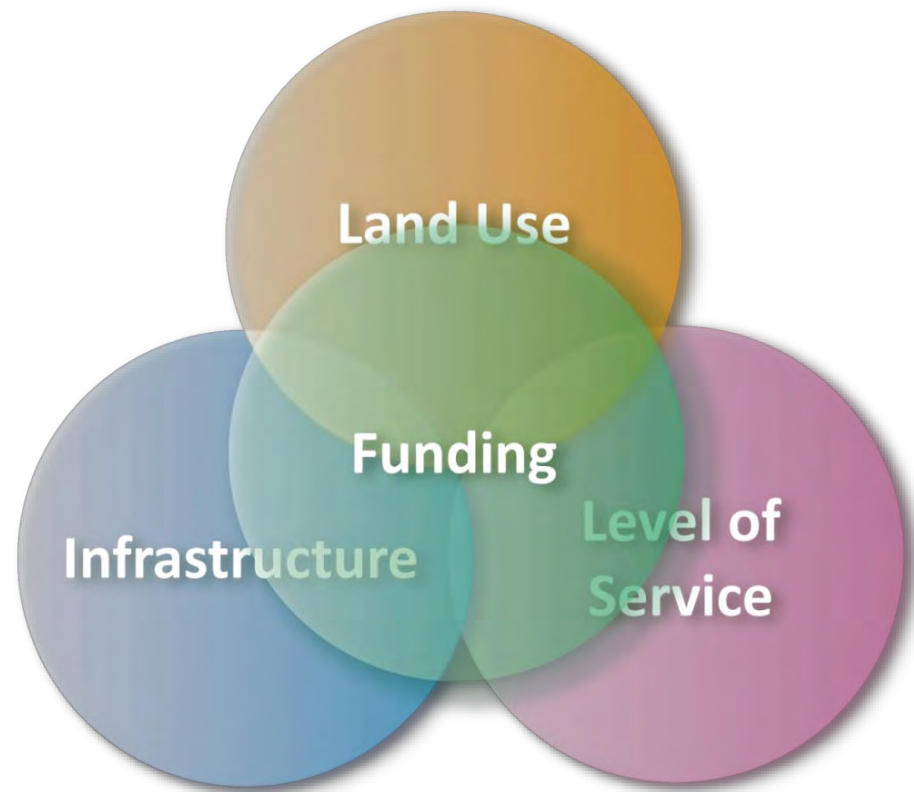
- **County Roads Levy (Property taxes)**
- **Real Estate Excise Tax (REET 1 & 2)**
- **General Fund Appropriations**
- **Sale of Existing Capital Assets**

New Tools

- **Transportation Benefit District (MVET or SUT)**
- **Roadway Improvement Districts**
- **Drainage Districts**
- **Levy Lid Lift**
- **Transportation Impact Fees**
- **Financing tools:**
 - Limited tax GO bonds
 - Unlimited tax GO bonds
 - Public-Private Financing

Next Steps

- **Public Outreach**
- **Finalize Project List**
- **Refine Financial Plan**
- **Draft Plan in Early 2017**



Questions?

Kendra Breiland

k.breiland@fehrandpeers.com

VII. APPENDIX-G- PUBLIC OPEN HOUSE MATERIALS AND COMMENTS

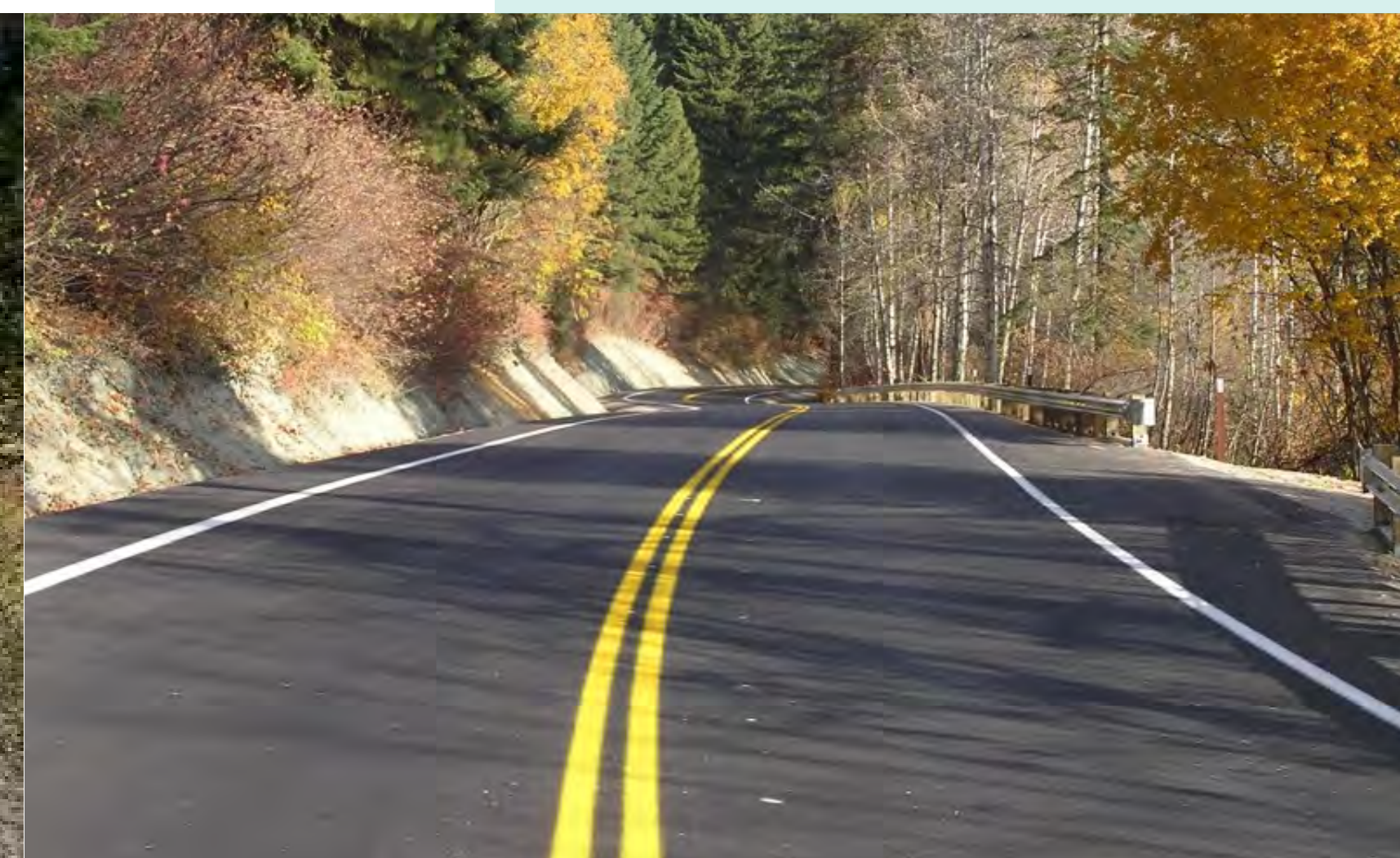
What is a Transportation Element?



- Planning for how people move in and through Chelan County in the future.
- Considering all modes including pedestrians, bicyclists, transit users, motorists, freight, and more!

GROWTH MANAGEMENT ACT REQUIREMENTS

- Align with land use
- Coordinate with other governmental entities
- Set goals and performance measures to track them
- Form a financially-constrained project list



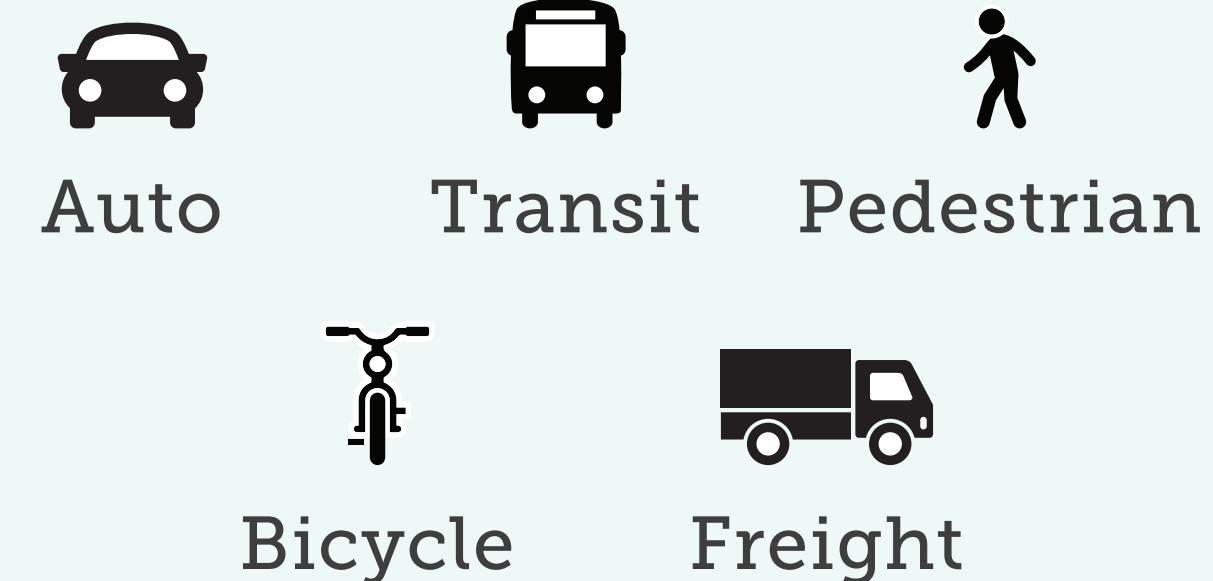
THE TRANSPORTATION PLAN PROCESS

County Mobility Goals

- Identifies priority users on individual streets
- Based on existing travel patterns and input from County staff, stakeholders, and community members



Evaluate Performance by Mode



Plan Implementation Items

- 20 Year Project List
- 6 Year Capital Improvement Program
- Concurrency
- Funding Sources

The following goals are proposed to help shape Chelan County's Transportation Future

PROJECT GOALS

Maintain what we have



Safety



Ensure financial viability



Supports land use



Environmental stewardship



Be an active partner



Ongoing Programmatic Expenditures

One of the goals of the Transportation Element is to make sure that we take care of what we already have, in addition to considering new projects.

PROGRAMMATIC EXPENDITURES INCLUDE:

Pavement Preservation

Includes traditional pavement overlays and pothole repair. This program also improves sidewalk curb ramps and other street features.

Roadway Maintenance

Routine and ongoing activities such as snow and ice control.

Administration & Operations

Public works transportation administration and support; engineering and planning services that support transportation capital projects.

Capital Outlay

Buildings and maintenance facilities that support the transportation program.



Future Needs Influenced By:

- Aging infrastructure and bridges.
- Safety needs such as removal of hazard trees, guard rail replacement/gaps, and improving slope stability.
- New and increased environmental and ADA standards.

Transportation Issues & Opportunities

WHAT WORKS WELL AND WHAT CAN BE IMPROVED IN CHELAN COUNTY?

	Going Well	Room For Improvement		Going Well	Room For Improvement
Traffic Congestion			Roadway Maintenance (Pavement Condition, Snow Removal)		
Sidewalks, Trails, Bikeways			Convenient Connections (I can easily get where I want to go using the mode of my choice)		
Freight Movement			Bus Service		
Safety on Neighborhood Streets (Speed of Traffic, Lighting)			Other (Write your priority here)		
Safety on Arterial Streets (Speed of Traffic, Crosswalks)					

How Do We Pay for the Plan?



This Plan will guide how Chelan County invests through 2037 in maintaining and upgrading its roads, bridges and trails. To align the plan with available funds, the County will need to consider increasing revenues and/or decreasing overall expenses.

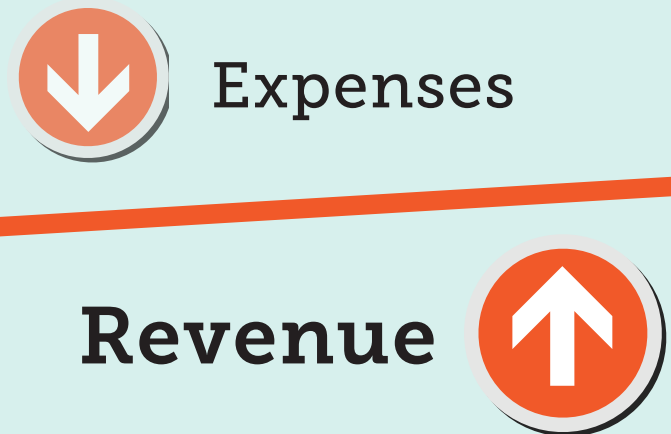
Potential New Revenue Sources

- Transportation Benefit District (vehicle license fee or sales tax)
- Local Option Fuel Tax
- Roadway Improvement Districts
- Drainage Districts
- Levy Lid Lift
- Transportation Impact Fees
- Financing Tools:
 - General Obligation bonds
 - Public-Private Financing

Two Strategies to Fill Funding Gaps

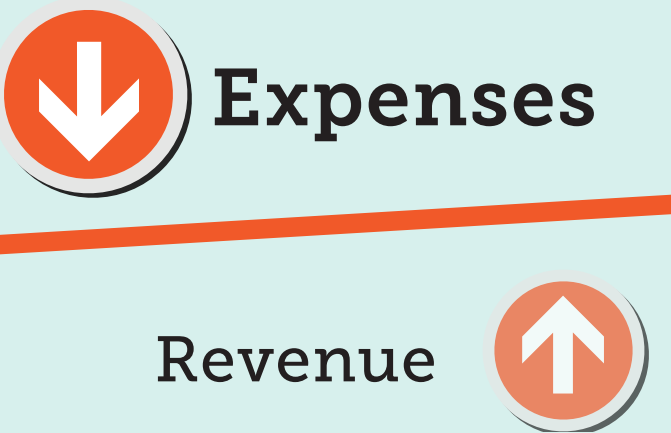
Increase Revenue

From existing funding sources or implementation of new funding or financial tools.

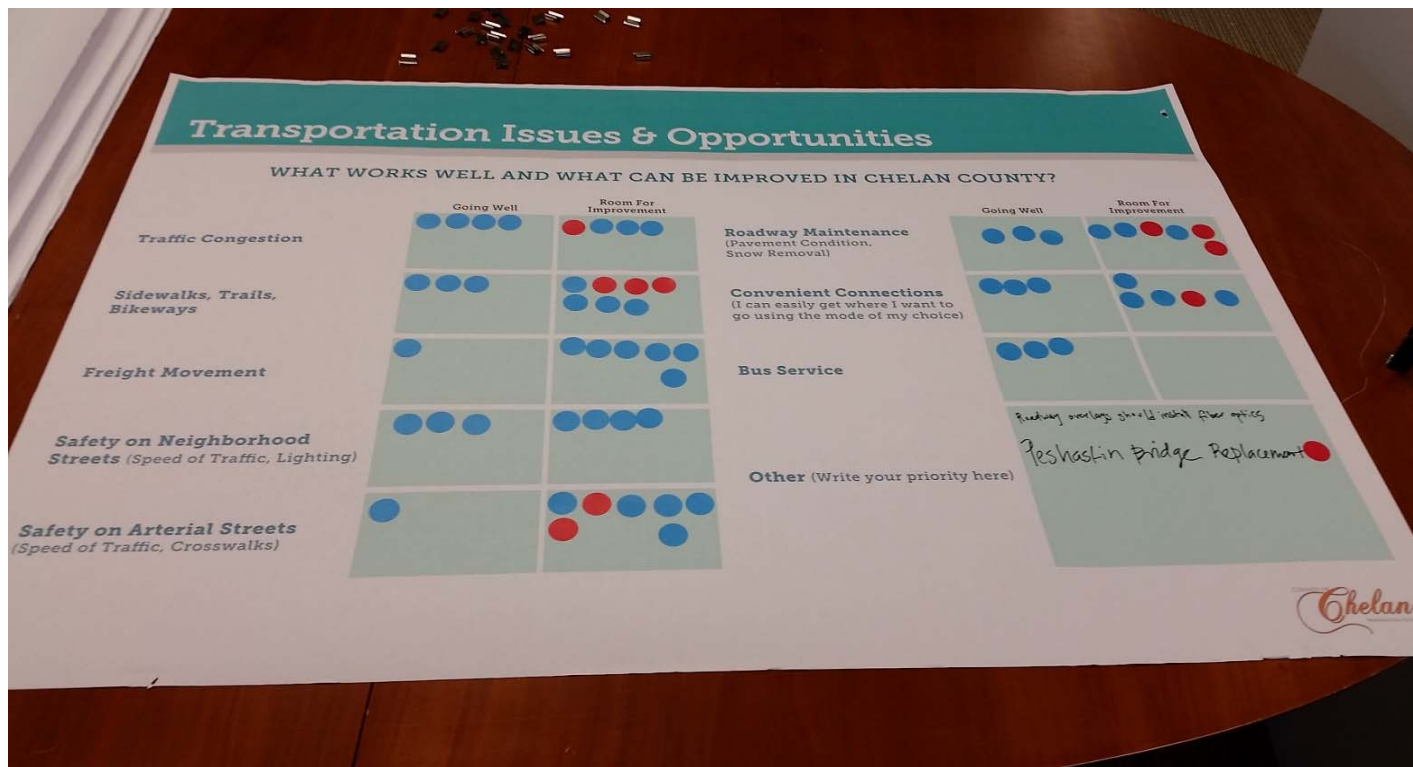


Decrease Expenses

Reduce programmatic expenditures, further prioritize the capital project list, or reduce the level of service.



Chelan County TE Public Open House - 11/30/2016		
Comments	Commentor	Contact Info
Comment Cards / Emails		
\$2,000,000 to rehabilitate and/or upgrade Goodwin Road. Far too much money for that short section of road. Lower the expectations! This is tax money, not free money. Property owners have limits to their income, so must DOT-Federal, State, County, Local	Jerry Loeffelbein	jloeffelbein@juno.com
Please consult w/ WSDOT on projects that will have major impacts to SR operations	Nick Manzano	Manzarn@wsdot.wa.gov
1. Cotlets Way / US 2 / Tichenal Way - stacking of LTs from US 2 to Cashmere b/c of very tight spacing btw Tichenal and US 2. WB LTs sometimes block EB traffic on US 2 2. Significant US 2 gridlock from Smallwoods to Tumwater Canyon identified as mobility deficient by WSDOT 3. Steven's Pass overflow parking spilling onto the highway and blocking traffic in winter	Nick Manzano	Manzarn@wsdot.wa.gov
Prioritization of Leavenworth Projects	Nate Pate	Leavenworth
How about a county "potholes" hotline & a commitment to fill within 48 hours. How about a discussion about new housing developments that dump more traffic on narrow, unimproved county roads.	Chuck Largent	509-670-7577
Verbal Comments		
Reevaluate relative costing of Goodwin Road – seems out of line with cost developed for Binder-Tigner	Jerry Loeffelbein	
WSDOT is interested in places where we can improve multimodal accommodation, especially along the state system and in locations that connect with the state system	WSDOT Bike/Ped Coordinator	
Reorder Leavenworth projects	Nate Pate	
Show Upper Valley Trail – off highway version – as vision project or regional priority	Nick Manzano	
Consider increasing priority of Peshastin bridge	Steve Keene	
Main Street grade separated crossing in Peshastin	Steve Keene	
Easy, Euclid, and Penny – posted speed limit is 30, code is 40	Gary Owen	
Extend School Street improvements between US 2 and Easy Street	Gary Owen	
Warehouses along Boetzkes are now mainly used for Boat Storage so it might impact the Truck Route study	Lilith Yamagachi	
Note new development roadway in Leavenworth from Titus road to Chumstick Hwy	Nate Pate	
Peshastin Main Street Bridge meets Finance Goal	Steve Keene	
Wenatchee currently working on Sewer Comp Plan for Sunnyslope	Gary Owen	



Additional Comments	
Comments	Commentor
<p>I am a resident of Leavenworth, and I have been a part of a group of concerned citizens who live on or near Icicle Road and are trying to find a solution to the hazards of the Icicle Bridge. The bridge is dangerous for pedestrians, bicyclists, and horseback riders, particularly in winter months. I am wondering if we could propose building a pedestrian bridge alongside the current bridge? Or perhaps attached to the current bridge?</p> <p>There is also a growing concern about the number of people using the area around the bridge for parking for tubing the river in the summer. The parking area there is not sufficient for the amount of traffic the river gets in the summer months.</p> <p>The boat launch at the fish hatchery is falling apart and there is concern it will deteriorate more given the amount of commercial tubing companies using it. It also closes mid-summer, making less access to the river available to tubing people. There needs to be a public access that doesn't close, and doesn't have limited parking (where people are forced to park on either Icicle or East Leavenworth Roads).</p> <p>My final suggestion for an improvement would be for trails such as those recently added to Ski Hill to have a designated "horse/foot traffic only" days. These are multi-use trails, yet with the number of mountain bikers using them, and the frequency of their use, it is too dangerous for horses and hikers to use all or parts of them. The bikers tend to reach high speeds when coming downhill, and the narrow turns and blind corners make it impossible for a horse and rider and hikers with strollers or dogs to see them in time to move out of the way. If there could be a designated time of day, day of the week, or even a day where bike traffic is only permitted to go uphill (or one direction), it would help horse riders and hikers get more use out of those trails.</p>	Gabrielle Sheffield
<p>North and South Shore Lake Chelan Trail</p> <p>Ferry Proposal between Manson and 25-Mile State Park</p> <p>Shoulder Improvements along the following roads:</p> <p>Chumstick Highway Chiwawa Loop Road Red Apple Road North Road Entiat River Road</p> <p>Road Improvements on:</p> <p>East Leavenworth/Icicle Roads (bike route designation, safety signing) Mission Creek Road Sunset Highway Pioneer Avenue Evergreen Road Westcott Road Binder Road</p> <p>Improvements to bicycle infrastructure on roads accessing wildland trailheads:</p> <p>Freund Canyon Road #2 Canyon Road Roads providing access to Foothill trails</p>	Recommended Improvements and Projects by the Regional Bicycle Advisory Committee (RBAC)

VIII. APPENDIX H – WSDOT FACILITY LEVEL OF SERVICE ANALYSIS

The following table provides our analysis of WSDOT Facilities through Chelan County including US 2, SR 97 A, and SR 285. Counts were provided by WSDOT through Permanent Traffic Recorders and the online traffic interactive map. Peak hour volumes were found for 2015. These volumes were used to forecast peak volumes in 2037, May 2037 and August 2037 volumes by applying a seasonal adjustment factor described in the Short Count Factoring Guide. This adjustment was applied as many people travel to and through Chelan County for recreation in the summer months. Additionally, a one percent growth rate was applied which accounted for surrounding land use growth patterns and additional traffic through the county. In 2016, all analyzed freeway segments meet the WSDOT LOS standards. However, in 2037 Stevens St from S Mission St across the Senator George Stellar Bridge is forecasted to have an LOS E which will not meet WSDOT's standards. This is consistent with Chelan-Douglas Transportation Council's Transportation 2040 which has identified that corridor as a delay corridor.

Road Name	Count year Peak Volume	Date	Count Year	Month	2015 Peak volume	2015 May vols	2015 August vols	2037 peak vols	2037 May vols	2037 August vols	LOS Standard	2016 LOS	Flow (Signalized, Freeway or Highway)	Number of Lanes	Divided Median? (Y/N)	Exclusive Left Lane? (Y/N)	Exclusive Right Turn lane (Y/N)	Flow Base Capacity B	Flow Base Capacity C	Flow Base Capacity D	Flow Base Capacity E	Base Capacity B	Base Capacity C	Base Capacity D	Base Capacity E	Multi, undivided, no left	Multi, undivided, left	Final Capacity B	Final Capacity C	Final Capacity D	Final Capacity E	LOS Standard (Manual)	Falling Capacity	2015 Peak LOS	2015 May LOS	2015 August LOS	2037 LOS	2037 May LOS	2037 August LOS	Fails?
US 2 west of US 2 / SR 97 Interchange to Cotlets Way	1430	8/18/2015	2015	8	1430	1144	1430	1780	1424	1780	D	B	Highway	4	Y	Y	N	3300	4660	5900	6530	x	x	x	x	0	0	3300	4660	5900	6530	D	5900	B	B	B	B	B	B	N
US 2 west of Cotlets Way to SR 97 Interchange	2147	8/18/2015	2015	8	2147	1718	2147	2672	2138	2672	C	B	Highway	4	Y	Y	N	3300	4660	5900	6530	x	x	x	x	0	0	3300	4660	5900	6530	C	4660	B	B	B	B	B	B	N
N Chelan Ave from N Miller St to Palouse St	3093	8/18/2015	2015	8	3093	2474	3093	3850	3079	3850	D	B/C	Signalized	6	N	N	N	x	x	x	x	5250	5250	5390	5390	-0.25	0	3940	3940	4040	4040	D	4040	B/C	B/C	B/C	B/C	B/C	B/C	N
N Miller St from N Wenatchee Ave to N Chelan Ave	3000	8/18/2015	2015	8	3000	2400	3000	3734	2987	3734	D	B/C	Signalized	6	Y	N	N	x	x	x	x	5250	5250	5390	5390	0	0	5250	5250	5390	5390	D	5390	B/C	B/C	B/C	B/C	B/C	B/C	N
N Mission St from N Miller St to Palouse St	3000	8/18/2015	2015	8	3000	2400	3000	3734	2987	3734	D	B/C	Signalized	6	Y	N	N	x	x	x	x	5250	5250	5390	5390	0	0	5250	5250	5390	5390	D	5390	B/C	B/C	B/C	B/C	B/C	B/C	N
N Wenatchee Ave from Easy St to N Miller St	3093	8/18/2015	2015	8	3093	2474	3093	3850	3079	3850	D	B/C	Signalized	6	Y	N	N	x	x	x	x	5250	5250	5390	5390	0	0	5250	5250	5390	5390	D	5390	B/C	B/C	B/C	B/C	B/C	B/C	N
S Chelan Ave from Palouse St to Spokane St	3000	8/18/2015	2015	8	3000	2400	3000	3734	2987	3734	D	B/C	Signalized	6	Y	N	N	x	x	x	x	5250	5250	5390	5390	0	0	5250	5250	5390	5390	D	5390	B/C	B/C	B/C	B/C	B/C	B/C	N
S Mission St from Palouse St to Stevens St	3000	8/18/2015	2015	8	3000	2400	3000	3734	2987	3734	D	B/C	Signalized	6	Y	N	N	x	x	x	x	5250	5250	5390	5390	0	0	5250	5250	5390	5390	D	5390	B/C	B/C	B/C	B/C	B/C	B/C	N
S Chelan Ave from Spokane St to S Mission St	3655	8/18/2015	2015	8	3655	2924	3655	4549	3640	4549	D	B/C	Signalized	6	Y	N	N	x	x	x	x	5250	5250	5390	5390	0	0	5250	5250	5390	5390	D	5390	B/C	B/C	B/C	B/C	B/C	B/C	N
Stevens St from S Mission St across Senator George Sellar Bridge	4952	8/18/2015	2015	8	4952	3962	4952	6164	4932	6164	D	D	Highway	4	N	Y	Y	3300	4660	5900	6530	x	x	x	x	0	-0.05	3140	4430	5610	6200	D	5610	D	C	D	E	D	E	Y
SR 97A north of US 2/SR97 Interchange	630	8/18/2015	2015	8	630	504	630	784	627	784	C	B	Highway	2	Y	N	N	770	1530	2170	2990	x	x	x	x	0	0	770	1530	2170	2990	C	1530	B	B	C	B	C	N	

Draft Sunnyslope Long-Range Plan & SEIS: **Challenge, Change & Context**



Prepared for
Chelan County
and the
City of Wenatchee
July 2007



Fact Sheet

Project Title/Location

The draft **Sunnyslope Subarea Plan and Supplemental EIS** is an integrated Growth Management Act/State Environmental Protection Act (GMA/SEPA) document that sets guidelines for future development of a 1,415-acre portion of the Wenatchee Urban Growth Area (UGA). The Sunnyslope subarea is located to the north of Wenatchee at the confluence of the Wenatchee River and the Columbia River, and extends north to the foothills known as Eagle Rock and west almost to the town of Monitor. The subarea plan refines the 2006 Wenatchee Urban Area Comprehensive Plan by proposing a preferred land use scenario and a number of goals and policies for the subarea.

Alternatives

Chelan County considered four alternative growth patterns for the subarea, and with the public, developed its preferred land use alternative utilizing criteria including “Automotive Transportation”, “Local Identity/Character”, “Basic Services” “Economy”, and “Environmental.” The four alternatives were:

1. The “Existing Development” alternative followed existing development patterns occurring in Sunnyslope. Of the four alternatives considered, it was able to accommodate the fewest number of new residents.
 2. The “Olds Station” alternative was similar to Alternative One, but included higher density zones in and around the Olds Station area. Like the existing development alternative, this land use strategy fell well short of targeted resident capacity (6,000 new residents).
 3. The “School Center” alternative added higher density residential development at the intersection of School and Easy streets to Alternative Two’s Olds Station high-density development. Alternative Three fell short of the target capacity by about 800 people.
 4. Of the four options, the “Highline Center” alternative offered the greatest density. It met the target population figure using a much larger 10-unit per acre, mixed-use development area along Easy street between Highway 2 and
-

	American Fruit Road. The Modified School Center is the preferred option in developing this draft land-use plan. In very general terms, this proposal envisions two development patterns: areas of change, where mixed-use, higher-density development would be encouraged, and areas that retain existing, lower-intensity growth patterns.
Proponent	Chelan County, WA
Date of Implementation	Proposed adoption for September, 2007
Lead Agency	Chelan County Department of Community Development
Responsible Official	John Guenther, Director, Chelan County Community Development
Contact Person	William Grimes Studio Cascade, Inc. 114 W Pacific Ave, Suite 200 Spokane, WA 99201 509-835-3770 or bgrimes@studiocascade.com
Required Approvals	Future review - The programmatic Draft Supplemental Environmental Impact Statement (SEIS), preliminary Final SEIS and subsequent Final SEIS constitute the required environmental review for the Sunnyslope Long-Range Plan. The Final SEIS will serve to supplement the City of Wenatchee Comprehensive Plan Final SEIS. Subsequent environmental review will occur on a project-by-project basis. The draft and final SEIS seek to adequately address the anticipated impacts of certain types of subsequent implementation actions consistent with the subarea Plan.
Previous Environmental Documents	Pursuant to WAC 197-11-210 this SEPA/GMA integrated document supplements the April 4, 2007 SEIS and 1993 FEIS for the City of Wenatchee's Urban Area Comprehensive Plan.
Principal Authors/Contributors	Studio Cascade, Inc.

	William Grimes, AICP, Principal Rick Hastings, Associate Gideon Schreiber, AICP, Planning Associate Kate Koch, Planning Assistant
Date of Issuance	July 27, 2007
Date Public Comments Due	September 27, 2007
Public Hearings and Meetings	Wenatchee Planning Commission September 19, 2007 Wenatchee City Council October 11, 2007 Chelan County Board of County Commissioners to be determined
Date of Final Action	To Be Determined
Background Information Location	Chelan County Department of Community Development, 316 Washington Street, Wenatchee, WA. and City of Wenatchee Department of Community Development, 25 North Worthen Street, Wenatchee, WA
Draft SEIS Copies	Copies are available for public viewing and comment at Chelan County Department of Community Development and City of Wenatchee Department of Community Development and are available for reproduction at cost. Copies of the draft SEIS have been distributed to agencies, organizations and individuals noted on the distribution list, copies available (APPENDIX F).

Acknowledgements

The authors of this plan wish to recognize those participants who made the drafting and adoption of this plan possible:

Chelan County Board of County Commissioners:	Keith Goehner Buell Hawkins Ron Walter	
Chelan County Planning Commission:	Joe Bell Donn Etherington Mike Harrison Mary Lou Johnson Dennis Nicholson	Dick Ryan Phil Unterschuetz Robert Whitten Robert Castrodale
Citizen Advisory Council:	Morgan Picton Al Lorenz Pat Fromm	
Chelan County Planning Staff:	John Guenther, AICP/CBO, Community Development Director David Grimes, Senior Planner Cliff Wavra, AICP/ASLA, Senior Planner	Matthew Hansen Mike Cecka, former Community Development Director
City of Wenatchee Planning Staff:	Cyndy Butler, Interim Planning Director Monica Libbey, Assistant Planner	David Stalheim, former Planning Director
Other agency staff:	Mark Urdahl, Port of Chelan County Executive Director Dan Curry, City of Wenatchee Jeff Wilkens, AICP, WVCOG Executive Director Nick Manzaro, WVCOG Planner	
Special thanks to:	The scores of Sunnyslope residents who generously contributed time and effort to attend the public workshops and shape the direction of this plan. We congratulate the community on its care and thoughtful input through this process, and urge residents to, over time, help realize the long-term vision expressed herein.	

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1 Introduction & Environmental Summary

The Growth Management Act and the State Environmental Protection Act (GMA and SEPA) encourage the integration of SEPA requirements and GMA documents (WAC 197-11-210 through 235). This combined document’s environmental summary gives a broad picture of the proposed plan to interested parties looking at SEPA impacts, and includes a brief look at alternatives, mitigation, and significant adverse impacts that cannot be mitigated.

Subarea & Plan Background

Sunnyslope is a portion of unincorporated Chelan County, immediately adjacent to the City of Wenatchee’s northern limits at the confluence of the Wenatchee and Columbia rivers. It extends northward from Olds Station, an industrial area closest to the confluence, to the foothills known as Eagle Rock, and westward along the Wenatchee River almost as far as the Town of Monitor. Sunnyslope is located in the northern-most section of the Wenatchee Urban Growth Area (UGA).

From the time of the first white settlers until recent times, Sunnyslope lands have primarily been used for orchards and supporting agricultural industry. Over the past 15 years, the apple, pear and cherry orchards north of SR2/97 have been replaced by large-lot residential subdivisions. Though some Sunnyslope orchards remain - primarily between the state



Figure 1.1 - Open space and dramatic views are two things residents appreciate most about Sunnyslope. (Studio Cascade, Inc.)



Figure 1.2 – The vast majority of Sunnyslope was dedicated to orchards and farms until recent times. Today, few working orchards remain, though vestiges of that history are abundant. (Studio Cascade, Inc.)

highway and American Fruit Road, and south of SR2 as far as the Wenatchee River - most are gone as of this writing.

Despite this, agricultural industry remains in the Olds Station area. Fruit packing-houses, transport and related activities continue to process much of the region’s agricultural output. Even so, process and shipping uses are gradually being supplanted by – or becoming neighbors of - modern office, professional and commercial/retail uses. The formation of the Chelan County Port District, together with the acquisition of a sizable portion of Olds Station lands on behalf of that organization, has helped the area evolve into an employment and services center, offering a variety of non-residential land uses for local and regional shopping and jobs.

This subarea plan is intended to identify land use and related policies, establishing zoning and facilitating the management of urban growth in Sunnyslope. Sunnyslope was identified as an Urban Growth Area (UGA) for the City of Wenatchee in a 2005 Available Lands Study. According to population forecasts adopted in the City and County’s comprehensive plans, the Wenatchee UGA is to grow by approximately 17,000 residents by the year 2025. Most of this growth is directed into land within the Wenatchee city limits, but 6,000 of the total population are forecast to move into Sunnyslope over the next 20 years.

Interlocal Agreement

The Sunnyslope Subarea Plan is envisioned as an implementing component of the City of Wenatchee’s

comprehensive plan. Chelan County agrees that a joint, cooperative comprehensive plan for the Wenatchee Urban Area will be prepared, including areas both north and south of the Wenatchee River. City will be the Lead Agency for comprehensive planning and development regulations for that area south of the Wenatchee River. County will be the Lead Agency for comprehensive planning and development regulations for that area north of the Wenatchee River.. Upon completion and adoption of the Sunnyslope Subarea Plan, the area will fall under the land use/zoning policies of the City of Wenatchee.

Chelan County, the City of Wenatchee and the Chelan County PUD adopted an interlocal agreement to guide their collaborative efforts in serving an urban Sunnyslope. The agreement, which was adopted in January of 2005, outlines mutual intentions and individual responsibilities. The primary considerations are the effective provision of utility services and the appropriate management of land development as Sunnyslope’s population grows. The City, acting as a referral agency, will review development proposals within the UGA, and the County would apply comprehensive plan and zoning designations to that area based on the City’s comprehensive plan and zoning designations.

This provision of services, however, will not place pressure on the community to annex into Wenatchee. This interlocal agreement helps alleviate resident concerns that new development would result directly in annexation to the City of Wenatchee. While many who live in Sunnyslope may

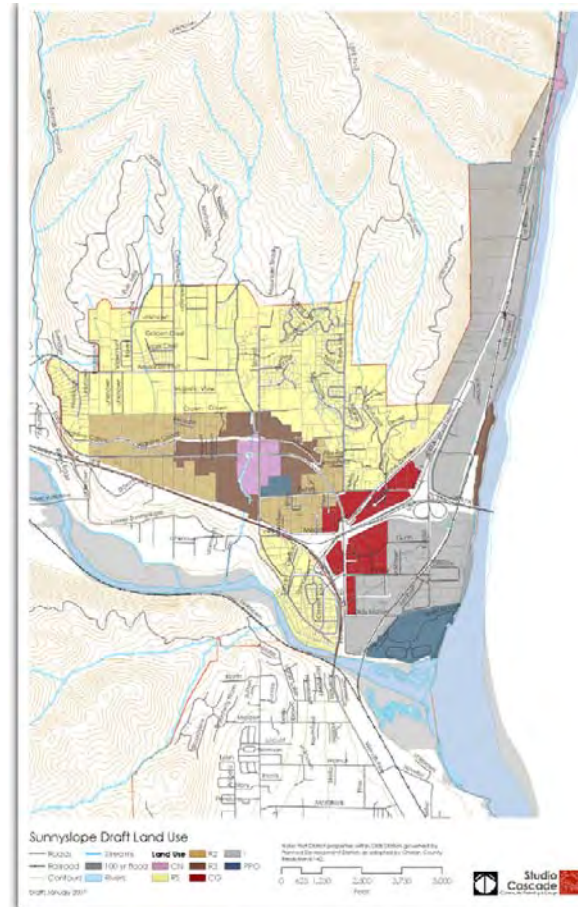


Figure 1.3 – Study area extents are outlined on the land use map, and include all non-waterline shaded areas visible in this reduced image. A larger version of this map is available in the plan appendix. (Studio Cascade, Inc.)

welcome new urban growth, the issue of annexation is a sensitive one. Annexations in Sunnyslope may still occur, but, based on the provisions of this interlocal agreement, they would occur only at the request of the property owners seeking annexation.

Plan Objective

The Sunnyslope Subarea Plan is designed to guide development decisions through the next 20 years. The area is forecast to have an additional 6,000 new residents by 2025. This plan outlines the goals and policies that, in concert with the proposed land use scenario, will guide growth in the Sunnyslope subarea. This subarea plan is designed to work in combination with the Chelan County and the City of Wenatchee’s comprehensive planning efforts. Further, the plan is envisioned as an implementing component of the Wenatchee comprehensive plan.

Purpose

This combined plan and SEIS document evaluates the projected and cumulative environmental impacts associated with the Sunnyslope Subarea Plan. This document covers environmental impacts not addressed in the Supplemental EIS drafted for the City of Wenatchee and its UGA. This document complies with all applicable state laws and integrates public comments received on the subarea plan and SEIS. Comments received as a result of this document will be included in the final integrated Sunnyslope Subarea Plan.

Public Involvement

As required by state law, this subarea plan had frequent opportunities for public involvement during the drafting of the plan. In addition to three community meetings, outreach included meetings to facilitate agency communication, stakeholder interviews, “penny polling” (an informal issues survey), a frequently updated and interactive website, and direct e-mail newsletter including process updates and notification regarding future meetings.

The first community meeting brought together more than 150 residents in May 2006 to work on “issues and options” leading to the development of a draft long-range vision for Sunnyslope, in view of the primary need to accommodate as many as 6,000 new residents by 2027.

The second community meeting, held in August 2006, invited residents to revisit the conclusions drawn from the first meeting and work toward developing strategic approaches to future land use in the Sunnyslope area. Workshop

participants reviewed and evaluated four land use scenarios and presented their recommendations. This information was helpful in producing the preferred land use scenario described in this subarea plan.

The third and final community meeting in September 2006 served as a policy workshop. The preferred land use scenario was presented, and attendees were asked to evaluate the scenario and related goals and policies for completeness and ability to support the community's overall vision.

Very early in the process, the County facilitated introductions between the consultant team and key agencies that would have an integral part in the subarea planning process. The agencies identified key issues to additional growth in Sunnyslope and the consultant team incorporated those comments into the strategies presented to the public and in drafting this plan.

In addition to meeting with agencies, the consultant team met with "stakeholder" residents to help identify key issues as seen by long-time Sunnyslopers, orchardists, developers, land-use attorneys, business people, and others. In addition to providing background on resident issues, these meetings helped get the word to the community about the subarea planning process.

Even though new residents are moving to Sunnyslope at a rapid pace, the community has expressed a strong desire to preserve as much of the open, agricultural qualities of the area as possible. There is a broad understanding that resident numbers will increase, but many of the rural features remaining from Sunnyslope's past are still highly prized.

Summary of Alternatives

Each of the following alternatives was considered in drafting this subarea plan. Meeting participants were asked to evaluate each alternative, and their comments were incorporated with analysis conducted by Wenatchee City and Chelan County officials to form Alternative Five, explained in further detail in the alternatives section of the plan.

Alternative 1: Existing Development Patterns

The alternative envisioned the continuation of existing development patterns in Sunnyslope. Of the four alternatives, this pattern accommodated the fewest number of new residents.

Alternative 2: Olds Station

The second alternative was similar to the first, except that it included higher density zones in and around the Olds Station area. Like the existing development alternative, this land use strategy fell well short of targeted resident capacity.

Alternative 3: School Center

This alternative envisioned higher density residential development at the intersection of School and Easy Streets in addition to Alternative Two's Olds Station development. Alternative Three fell short of the plan's capacity target by about 800 people.

Alternative 4: Highline Center

Of the four options, the "Highline Center" alternative offered the greatest density. It met the target population figure using a much larger 10-unit per acre, mixed-use development area along Easy street between Highway 2 and American Fruit Road.

Alternative 5: Modified School Center

The preferred alternative uses alternative three as a foundation, due to comments and thoughts received during the public participation process favoring the retention of as much rural, open-space character as possible, and from Port of Chelan County comments indicating that mixed-use growth was not currently envisioned for their Olds Station properties. A mixed-use center (with a City of Wenatchee "Commercial" zoning designation) is proposed at the intersection of School and Easy Streets. Similar development would be encouraged alongside and blended with commercial activities at Olds Station. This plan was developed using this alternative. It is discussed in greater detail in the alternatives section of the plan.

Conclusions

Population

Sunnyslope's existing population is estimated to be over 3,100 persons, based on 2000 US Census data prorated to 2007 using 1990-2000 growth rates. Approximately 6,000 new residents are forecast to move into Sunnyslope in the coming 20 years. This number was derived from the 17,000 new residents the City of Wenatchee is projected to take on by 2025. The

challenge of this plan was to maintain existing character of Sunnyslope while finding places for an additional 6,000 people to live.

Land use scenarios considered ranged from high-density development in existing commercial centers to the status quo of low-density, single-family development throughout the subarea. Existing development patterns do a poor job accommodating Sunnyslope's share of County-wide growth, but high-density development patterns do a poor job of retaining the existing character of Sunnyslope. This report combines existing patterns and high-density centers as a type of compromise – to bring the subarea close to accommodating the forecast growth while retaining the more rural character of today's Sunnyslope across a large portion of the plan area.

Housing

Sunnyslope can be divided into three areas: northern Sunnyslope, central Sunnyslope and Olds Station. Large-lot, single-family dwellings currently characterize northern Sunnyslope. Central Sunnyslope is a mix of orchards and residential development, generally bounded on the north by Beacon Road and on the south by SR 2/97. Olds Station is effectively the jobs center of the entire Sunnyslope planning area, providing a range of agriculture-related, retail, service, and professional office employment.

Most of the additional development envisioned by this plan will occur in an area informally referred to as a “zone of change” which generally includes Olds Station and that portion of Sunnyslope south of Beacon Road. Under the preferred land use scenario, Sunnyslope will be able to accommodate approximately 5,030 new residents in the next 20 years.

Commercial

In order to allow Sunnyslope residents to conduct daily business closer to home – and to help make higher densities more feasible – commercial districts were carefully considered in development of the preferred land use alternative. All the proposed commercial designations within the Sunnyslope Subarea fall into the Wenatchee zoning classification of Neighborhood Commercial (CN) and North Wenatchee Business District (NWBD). CN zoning is the heart of this plan's strategy for Central Sunnyslope. It is intended to bring about a vital, small-scale commercial center, permitting mixed residential and commercial uses. This size restriction will need to be considered by the City of Wenatchee as it is not already part of the development regulations for CN zones. The larger parcel requirement is intended to ensure that the commercial center is planned and developed in a way that creates an integrated and functional mixed-use district. CG zoning in this plan designated to accommodate a wide range of retail, service and professional office land uses. It suits the

character of much of Olds Station, and is consistent with the character and scale of development along Easy Street and the highway corridor in that portion of Sunnyslope.

Land use

Keeping in mind the need to accommodate planned resident growth over the next twenty years, the land use scenarios considered were designed to preserve the rural character of Sunnyslope at the fringes of the subarea and create a vibrant urban center for all residents of the community. The land use scenarios proposed by this subarea plan are characterized by a denser, mixed-use center around the intersection of School and Easy streets. By creating an area to foster greater density in the center of the subarea and less density in the more rural sections of the subarea, the preferred land use scenario accommodates nearly the targeted number of new residents in the next twenty years.

Transportation (circulation)

Sunnyslope is sliced into four distinct lobes by the existing transportation infrastructure, defined by the state highways that access the subarea and providing regional linkages to areas north, east, south and west. These highways — SR 2/97, 97A, and 285 — provide access to the subarea via Easy Street to the east, and School Road to the west. In addition, Ohme Drive connects the easternmost portion of Northern Sunnyslope to SR 97A, providing a “back door” into the planning area available to travelers heading either north or south on that highway. More people in the subarea will add to a transportation infrastructure that is already frequently overburdened. Major transportation system and level of service issues are considered in the preferred land use scenario.

Summary of Environmental Impacts

The environmental impacts – and associated mitigation measures – related to proposed growth in the Sunnyslope Subarea are summarized in the following tables, consistent with the elements of the environment (WAC 197-11-444). The subarea plan along with supporting documents (specifically, the Wenatchee and Chelan County comprehensive plans) outlines and helps direct the future for the Sunnyslope subarea. The following factors were considered in developing policy for the Sunnyslope Subarea Plan. Those considerations are reflected in the policy items in the plan.

Air Quality

Location	Assessment
Wenatchee Comprehensive Plan SEIS	<p>Impacts: Growth in Sunnyslope and in the Greater Wenatchee Valley area will have an impact on air quality. According to the Wenatchee Comprehensive Plan SEIS, the magnitude of air quality issues will vary seasonally depending on weather patterns and human activities associated with growth.</p> <p>Mitigation: Air quality issues are addressed by this plan in the form of increased density and multimodal transportation options for residents in the Sunnyslope area. The addition of better pedestrian/bicycle facilities and park-and-ride locations throughout the subarea will significantly decrease the amount of pollution that might otherwise be generated by population growth. Also, the integration of more compact, mixed-use development near the Central Sunnyslope area will encourage residents to walk or bike in their community rather than driving to Wenatchee for daily activities (grocery shopping, personal services, etc.)</p>

Agricultural Land

Location	Assessment
Chapter 4: Land Use	<p>Impacts: Due to long-term economic factors, all of Sunnyslope’s commercially-significant agricultural lands have either been already subdivided and developed, or are not commercially viable over the long-term. As such, no agricultural lands of long-term commercial significance will be impacted by additional development in Sunnyslope. Small-scale or hobby farms in existence before the plan will not be</p>

impacted by the land use scenario offered in the plan. Larger sections of land near the Easy/School Street intersection will be used for a town center.

Mitigation: Because the higher intensity development envisioned by this plan helps reduce the need for an outward expansion of the UGA, it helps reduce pressures on nearby agricultural lands to redevelop.

Flood Hazard

Location	Assessment
<p>Wenatchee Comprehensive Plan SEIS</p>	<p>Impacts: Additional flood hazards will be generated by increased impervious surfaces in the subarea. Threat from existing river flood hazard in the subarea is minimal and will not be increased by implementation of the preferred land use scenario.</p> <p>Mitigation: Potential flooding hazards due to increased impervious surface are mitigated by the rules outlined in the Chelan County Storm Drainage Standards and Guidelines. Any development would be required to conform to these standards, which will protect the community from dangerous levels of flooding caused by stormwater runoff.</p>

Geologically Hazardous Areas

Location	Assessment
<p>Chapter 4: Land Use</p>	<p>Impacts: The majority of development proposed in this plan is designed to occur with a pattern of compact settlements within more geologically stable areas of the subarea. Less dense development patterns will continue to occur in Northern Sunnyslope where, due to the steeper terrain, these densities are more appropriate.</p> <p>Mitigation: When developing the draft and preferred land use alternatives, steep slopes and geologically hazardous areas were considered as not developable. The preferred land use scenario includes dense settlement patterns in geologically stable areas and single-family dwellings on larger lots in more geologically hazardous areas.</p>

Plants and Animals

Location	Assessment
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<p>Wenatchee Comprehensive Plan SEIS</p>	<p>Impacts:</p> <ul style="list-style-type: none"> • Vegetation in Sunnyslope will likely be affected by increased development, though the type of vegetation most likely to be affected is non-native and reliant on irrigation. Places designated for lower-density growth are anticipated to develop per current growth patterns, so this plan does not exacerbate vegetation impacts in these areas. • Animal populations in Sunnyslope persist in the Northern Sunnyslope area with the primary large mammal of concern being the Mule Deer. More development will shrink the amount of available land for the Mule Deer to migrate through the subarea, but measures to reduce development along steep slopes and along drainages will help provide migration corridors. <p>Mitigation:</p> <ul style="list-style-type: none"> • No vegetation mitigation measures are proposed at this time, as current patterns will prevail in much of the subarea, and areas where targeted growth is envisioned have already removed most native plant species. • Increased density in the Central Sunnyslope area will cause fewer disturbances to Mule Deer and other animal populations than other approaches to County growth needs. Additionally, critical areas, such as wildlife habitat are protected by the Chelan County Critical Areas Ordinance (CAO). Measures to set aside and/or reduce development on steep slopes and along drainages will help retain migration corridors for animal populations.
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Water Quality

Location	Assessment
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<p>Chapter 6: Utility, Public Services and Community Facilities</p>	<p>Impacts: Additional development will cause an increase in impervious surfaces, which may have a negative impact on water quality in the subarea. In cases where stormwater is directed into the existing Wenatchee stormwater system, the stormwater is not treated before it is discharged into the Columbia River. The increased density envisioned in the more urban core of Sunnyslope will require sewer services, greatly reducing the potential for additional septic systems. Less intense development in Northern</p>
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Sunnyslope will continue on septic, unless sewer services are extended.

Mitigation: All new development will be required to comply with Chelan County’s existing stormwater standards and a Regional Stormwater Utility is being formed to handle stormwater runoff in the UGA. New development in the urban core will require developers to connect to the sewer system. Wenatchee will have to provide these services, and is already planning for extension sewer to the proposed areas of more intense development along School and Easy streets.

Land Supply and Housing

Location	Assessment
<p>Conclusions, Chapter 4: Land Use</p>	<p>Impacts: Given the parameters of the subarea and existing critical areas (steep slopes and geological hazards), greater density will be directed to the Central Sunnyslope area surrounding the intersection of School and Easy streets. Olds Station will remain largely unchanged until potential revisions are adopted into the Port’s long-range plans, and Northern Sunnyslope will see minimal additional development. The preferred scenario calls for a mix of housing types - from large-lot, single-family dwellings to mixed-use commercial/residential development near the School/Easy Street center.</p> <p>Mitigation: To maximize the land available and retain as much of the character of Sunnyslope as possible, more compact development with increased housing options will occur in the Central Sunnyslope area, leaving the large-lot development of Northern Sunnyslope consistent with current patterns.</p>

Land Use

Location	Assessment
<p>Chapter 4: Land Use</p>	<p>Impacts: The impacts of the land use pattern envisioned in this plan will be dictated by how the land is actually developed. If the land is developed as intensely as the plan envisions, impacts will be felt in most of the areas addressed within this section of the SEIS. Increased use of existing infrastructure will strain the system, and the need for additional or improvements to area infrastructure is certain.</p> <p>Mitigation: The County is currently drafting a capital facilities plan for the subarea to address additional</p>

infrastructure problems generated by increased development in Sunnyslope, and the City of Wenatchee is planning to provide access to sewer facilities into the subarea. Transportation issues are being addressed in coordination between WSDOT, Wenatchee Public Works and Chelan County Public Works.

Land Use Aesthetics/Community Character

Location	Assessment
<p>Chapter 4: Land Use</p>	<p>Impacts: In some areas, Sunnyslope’s existing community character will change dramatically. Increased population will require additional dwelling units and the localized commerce to help support them. The intersection of Easy and School streets will include higher-density, mixed-use buildings. Northern Sunnyslope will see far less change, and will help sustain much of the aesthetic qualities of existing Sunnyslope.</p> <p>Mitigation: This plan intends to preserve the rural character of the Northern Sunnyslope area and put most of the development into areas that by proximity, topography and access are most capable of accommodating it. Mixed-use development in the core removes development pressures from the more rural landscape within and outside of the planning area, and helps preserve its character.</p>

Transportation

Location	Assessment
<p>Chapter 5: Transportation</p>	<p>Impacts: Additional development will put additional pressure on the existing road infrastructure. The County’s population plan targets will require additional dwelling units and will generate additional commercial activities. All of this development needs to be linked by new or existing roads. Main arterials like School, Easy and American Fruit Road will feel the pressure of additional development in increased vehicle trips and wear-and-tear.</p> <p>Access to the state highway system will be limited to four areas: 1) Monitor - US 2/97 - Easy Street intersection, 2) Sunnyslope Interchange - School Street area, 3) US 2/97 Easy Street at Olds Station area, and 4) US 97A - Ohme Road intersection. Each of these areas will need improvements to handle the additional traffic from the growth in the study area.</p>

Mitigation: To mitigate these potential impacts, WSDOT, Wenatchee Valley Transportation Council, Wenatchee Public Works and Chelan County Public Works are working together to devise solutions to existing and potential circulation problems throughout the subarea and in connections with other portions of the subarea. These plans include additional overpasses for cars and pedestrians, more signals at critical intersections, a right-in/ right-out only change on School Street from Highway 2/97, as well as non automobile-oriented solutions including park-and-ride facilities, improved trails and other bicycle and pedestrian infrastructure.

Chelan County, through SEPA review, will require new development to participate in a fair share, prorated, financial contribution to mitigate off-site transportation impacts in the Sunnyslope area. Early funding through pro-rate share participation can fund early design and cost estimate analysis which will be very helpful to clarify costs and timing of needed transportation improvements. Pro-rata share contributions can also help leverage grant and other requested funds to construct improvements.

Public Services and Facilities

Location	Assessment
Wenatchee Comprehensive Plan SEIS	<p>Impacts: All services – emergency medical, fire protection, and police protection – will feel the pressure of additional growth in the subarea. The County’s population plan targets will require additional public services.</p> <p>Mitigation: Chelan County Fire District 1 and the Chelan County Sheriff’s department will continue to monitor the effects of additional growth in Sunnyslope and adjust service and facilities accordingly.</p>

Parks and Recreation

Location	Assessment
Chapter 7: Parks and Recreation	<p>Impacts: Additional development in the Sunnyslope area will put increased pressure on the existing parks and recreation infrastructure. Although the area already has two large parks – Ohme Gardens and Confluence Park – it lacks sufficient neighborhood parks. The parks and recreation element of the subarea plan envisions the development new parks and trails systems within the subarea. Developing</p>

these will require that some land be procured by Chelan County or another agency with designated responsibility for park land acquisition, which will make these lands unavailable for residential or commercial development.

Mitigation: Park and trail system development has been considered in the drafting of this subarea plan and in conducting assessments of available land in developing zoning and land use designations for the subarea. The City of Wenatchee has identified areas where Sunnyslope residents are currently underserved by parks and propose additional parks in the Parks and Recreation element of their Comprehensive Plan.

Sanitary Sewer

Location	Assessment
Chapter 6: Utility, Public Services and Community Facilities	Impacts: More intense residential and commercial development around the intersection of School and Easy streets will require the addition of sanitary sewer to the area. Northern Sunnyslope will likely remain on septic systems due to the size of the lots and lower intensity of development. Mitigation: Wenatchee Public Works intends to provide the most densely developed areas of Sunnyslope with sanitary sewer access as it develops. Cost of installation of a sewer line will likely be borne by the developer who chooses to develop first and then will later be repaid by “late-comers” when the developer enters into a latecomer agreement with the City. The City of Wenatchee’s plan includes a goal to develop strategies for extension of the sanitary sewer collection system into urbanized areas, including Sunnyslope.

Schools

Location	Assessment
Chapter 6: Utility, Public Services and Community Facilities	Impacts: Development will bring additional students into the subarea and will require the Wenatchee School District to provide additional teachers, staff and facilities. The subarea is only served by one elementary school. Middle and High School-aged Sunnyslope children now attend school in the Wenatchee City area. Mitigation: The school district will continue to monitor the effects of additional growth in Sunnyslope and adjust service and facilities accordingly.

Stormwater Runoff

Location	Assessment
Chapter 6: Utility, Public Services and Community Facilities	Impacts: Additional impermeable surface as Sunnyslope grows will contribute to the quantity of stormwater runoff in the subarea. Mitigation: A regional stormwater district is being formed to address stormwater issues in the UGA.

Public Water Supply

Location	Assessment
<p>Chapter 6: Utility, Public Services and Community Facilities</p>	<p>Impacts: The subarea is supplied water by the Chelan County PUD, and for agricultural purposes the Wenatchee Reclamation District provides irrigation to a portion of the subarea. Increased development will put added pressure on the existing systems. Should the agricultural land currently served by the Wenatchee Reclamation District be subdivided or converted to a non-agricultural use, the district will continue to serve those properties but has no intentions to expand service to other areas of Sunnyslope.</p> <p>Mitigation: While the PUD has additional capacity to accommodate new residents, the City of Wenatchee’s Comprehensive Plan policies propose water conservation as a measure to decrease the impact of additional development. The PUD also promotes water conservation and education about more suitable landscaping for Wenatchee’s arid climate.</p>

Irrigation Water Supply

Location	Assessment
<p>Wenatchee Comprehensive Plan SEIS</p>	<p>Impacts: Additional development will have some, but very little, impact on existing irrigation districts. The Wenatchee Reclamation District provides irrigation services to some agricultural properties in the subarea. Once developed to a residential intensity, water usage may actually drop. The Wenatchee Reclamation District has no plans to expand services in the Sunnyslope area.</p> <p>Mitigation: The Wenatchee Comprehensive Plan SEIS suggests that the Wenatchee Reclamation District form an irrigation distribution district to more actively participate in operating the distribution of irrigation water, including maintaining irrigation lines and metering water use for more accurate billing. Additional use of irrigation water could contribute to the reduction of demand on and extending the life of the Regional Water Supply. The SEIS also suggests conservation.</p>

Scenic Resources

Location	Assessment
Chapter 4: Land Use	<p>Impacts: The subarea is currently characterized by homes on large lots with views to the south and east. On the whole, these larger lots will remain and density will be directed toward the Central Sunnyslope area.</p> <p>Mitigation: The increased density in the Central Sunnyslope area will protect the views of existing and future residents on the hills. Height restrictions are not necessary to protect scenic resources at this time. Views of the Columbia and Wenatchee Rivers will remain prominent. As Sunnyslope develops, the view of the area from Wenatchee will be similar.</p>

2 Process Overview

The interlocal agreement, described in the previous chapter, calls for the City of Wenatchee to adopt this subarea plan as part of its comprehensive plan, much as it adopted its Waterfront Subarea Plan and the Orondo Corridor Subarea Plan. For this reason, this plan has been prepared to be consistent with the City's 2005 comprehensive plan, basing its goals and policies on those contained in that plan. The City's planning process will in all likelihood require that this plan be updated, especially following the current comprehensive plan update process. Special attention is needed regarding how the City's CN zone applies to Sunnyslope and in the development of mixed-use characteristics for Olds Station, including the Port of Chelan's influence and perspective as it develops its own long-range plans for the area.

This plan was also prepared to be consistent with the County's 2005 comprehensive plan, because County policies regarding critical areas, housing, land use, transportation and other elements still apply to land within Sunnyslope.

Project study area

Chelan County and the City of Wenatchee established the Sunnyslope project study area based on their comprehensive plans and the results of the 2005 land-availability study. The UGA was open to expansion, as identified in the study area, to accommodate forecast growth. Both jurisdictions understood at the outset of this planning process that the

Sunnyslope Long-Range Plan & SEIS – Final



Figure 2.1 – The Sunnyslope Long-Range plan is unique, being developed by one jurisdiction for adoption and implementation by another. (Studio Cascade, Inc.)

Sunnyslope UGA would probably need to grow to accommodate 6,000 new residents, pushing the boundary of urban growth northward and westward into the foothills and toward Monitor. The study area did not reach as far west as Monitor, nor did it reach south into Lower Sunnyslope along the Wenatchee River. Future planning may eventually address expansion into these areas, but the emphasis now is on establishing an appropriate and beneficial pattern of urban development within the existing planning area.

This subarea plan is intended to identify land use and related policy, establishing zoning and facilitating the City's management of urban growth in Sunnyslope.

Public Outreach

With an agreement with the City of Wenatchee, Chelan County initiated and led the Sunnyslope Long-Range Plan process, contracting with a consultant to facilitate public outreach and produce this subarea plan. The process included three community meetings and a variety of other outreach efforts. This plan reflects the results of the public involvement process, laying out strategies to implement the ideas that emerged from the community's visioning process for Sunnyslope.

Public Meeting 1 – "Issues & Options Workshop"

The first Sunnyslope Long-Range Plan meeting was held May 24, 2006, and worked to help the community identify primary issue and opportunity topics, leading to the development of a long-range "vision" for the area. County and City representatives helped initiate the proceedings by introducing some of the known issues, including Growth Management Act (GMA) requirements to plan for projected growth within the area, setting the plan target for Sunnyslope's portion of Countywide growth at 6,000 new residents. More than 150 residents gathered in groups of eight to ten, discussing and recording their thoughts regarding a variety of categorized topics; at the end of the evening, a representative from each table presented their findings. Results from this meeting shaped the vision statement presented at the following meeting and guided the development of several basic land use strategies presented in the second public workshop. The vision statement is presented in Chapter 3.

Public Meeting 2 – "Alternatives Workshop"

Based on the conclusions drawn from the May meeting and the results of research and informal polling over the summer, the consultant team presented a series of land use concepts for community consideration on August 22, 2006. Participants

reviewed four different land use concepts, evaluating each in terms of its consistency with the vision expressed in May, its ability to accommodate the County's growth target, and its "real world" chances of being successfully implemented. Workshop activities charged participant groups to study each of the four alternatives and make recommendations based on criteria including "Automotive Transportation," "Local Identity/Character," "Basic Services," "Economy," and "Environmental." These results were eventually distilled to help produce this plan's preferred land use scenario. The draft vision statement developed from input received at the first meeting was shared for the first time, and participants were given the chance to review and comment on proposed SEPA amendments related to the plan.

Public Meeting 3 – "Policy Workshop"

At the third and final public workshop, held on September 19, 2006, the consultant team presented a compilation of the range of community comments and direction provided over the course of the process, and displayed what had emerged as the "preferred" land use alternative, together with outline-version goals and policies supporting the community vision. Participants, once again divided into groups, were asked to review the preferred land use plan and to evaluate the draft policies submitted, including the addition of any new goals or policies thought necessary. At the end of the evening, each group presented their findings to the larger audience, noting those policies they favored, didn't like, or could approve on a conditional basis. Those policy recommendations, from draft form and including input from the policy workshop meeting, are incorporated with the preferred land use plan in this document.

Agency Introduction

The three community meetings provided the backbone of public involvement, but the County also sought other ways to involve residents and businesses in developing the Sunnyslope Long-Range Plan.

At the outset of the Sunnyslope planning effort, the County wanted to introduce agency representatives and consultant team members to each other, to the process, and to key service issues affecting the scope of the plan. On January 12, 2006, a meeting was held including a cross-section of agency staff members, each invited by then-acting Planning Director Mike Cecka. Discussions centered on issues such as traffic, provision of sewer and water service, and growth pressures already being experienced in the area. The agency meeting also provided the opportunity to increase local awareness of the process and improve participation at the public meetings to follow; all participants were asked to spread the word about the upcoming Sunnyslope plan. A list of everyone at the January 12th meeting was provided as part of the public record and later posted on the project-specific website.

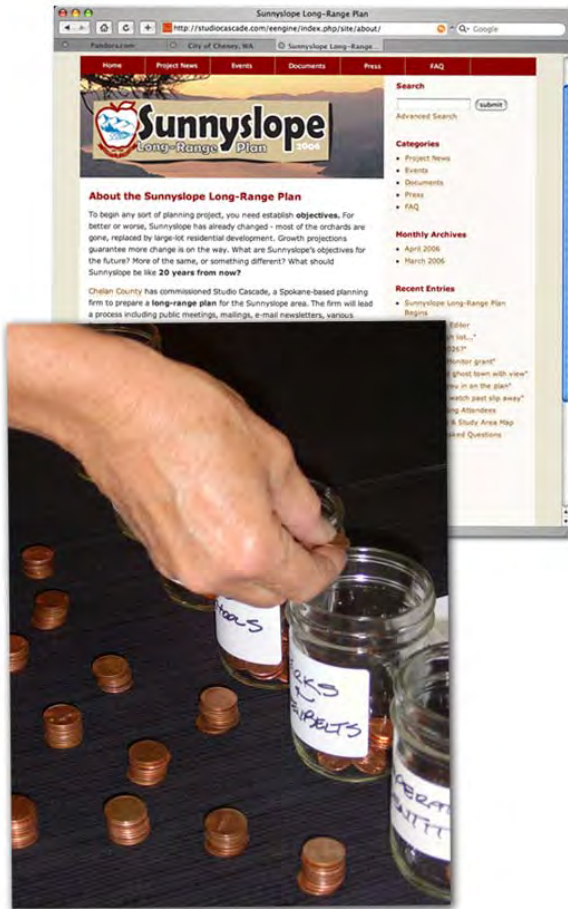


Figure 2.2 – The Sunnyslope plan website made nearly all process documents and worksheets available online; informal “penny polling” was used to help prioritize the vision. (Studio Cascade, Inc.)

Stakeholder Interviews

To expand its introduction to Sunnyslope, the consultant team asked County staff to set up interviews with a sampling of non-agency “stakeholder” residents, to provide a sense of key issues taken from the perspective of long-time Sunnyslopers, orchardists, developers, land-use attorneys, businesspeople, and others. On January 21 and 22nd, 2006 the consultant team met with a total of 13 people – individually or in pairs. The stakeholder interviews also provided the opportunity to increase local awareness of the process and improve participation at the public meetings to follow; all participants were asked to spread the word about the upcoming Sunnyslope plan. A list of participants and notes from their interviews were provided as part of the public record and later posted on the project-specific website.

Advance Meetings

The consultant team wished to verify their impressions and general approach to each public meeting in advance, so participants from the agency and stakeholder meetings were invited to attend a short session prior to each major public event for those purposes. Those individuals comprised an initial, informal stakeholder panel; any and all others wishing to attend the two such meetings held were welcome to do so, and many residents did. Sessions were held the evenings of May 23rd and August 21, 2006, one day prior to the first two public meetings. The names of folks sent reminders about these sessions were provided as part of the public record and later posted on the project-specific website.

Penny Polling

The County and its consultants, recognizing the importance of involving residents too busy or unavailable to participate in public forums, developed and implemented an informal survey method for the plan, termed “penny polling.” This involved a staffed table set with ten jars, each labeled with a topic associated with issues identified as important to the Sunnyslope plan. A nearby poster board provided explanations of each topic area, and asked participants to portion out a ten-penny “budget” among them according to perceived importance. Penny Poll booths were set up at each of the first two public workshops, and at two other locations on July 15, 2006: at a grocery store in the Olds Station area, and at Confluence State Park. Participation turned out to be fairly low, but the results of the voting were clear and echoed comments received in the public workshops. Participant numbers and results were provided as part of the public record and later posted on the project-specific website.

Web Site

One key tool used for the Sunnyslope planning process was a Web site created and maintained by the consultant. Chelan County’s sponsorship of this project site helped provide a convenient, up-to-date and comprehensive venue for project information. Postings and features included captioned images from the area, maps and graphics developed for the process, downloadable exercises matching those presented at each of the public meetings, copies of all press coverage of the process, participant correspondence, meeting materials and agendas, an events calendar, process news articles, and a frequently asked questions (FAQ) section. Periodic “mini polls” were posted on the site to gather on-line feedback, and registered participants were allowed the opportunity to comment on most of the items posted on the site. The site included an entry field giving visitors the chance to join an e-mail list for project news and correspondence. The site was kept current through the end of the consultant contract and was archived and provided in electronic form to the County at that time.

Direct E-mail Notification

Participants providing an e-mail address received periodic updates and meeting invitations as the process continued. Six such e-mail “newsletters” were delivered through the process, received by a list of 95 participants as of January 2007. Copies of all newsletters were provided as part of the public record and later posted on the project-specific website.

3 Plan Vision

According to the community, as expressed at the May 24, 2006 public meeting, a draft vision statement was developed for evaluation at the Alternatives Workshop on August 22, 2006; this was expressed largely as “bullet” items sorted into six topic areas, and was provided as part of the public record and later posted on the project-specific website. A second, more concise version was developed in support of the preferred land use strategy that emerged from the Policy Workshop on September 19, 2006, and is provided here:

“By 2026, the Sunnyslope and Olds Station area is home to as many as 6,000 new residents, many of those residents employed in Olds Station. Though farming has been displaced by more urban uses, the area still feels closely connected to the land, with reminders of an agricultural past embedded in the patterns of open spaces, historic residences, irrigation channels, trees and landscape elements, and types of public art on display.

The northern or upper Sunnyslope area is relatively unchanged from its condition in 2006, with large-lot single-family housing being the predominant land use. Development patterns respect natural topographic contours and take advantage of steep slopes and drainages to provide contiguous open spaces that provide for wildlife, and link the area visually to undeveloped public lands to the north and more intensely developed areas to the south. Many or all orchards present in upper Sunnyslope in 2006 have since been developed to create



Figure 3.1 – To balance growth and landowner needs with the Sunnyslope vision, a basic strategy, illustrated above, was developed for the long-range plan. (Studio Cascade, Inc.)

additional single-family lots, increasing the overall population in this area, but retaining the large-lot density level set forth by the Long-Range Plan.

Central Sunnyslope, bounded by the state highway on the south and American Fruit Road on the north, is quite different than it was, with varied housing types and a modest commercial center creating a vibrant and walkable neighborhood. The pattern of land uses here encourages walking, and respects the land's natural contours, taking advantage of steeply-walled drainages to provide areas for open space, wildlife and trails, as well as helping to locate commercial uses within close proximity to higher density housing.

Olds Station remains a regional employment hub, retaining agricultural processing and transport industry and expanding its supply of professional office and light industrial development. Residential land uses are also incorporated into the mix, occupying the upper floors of office and retail buildings in the central portion of Olds Station and taking advantage of river views to the east. Though issues of distance and the presence of major roadways separate the Olds Station area from upper and central Sunnyslope, both areas are perceived as two districts within the larger Sunnyslope area, due in part to components that tie them together such as pedestrian and cycling trails, transportation improvements that ease localized traffic flow, and complimentary development and land-use patterns.

Even though the population of Sunnyslope has increased by as many as 6,000 since 2006, the location of employment, education, recreation, and shopping uses within the planning area has helped minimize traffic impacts to the North Wenatchee Avenue Bridge and other regional transportation corridors.”

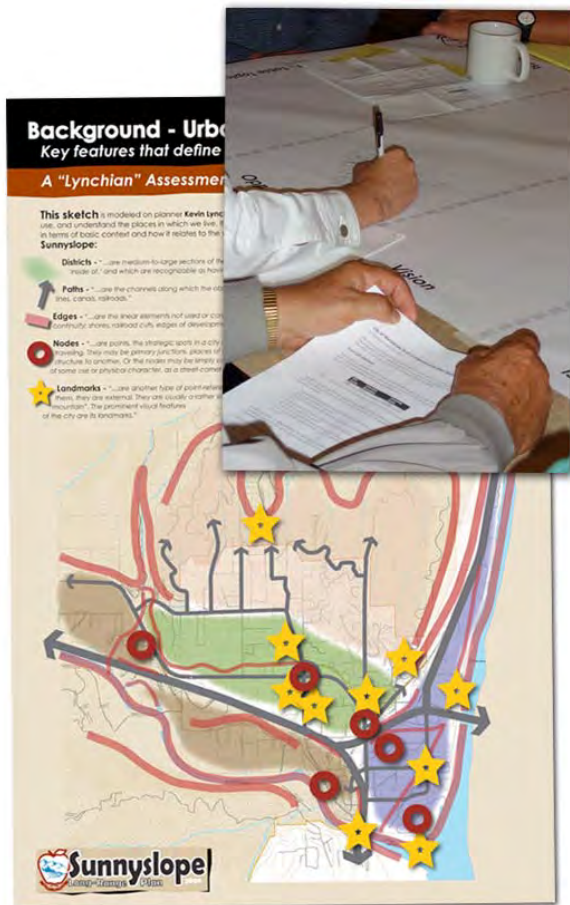


Figure 3.2 – An initial assessment illustrated Sunnyslope’s planning “nodes”, “edges”, landmarks and districts; participants helped define issues and opportunities at public meetings. (Studio Cascade, Inc.)

Plan Issues

Sunnyslope is a relatively complex place, with public services provided by Chelan County, the Chelan County PUD, the City of Wenatchee, the Highline Irrigation District, Washington State Department of Transportation (WSDOT), and others. The issues below articulate some of the more pressing concerns and trends, shaping the goals that have been created to address them and to achieve the community’s vision.

1. Agricultural land uses are being phased out, replaced by non-farming activities. This may create conflicts while agricultural uses continue adjacent to residential, commercial and industrial uses.
2. Suburban, large-lot subdivisions are the predominant development type in the subarea, increasing pressure for the provision of improved street, water and wastewater services, public safety services, schools and more convenient access to daily needs.
3. Sunnyslope is growing very rapidly and is forecast to continue that growth along with population increases in the Wenatchee metropolitan area. Using projections adopted by the County and apportioned within its UGA by the City of Wenatchee, population within the Sunnyslope and Olds Station area is expected to grow by as many as 6,000 residents by the year 2025.
4. Sunnyslope residents have a strong desire to retain the rural character of the area as defined by large open

spaces, views, rural road types, and the continued presence of agricultural activities.

5. Most Sunnyslope residents are satisfied today with driving private automobiles to other areas in and around Wenatchee for employment and shopping.
6. Many Sunnyslope residents and land owners are excited about the opportunity to include areas of more urban character and density in Sunnyslope, over time.
7. Sunnyslope is forecast to develop to urban densities with services provided by the PUD, the City of Wenatchee and Chelan County. Though there are no current plans to annex the area to the City, both the City and County have agreed to use the City of Wenatchee's development regulations to manage land use development in the subarea.
8. Home prices have increased dramatically, with a median Sunnyslope single-family home affordable only to the highest income segments.
9. The vast majority of housing units in the planning area are located north of SR 2/97, with very few located in Olds Station.
10. Median household income in Sunnyslope for the year 2000 was \$68,224; more than \$33,000 beyond the median income in Wenatchee.
11. Almost all of the existing housing units in the planning area are single-family detached homes.
12. Assessed property values have increased more than 25% since the year 2000, virtually guaranteeing continued annual property tax increases at the 3% limit.
13. The Chelan County PUD provides domestic water service to the planning area.
14. Olds Station is provided with sewer service by the City of Wenatchee, but there is almost no existing sewer service in the Sunnyslope area above SR 2/97.
15. The Highline Canal and irrigation district serves a large portion of Sunnyslope, and many of its current customers use the water to irrigate gardens and yards in single-family subdivisions.
16. Increasing traffic crossing the North Wenatchee Avenue Bridge has decreased the convenience of travel between Sunnyslope and Wenatchee.

17. Attaining a desired mix of land uses in Sunnyslope will require a change in the way local government regulates land development.

Alternatives

Alternative 1: Existing development patterns

This growth strategy responded to Sunnyslope’s vision of open space and rural character by extending growth within the UGA study area at the minimum densities generally allowed by the Growth Management Act, and included some residential development in the Olds Station area. Existing parks, waterways, drainage and steeply sloped areas would comprise most of this strategy’s contiguous open space, leaving the bulk of remaining lands available for four unit-per-acre development, dispersed without coordination. Of the four growth strategies presented, this alternative supported the fewest number of new residents, and relied most heavily on automotive transport to Olds Station and Wenatchee for shopping, schools, and employment. This strategy presented the least efficient option in terms of per-unit costs for police, fire, water, sewer, and transportation services. Additional growth would need to be accommodated elsewhere, as infill projects or through an expanded UGA.



Alternative 2: Olds Station

This growth strategy matched the low-density model presented in Alternative One, but added higher density residential in Olds Station — as much as 20 units per acre — potentially similar to shoreline development envisioned near Downtown Wenatchee. As with Alternative One, existing parks, waterways, drainage and steeply sloped areas would comprise most of Sunnyslope’s contiguous open space, with remaining lands developed under four unit per-acre guidelines. This alternative improved upon population estimates presented in Alternative One, but still required that much of the County’s overall growth be shifted elsewhere. Automotive dependence would be greatly reduced for Olds Station residents, and increased retail and commercial diversity serving that area could help reduce trip length for residents of Sunnyslope. Transportation and land value issues could begin to burden land-intensive commercial

operations at Olds Station. Utility and essential service costs would be somewhat improved per-unit, due to concentrated growth near existing infrastructure.

Alternative 3: School Center

Alternative Three proposed a small mixed-use, higher-density center at the intersection of School and Easy Streets in addition to similar development in Olds Station. Higher-density sections of Sunnyslope would be developed in a more clustered fashion, preserving open space and perhaps retaining small-scale, “neighborhood orchards” in lieu of formal parks. Residents of both Sunnyslope and Olds Station would have greater choice in terms of nearby increased retail and commercial diversity, helping reduce traffic issues. Per-unit costs for police, fire, water, sewer, and transportation services would be greatly improved over Alternative One. Upper Sunnyslope would be left to develop as low-density, four-unit per acre development. This alternative improved upon options one and two in terms of accommodating expected growth, but was approximately 800 shy of the sub-area plan target of 6,000 new residents.

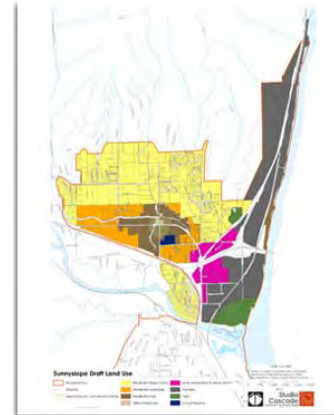


Alternative 4: Highline Center

Alternative Four proposed 10-unit per acre, mixed-use development for land along Easy street between Highway 2 and American Fruit Road, and retained low-density patterns elsewhere in Sunnyslope. Olds Station would develop at lower intensities than in Alternatives Two and Three. As with Alternative Three, mixed-use sections of Sunnyslope would be developed in a more clustered fashion, preserving open space and perhaps creating several small-scale parks. Under this scheme, Sunnyslope would develop in a far more self-contained fashion, reducing the need for additional bridge capacity across the Wenatchee River. Per-unit costs for police, fire, water, sewer, and transportation services would be at the lowest of all four alternatives, and Alternative Four was the only one of the four that met stated goals for accommodating future growth.

Alternative 5: Modified School Center

The preferred land-use proposal for Sunnyslope envisions two generalized development patterns: areas where mixed-use, higher-density development is encouraged, and areas where lower-intensity growth is the norm. This strategy, coupled with a policy framework designed to retain open space, promote rural building and infrastructure character, and pace improvements with development is designed to protect Sunnyslope’s essential qualities while addressing long-term growth. As with Alternative Three, a mixed-use center (with a City of Wenatchee “Commercial” zoning designation) is proposed at the intersection of School and Easy Streets. Similar development would be encouraged alongside and blended with commercial activities at Olds Station. Open space and view-shed areas would be preserved through slope and watershed setback restrictions, a Highline Canal greenway, and other potential park and recreation areas. The proposal gives residents of both Sunnyslope and Olds Station greater choice in terms of nearby retail and commercial activities, helps reduce traffic issues, and lowers per-unit costs for services like police, fire, water, sewer, and transportation services. While the Port of Chelan County is not now interested in pursuing mixed-use development on its Old Station properties, blending jobs and housing there – as envisioned in Alternative Three – may become more attractive to the Port as time passes.



4 Land Use

Sunnyslope's existing land uses are varied, with orchards and single-family residences of varying scale predominating in the areas north of SR 2/97, and commercial and industrial uses predominating in Olds Station. Sunnyslope is composed of three distinct planning areas:

- **Northern Sunnyslope** - characterized by large-lot single-family development, this area is mostly hilly and open with commanding views of areas south and west
- **Central Sunnyslope** - this area contains a mix of orchards and residential development, generally bounded on the north by Beacon Road and on the south by SR 2/97. Olds Station encompasses the area south of SR 2/97 and along the Columbia River. A mix of long-standing industrial, commercial - and in the southwestern portion of Central Sunnyslope - residential land uses predominate
- **Olds Station** - this area is effectively the jobs center of the entire Sunnyslope planning area, providing a range of agriculture-related, retail, service, and professional office employment.

This plan's overall land use concept builds on the existing mix, increasing residential density in Central Sunnyslope and retaining Olds Station as a regional employment center. The increased residential density in Central Sunnyslope is also keyed into the creation of a new town center at School Road and Easy Street, introducing a mixed-use

Sunnyslope Long-Range Plan & SEIS – July 16, 2007 Draft

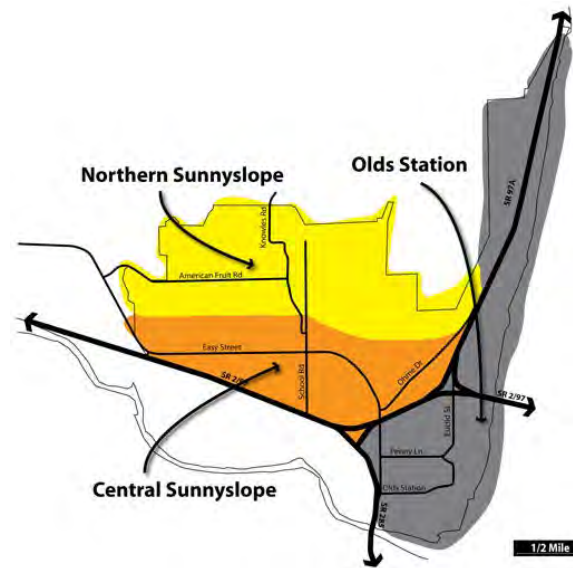


Figure 4.1 –Reference is often made to “Northern Sunnyslope”, “Central Sunnyslope”, and “Olds Station” in this plan. Though local understandings or other official designations may differ, this presents a diagram of this plan’s references. (Studio Cascade, Inc.)

commercial/residential concept intended to become the hub of a safe and walkable community.

Plan Concepts

The Sunnyslope Long-Range Plan draws two broad distinctions of land in the Sunnyslope/Olds Station study area. One is the concept of a “Zone of Protection.” The other is the concept of a “Zone of Change.” These two schematic features outline a planning strategy that retains identified features residents want, while successfully adapting to forecasted population growth. In order to be successful, the long-range plan also requires reduced reliance on the North Wenatchee Avenue Bridge for daily trips and developing land use patterns that facilitates convenient access to nearby shopping, services and employment.

Overall, the subarea will accommodate up to 6,000 additional residents in Sunnyslope and Olds Station.

Zone of Protection

In this area, existing residential subdivision patterns are expected to remain relatively unchanged. Much of the land once used for orchards was already subdivided, resulting in a pattern of large-lot single-family construction. Lot sizes within this area were largely determined by new residents’ market preferences, existing County zoning options, and the lack of a sanitary sewer system.

Even though water is currently available (provided by the Chelan County PUD), sewer lines are not in place to serve this area. This limits development to those able to be

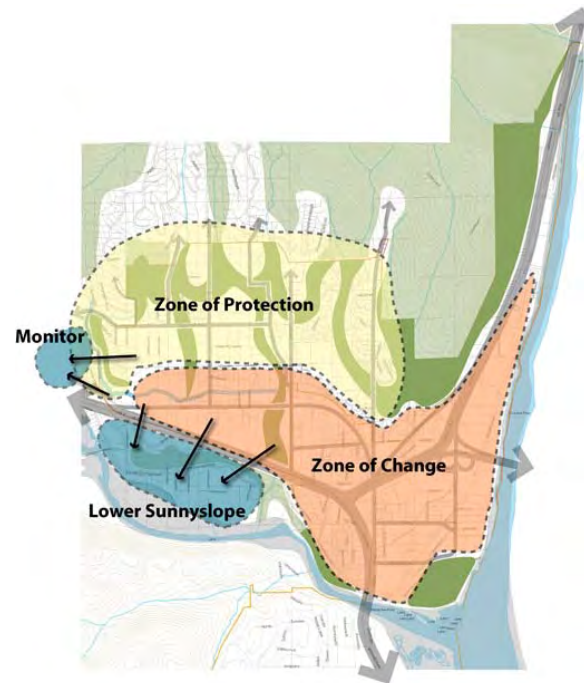


Figure 4.2 – From a strategic standpoint, the Sunnyslope Long-Range plan may be expressed as defining two basic areas – a “Zone of Protection” where existing patterns and conditions remain largely the same, and a “Zone of Change” where needs and opportunities are addressed more aggressively. Areas for possible expansion, should it become necessary in the future, are identified in blue. (Studio Cascade, Inc.)



Figure 4.3 – This is an example of what could be built between Easy Street and SR 2/97 in central Sunnyslope on orchard land identified for future growth. A larger version of this illustration is available in the plan appendix. (Studio Cascade, Inc.)

serviced by private septic systems; most often, the prevailing soil types mandate large lots to accommodate appropriately sized drain fields.

More intense development in the “Zone of Protection” (ZOP) would require extension of public sewer systems into the land uphill of Easy Street and American Fruit Road. This would be expensive, and, in many cases, would be unwelcome. Residents repeatedly stated their desire to maintain the *status quo* in northern Sunnyslope, resisting more intensity and opposing increased costs, if any, to sewer the area.

Zone of Change

New residents are coming. If preserving existing lot patterns is crucial to existing Sunnyslope residents, then other areas must intensify to accommodate forecast growth. The primary strategy developed through the public process to accommodate this growth establishes a “Zone of Change” (ZOC) generally including Olds Station and that portion of Sunnyslope south of Beacon Road, identifying those places where land uses must evolve to provide increased housing density and new local services.

This area is already served by the PUD’s water system, but comprehensive wastewater service is concentrated in Olds Station only (a sewer line has been extended to serve Sunnyslope Elementary School, but it has no additional capacity to serve other uses north of the state highway.) Additional sewer capacity will be

necessary to realize the ZOC concept. The City of Wenatchee understands this and is planning accordingly.

The ZOC represents an opportunity to manage land development in a new way. It anticipates a gradual evolution of land use in Olds Station, and a more rapid transformation of land uses in what are now some of Sunnyslope's last remaining orchard areas.

- Olds Station, now an employment, shopping, and services center, is largely governed by a Planned Development District overseen by the Port of Chelan County. This plan anticipates Olds Station will evolve over time into a district including residential uses, mixing apartments or condominiums along with or in proximity to office and light industrial development.
- Within the ZOC, this plan works to prevent the incremental conversion of Sunnyslope's orchards to large-lot single-family use. Instead, the Sunnyslope plan supports the provision, when such conversion occurs, of master-planned and fully-served communities, incorporating a mix of housing densities served by a modest commercial core.

The planning process identified that the UGA may need to be expanded either into Lower Sunnyslope or westward toward Monitor if growth exceeds what is forecast. While these areas are not included in the UGA or in the study subarea, they could become other elements within the ZOC should the community need or desire additional population capacity.

Land Use Designations & Zoning

Sunnyslope is under the jurisdiction of Chelan County but lies within the City of Wenatchee's UGA. Chelan County proposes the assignment of land use and zoning designations based on the City of Wenatchee's comprehensive plan and zoning ordinance. Wenatchee is now in the process of amending both its comprehensive plan and its development regulations; for this reason, the land use and zoning designations included in this plan reflect the City's designations in place during the time of this plan's preparation. The City of Wenatchee may revise its land use designations and zoning through its update process. If this occurs, changes will need to be reviewed by the County for appropriateness to Sunnyslope and to this plan.

This subarea plan does propose one immediate change to a City of Wenatchee zoning district, as it applies to Sunnyslope. While the zoning proposed in this plan is based on the City of Wenatchee's existing zoning districts, the County believes a slight revision to the "CN" zone or a new zone created specifically for this area (CV-Village Commercial) to permit mixed

uses to fit the specific area, and to mandate a larger minimum parcel size will make it more consistent with Sunnyslope’s vision. Proposed language for that zoning text amendment is included as Appendix D to this plan, and may be adopted by the City as a distinct zoning district applicable only to Sunnyslope.

The City of Wenatchee’s adopted comprehensive plan and zoning districts are identical, ensuring consistency between long-range, policy-based comprehensive plan designations, and the more immediate, precise designations of zoning. More complete descriptions of the intent of each land use district, as well as the standards and uses permitted under zoning can be found in the City of Wenatchee’s draft zoning ordinance. The following paragraphs depict the land use map and zoning envisioned and the relevance and importance of each to Sunnyslope and to its overall land use concept:

Residential Single Family - This designation, generally applied in Northern Sunnyslope, permits low-density, single-family development. Assigned density is four units per acre, but actual development density may be much less depending on slopes, wildlife habitat, access limitations, parcel configuration or other development constraints.

Residential Moderate - This designation permits more dense single-family types and some attached

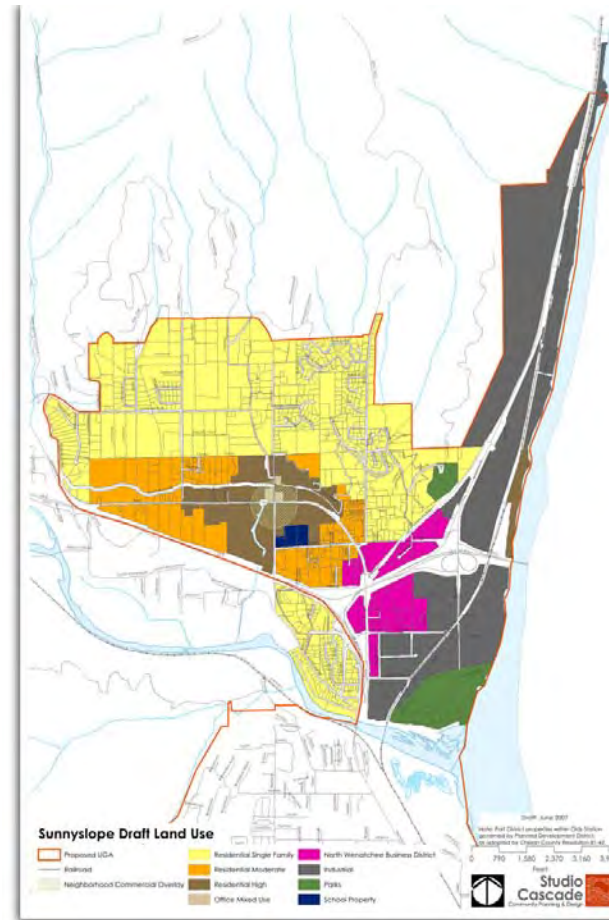


Figure 4.4 - The land use map delineates residential zones, commercial, public space and industrial areas. A larger version of this map is available in the plan appendix. (Studio Cascade, Inc.)

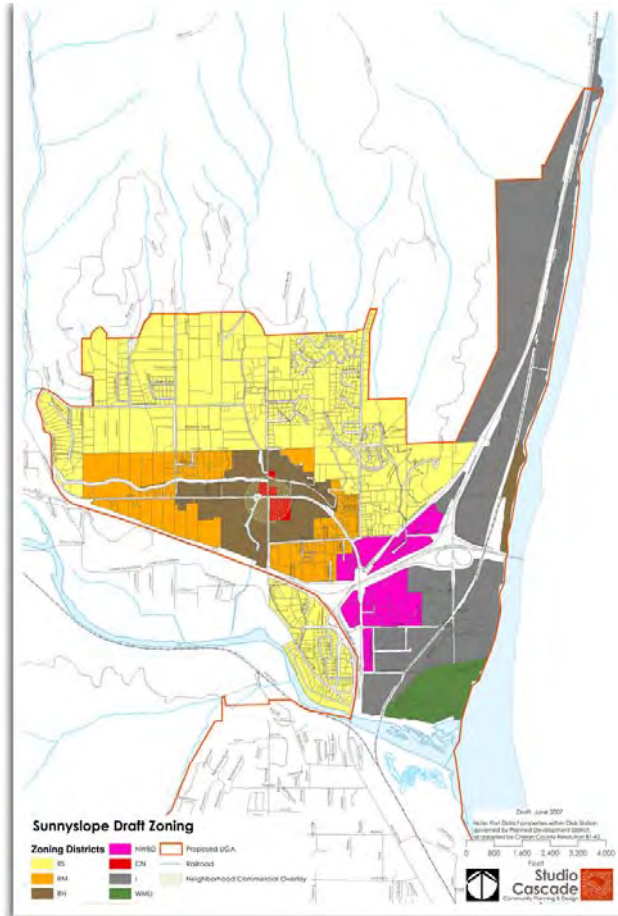


Figure 4.5 –The proposed zoning identifies the corresponding zoning from Wenatchee’s zoning ordinance. A larger version of this map is available in the plan appendix. (Studio Cascade, Inc.)

housing. It is located along the outer rim of Central Sunnyslope, beginning the transition to more intense development nearing the intersection of School Street and Easy Street.

Residential High – This designation supports a wide range of housing types, permitting apartments, condominiums, townhomes, and single-family development. Its location near the center of Central Sunnyslope is essential for creating a dynamic and walkable place near Sunnyslope Elementary School and the emerging small-scale commercial center at School and Easy.

Neighborhood Commercial – This designation is intended to bring about a vital, small-scale commercial center in Sunnyslope. It permits mixed residential and commercial uses intended to ensure that the commercial center is planned and developed in a way that creates an integrated and functional mixed-use district that contributes to the needs and character of the Central Sunnyslope area .

N. Wenatchee Business District – This designation is designed to accommodate a wide range of retail, service and professional office land uses. It suits the character of much of Olds Station, and is consistent with the character and scale of development along Easy Street and the highway corridor in that portion of Sunnyslope.

Industrial – Olds Station will remain an employment center with the Port of Chelan County and other

property owners continuing to develop industrial and professional offices in this area (consistent with current planned development permit approvals). The Industrial designation will accommodate this, however, the increased demand for high-density housing in Sunnyslope calls for the inclusion of residential uses in Olds Station as part of a larger urban mixed-use strategy. Today’s market may not support residential uses in Olds Station, but areas of Wenatchee’s waterfront are now undergoing a transition that could be extended into the Olds Station area.

Parks and School Property – These land use designations represent large land holdings that are dedicated to public use. Both Confluence State Park and the Sunnyslope Elementary School are included in this designation. If the school district or other public agencies acquire and develop larger landholdings for public use in the future, the City and County may wish to designate those lands accordingly.

Land-Use Designation Overview

Land-Use Category	Density by Acre	Zoning Designation
Residential Single Family	4 units/2 stories	RS
Residential Low Density	6 units/2 stories	RL
Residential Moderate	8-20 units/2-3 stories	RM
Residential High	25 units/3 stories	RH
Commercial Neighborhood	2-4 stories	CN
N. Wenatchee Business District	4-6 stories	NWBD
Industrial	6 stories	I
Parks and School Property	--	
Neighborhood Commercial Overlay	4 stories	NC-Neighborhood Commercial Overlay (see CN proposal, Appendix D)

Zoning alone may not be enough to accomplish what Sunnyslope residents wish for their community. Primary concerns are that increased intensity may compromise elements of areas that they cherish, that open spaces and access to trails systems be maintained, that higher density does not equate to traffic woes, and that a sense of the agricultural heritage that has defined Sunnyslope for the majority of its modern history be maintained. This subarea plan includes policies to address these concerns, encouraging the County and City to develop and adopt design guidelines to tailor development and land use in accordance with Sunnyslope’s vision while still fitting within the parameters of Wenatchee’s land-use designations.

5 Transportation

From a transportation perspective, Sunnyslope is sliced into four distinct lobes, as defined by the state highways that access the subarea, and provide regional linkages to areas north, east, south and west. These highways - SR 2/97, 97A, and 285 - provide access to the subarea via Easy Street to the east and School Road to the west. In addition, Ohme Drive connects the easternmost portion of Northern Sunnyslope to SR 97A, providing a “back-door” into the planning area available to travelers heading either north or south on that highway.

The plan’s concept recognizes the subarea’s location at this regional crossroads, and builds a land use and transportation system that helps minimize the subarea’s reliance on these regional arteries for daily needs. Even so, the increasing congestion these arterials are forecast to experience - particularly on the North Wenatchee Avenue Bridge (SR285) - will impact the vehicles traveling to and from the subarea to reach Wenatchee and areas to the south. As a result, the plan proposes the location of a mix of residential, shopping, educational and employment uses within the subarea, along with an enhanced transportation system that accommodates non-automotive travel.

Roadway access to Sunnyslope is complex. For the most part, the main highways were superimposed on the subarea’s existing transportation system, causing a retrofit and realignment of local streets that altered transportation patterns and influenced land development. This subarea



Figure 5.1 – Access and planning identities of Sunnyslope and Olds Station are defined to a great degree by the existence of SR 2/97, 97A and SR 285. (Studio Cascade, Inc.)

plan's transportation concept is developed in response to that historical influence and in response to the proposed changes in land use anticipated by this plan.

Throughout the process, participants voiced concerns about increasing development intensity causing increased automotive traffic (particularly near Sunnyslope Elementary School) and increased safety hazards (particularly at the intersection of Knowles Road and School Street and at the intersection of School Street and SR 2/97). Other transportation concerns voiced during the planning process related to "substandard," or "non-urban" construction of major collector streets (like American Fruit Road) in light of proposed growth and increased stormwater runoff.

Major areas of transportation system safety and level of service concern include:

Easy Street - Though recent transportation models indicate Easy Street in its current configuration is capable of handling a resident Sunnyslope population increase of up to 6,000, the arrangement of land uses and multi-modal emphasis contained in this plan may require another look. Of particular concern is the segment of Easy Street, eastbound between School Street and SR 2/97. Safety concerns at the junction of Easy Street and US 2/97 in the Olds Station area may lead to replacement of the existing signal system with an overcrossing without tamp connections. In addition, WVTC is concerned that continuing growth west of the subarea may



Figure 5.2 - Current traffic patterns and dispersal within the study area are widely dispersed, owing to the major highways that divide it, as well as to the area's more recent agricultural uses. (Studio Cascade, Inc.)

place increasing demand on Easy Street as an alternative to SR 2/97. Future study as conditions change will likely be necessary to determine if, when, and where additional lanes or other capacity improvements may be warranted on Easy Street.

School Street – School Street is an important north/south collector, linking Northern Sunnyslope to Sunnyslope Elementary School and SR 2/97. Its intersection with Knowles Road will become a more serious concern, as population increases in Northern Sunnyslope and its intersection with Easy Street will become a major focus of activity in Central Sunnyslope. Both situations will require attention as the subarea develops. A major challenge at School and Easy Street will be to direct southbound traffic on School Street to turn either west or east at Easy Street instead of continuing south on School to access SR 2/97. The segment of School Street between Easy Street and SR 2/97 is an important multi-modal corridor, and it must remain safe for schoolchildren, especially as intensity increases in Central Sunnyslope. School Street’s intersection with SR 2/97 has been identified as a particular safety concern, with left-turn access onto the highway hindered by highway vehicle speeds, limited visibility, and infrequent gaps in traffic.

School Street access to US2/97 is expected to have several phases of improvements. The first phase will be to limit traffic movement to right in/right out only. The second phase will involve closing the access completely and having traffic access the area from the new Sunnyslope Interchange located westerly. Appendix E

Knowles Road – Knowles Road connects School Street to American Fruit Road, and provides access to residential areas of Northern Sunnyslope. Its intersection with School Street is poorly configured given the traffic it will need to accommodate, and a future transportation study will be necessary to determine the best approach to remedy the problem. The intersection is bounded by a cemetery on the northwest and a church on the southwest – both facilities serving very important community functions that help define Sunnyslope’s context. They limit options for solutions, but they also make that particular portion of the subarea unique.

Crestview Street – Like Knowles Road, Crestview provides access to Northern Sunnyslope. It can accommodate forecast growth in its current configuration, but additional improvements may be necessary in the future to handle surface runoff from areas that have yet to develop.

American Fruit Road – While the two-lane configuration and rural street cross-section are adequate to accommodate traffic volumes, the road rises and falls very steeply in places. Winter conditions and snowfall in Sunnyslope make road grade an important consideration, especially as traffic increases over time.

Highway access – Travelers headed eastbound on US 2/97 and wishing to enter the subarea will ultimately only have three options: enter at Monitor at the intersection of US 2/97 and Easy Street, enter at the new Sunnyslope interchange, or exit off at the Euclid interchange onto US 97A and enter at Ohme Road.

Pedestrians – The roadway system is not now designed to encourage or facilitate pedestrian traffic. This is a big concern at the intersection of Easy Street and SR 2/97. At that location, traffic speeds, traffic volumes, land use arrangements and roadway geometry combine to make it an unattractive intersection to cross on foot. As Olds Station employment opportunities increase and perhaps housing develops, and as Central Sunnyslope intensifies, enhancing a pedestrian link across US 2/97 will become more important. If the Easy Street overcrossing is implemented, this will provide a safe pedestrian and cycling facility to cross over US 2/97.



Figure 5.3 – Current traffic patterns and dispersal within the study area are widely dispersed, owing to the major highways that divide it, as well as to the area's more recent agricultural uses. (Studio Cascade, Inc.)

Cycle/pedestrian trails - There are several unimproved trails through the subarea, mainly in Northern and Central Sunnyslope and mainly in the drainages running north-south from the foothills to the Wenatchee River. Some also use the access road along the Highline Canal for pedestrian access, though the irrigation district officially discourages such use of the canal for safety and water quality reasons. State highways and some of the area's collector streets also provide for pedestrian and bicycle trails alongside auto travel lanes. There is not currently a comprehensive trails system that could connect the urban style of land development in the subarea's south and east to link to the subarea's more rural areas. Cycle access on paved shoulders on the area roadway system could be encouraged. Four foot minimum shoulder width on major collector and arterials roadways is recommended. Cycle access to the Apple Capital Recreation Trail is being improved and should continue to be emphasized and improved.

To address some of these concerns, the subarea plan proposes a range of concepts:

Arterial Flows

Northern Sunnyslope will continue to be auto dependent. Central Sunnyslope will not. The subarea plan proposes a transportation system design that will accommodate flows to and from the north while reducing transportation impacts to the areas just north and south of Easy Street. This can be accomplished through careful design of the School Street/Easy Street intersection, with particular attention paid to the cross-section of School Street south of Easy Street. The intersection will need to facilitate left-turn movements from southbound School Street to eastbound Easy Street and create a narrow entry channel into southbound School Street south of the intersection. In addition, the proposed phased restriction School Street's access to US 2/97 to right-in/right-out and then to complete closure will reduce auto demand on School Street south of Easy Street.

Transit

The Wenatchee area transit service, LINK, features a single route, number 22, to serve Sunnyslope. This route was established primarily as a commuter service, but as Central Sunnyslope develops, transit demand may increase. Route 22 is designed to link Wenatchee to Cashmere, and Sunnyslope hosts several stops along the way. As development intensifies in Central Sunnyslope and Olds Station, LINK may wish to reassess transit service in the subarea. LINK now is considering increasing frequency of service between Olds Station and downtown Wenatchee. A more populated Sunnyslope subarea may accelerate those service modifications.

Network

While a conventional hierarchy of collector streets, local streets and cul-de-sacs may be appropriate for development in Northern Sunnyslope, a network system of interconnected streets is far more suitable for development in Central Sunnyslope. An interconnected network, or “grid,” system of streets in Central Sunnyslope will help disperse automobile traffic in the area across a wider range of routes and create a pattern more conducive to pedestrian and bicycle travel. Cul-de-sac’s should be discouraged and used only as a last resort.

Transportation Improvements

The diagram (Figure 5.4) illustrates the types of improvements necessary to equip the transportation system to serve this subarea.

American Fruit Road – Improvements to American Fruit Road will involve work to flatten the vertical curves. Any reconstruction, however, should be designed to retain the more rural character of the road, resisting temptation to install full curb, gutter and sidewalk improvements or urban lighting fixtures. The more rural road design will help maintain the rural character residents of Northern Sunnyslope prefer. A reconstruction project is now in the planning stages.

Knowles Road/School Street – Work here will concentrate on improving overall sight distances and left-turn access from School Street to Knowles

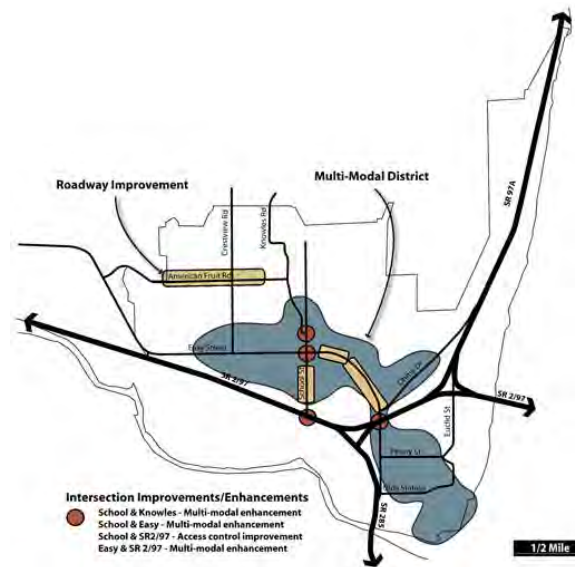


Figure 5.4 – This diagram illustrates some of the major roadway and intersection enhancements this plan considers, along with those areas fitting into a “multi-modal” district. (Studio Cascade, Inc.)

Road. While traffic volume on School Street north of this intersection will probably not increase, volumes on Knowles west of the intersection probably will. Any improvement to this intersection should respect the cultural and social importance of the cemetery and church now adjoining the intersection and facilitate planned increases in pedestrian activity to the south of the intersection.

School Street/Easy Street - As mentioned above, careful design of this intersection will be necessary to ensure that vehicular traffic southbound on School Street is encouraged to turn either left or right on Easy Street. Vehicles should be discouraged from continuing straight south on School Street, protecting the pedestrian environment near Sunnyslope Elementary School.

School Street/US2/97 - The intersection of School Street and the highway should be restricted to right-in/right-out access only. This will serve as a short term inexpensive way to resolve a safety issue, and it will reduce traffic flow on the School Street segment south of Easy Street, particularly during the morning peak hour when commute trips may coincide with school bus traffic. Future WSDOT plans for an interchange to serve the subarea will result in the closure of the existing intersection.

Easy Street (east of School Street) - Traffic volume will increase on Easy Street east of School Street. New Wenatchee Valley Transportation Council (WVTC) modeling will probably be necessary to define capacity-related improvements, but any new street design should include facilities to encourage non-automotive travel along this strip of roadway. WVTC believes that there may be need for a grade-separated crossing of SR 2/97 at Easy Street. Such an improvement will help pedestrian and bicycle connection between Olds Station and Central Sunnyslope, but it would be expensive and would require additional right of way for routing traffic from SR 2/97 to access the subarea. WVCOG, WSDOT, the City and the County will need to watch this intersection as development intensifies and make appropriate modifications in the future.

Ohme Road/US 97A - (WSDOT has offered to assist in the writing)

Sunnyslope Interchange area - (Again, WSDOT has offered to assist in the writing, contact Dave Honsinger)

School Street (south of Easy Street) – This segment of School Street will be an important component in the design of Central Sunnyslope. It will need to be treated as a pedestrian-priority street, with emphasis on child safety, slower vehicle speeds, and narrowed crossing points.

Multimodal district – Central Sunnyslope and Olds Station have potential to become pedestrian/bicycle activity areas. Street layout, streetscape design, street sections and the treatment of the Easy Street/SR 2/97 intersection will play critical roles in the success of this concept. One specific improvement will need to be made to span the arroyo that cuts through the proposed town center location west of School Street. While a bridge for automotive traffic might be prohibitively expensive, a pedestrian bridge would be feasible and necessary.

Peters Street – Peters Street is a small east-west local street connecting Burch Mountain Road to Easy Street. As development in Sunnyslope intensifies, and as traffic on Easy Street increases, Peters Street may see increased use as a connection to Sunnyslope’s eastern edge. A narrow right of way and existing development near the road’s edge limit opportunities to expand the road in response to increased demand. The County will need to watch this street closely and consider a range of options to address if traffic volumes increase to problematic levels. WVCOG recommends that portions of Peters Street be considered for vacation and that Burch Mountain Road be extended to connect directly with Easy Street.

Park-and-Ride – Existing demand for park-and-ride facilities outstrip supply. LINK and WSDOT should consider expanding park-and-ride facilities, perhaps even at a scale larger than that proposed with the proposed acquisition of a new facility in Olds Station.

6 Capital Facilities, Utilities, & Public Services

Much of Sunnyslope has been within Wenatchee’s Urban Growth Area (UGA) and has received urban services in support of its intensified uses. The City, the County and the County PUD have collaborated to provide water, wastewater, public safety and transportation services for much of the subarea, though most portions of Sunnyslope lack sanitary sewer service. Those three agencies have also created and adopted an interlocal agreement cementing their cooperation to provide urban services to Sunnyslope, phasing services to match growing demand over time. Cascade Natural Gas provides natural gas service to the subarea.

Water

Chelan County PUD provides water to the subarea, with plans to eventually extend service westbound toward Monitor. The PUD has sufficient capacity to serve the forecast growth, but some improvements may need to be made to loop distribution lines as demand increases. The PUD is now preparing a comprehensive water system plan to help guide and prioritize system improvements in the coming years. Wenatchee Reclamation District provides irrigation and water to a portion of the subarea. Should the agricultural land currently served by the Wenatchee Reclamation District be subdivided or converted to a non-agricultural use, the district will continue to serve those

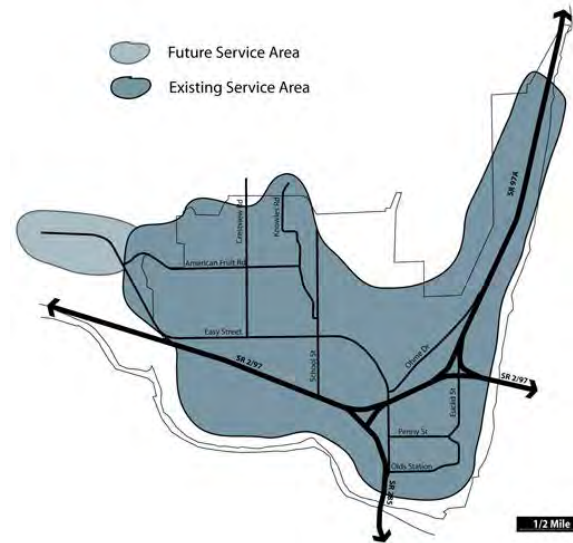


Figure 6.1 – This “bubble” illustration provides basic indication of existing Chelan County PUD water service to the Sunnyslope/Olds Station area, plus future water service expansion west to Monitor, now under consideration. (Studio Cascade, Inc.)

properties but has no intentions to expand service to other areas of Sunnyslope.

Wastewater

The City of Wenatchee provides sewer service to Olds Station and the Sunnyslope Elementary School. Provision of sewer service - particularly along the Easy Street corridor through Central Sunnyslope - is critical to the success of this plan. Individual septic service will not provide for the level of development intensity necessary for the planned subarea population increase. The City's sanitary sewer system has treatment capacity available to serve development in Central Sunnyslope, but there are no transmission lines in the area to convey effluent to the treatment plant. The City is now updating its comprehensive wastewater system plan, including access to transmission lines to serve Central Sunnyslope. Northern Sunnyslope may see sewer service in the far distant future, but it is not a priority today.

Schools

Sunnyslope Elementary School is in the center of Central Sunnyslope. Its enrollment may increase as subarea population increases, reflecting Central Sunnyslope's increasing attractiveness to and affordability for new families. The School District will need to monitor its enrollment closely to ensure the school maintains sufficient capacity, and to consider the need for a new middle school to serve Sunnyslope and Wenatchee's northern neighborhoods.

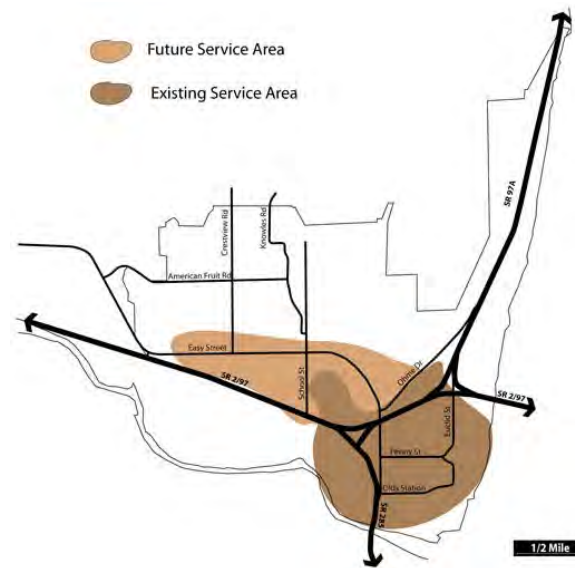


Figure 6.2 - This "bubble" illustration provides basic indication of existing City of Wenatchee sewer service to the Sunnyslope/Olds Station area, plus future sewer expansion to include the proposed CN mixed-use and R3 areas. (Studio Cascade, Inc.)

Other Public Services & Community Facilities

Sunnyslope is dotted with other community facilities and civic uses, including:

- Highline Irrigation Canal and district offices
- Sunnyslope Grange
- Several houses of worship
- Ohme Gardens
- Sunnyslope Cemetery

Each of these facilities and civic uses help provide services to the community and reinforce the community's character. Central Sunnyslope may increase demand on these facilities and may even motivate the construction of other community and civic facilities to serve new Sunnyslope residents.

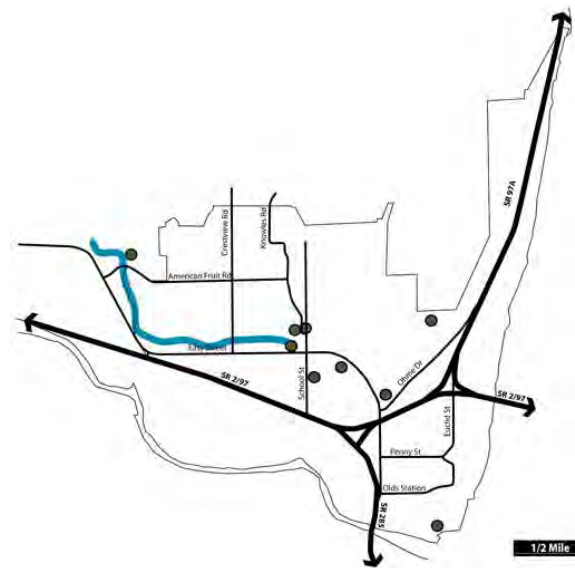


Figure 6.3 – This diagram highlights the location of primary public service/community facilities, including the Grange Hall, the cemetery, Ohme Gardens and Confluence State Park. (Studio Cascade, Inc.)

7 Parks & Recreation

The purpose of this chapter is to supplement and fine-tune the City of Wenatchee's Parks and Recreation Plan to fit the Sunnyslope subarea. Based on the plan process, parks and recreation priorities include:

- Open space and habitat
- Rural character
- Urban parks to match an urban population
- Trails and connections

Parks & Recreation Setting

This long-range plan supports a future where parks and open spaces are important components of an urban development pattern designed to increase community access to recreation, civic activities and social gatherings in public places. In this plan, the drainages and irrigation system play a role in connecting the pastoral setting of homes and orchards to the more intense areas, the road network presents more formal pedestrian and bicycle travel opportunities, and the distinct districts - Northern Sunnyslope, Central Sunnyslope, and Olds Station - are tied together with a parks and trails system.

The plan proposes locating a mix of residential, shopping, educational and employment uses within the subarea to accommodate non-automotive travel. This lays the groundwork for a new town center at School Road and Easy

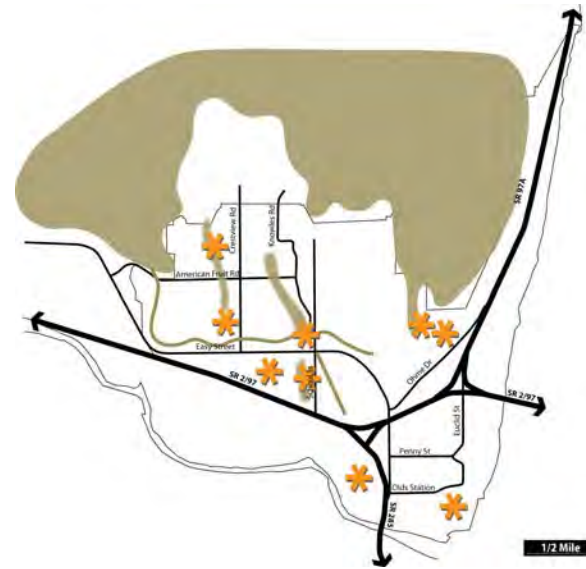


Figure 7.1 - This diagram illustrates the overall parks and open space system this plan envisions. Brown areas indicate existing BLM and/or open-space areas along steep slopes and drainages. Yellow asterisks indicate existing or potential destinations and access points for recreational users. (Studio Cascade, Inc.)

Street, intended to become the focal point of a walkable community. This mix also strengthens opportunities for Olds Station to develop as a mixed-use center, providing recreational features at the confluence of two major rivers, and linked to Confluence State Park. The backdrop for these two areas is the northern slope of larger-lot residential and open spaces. As conceptualized in the land use chapter, this plan builds on the existing mix, with an overarching intent to maintain open spaces and give access to trails systems, ensure traffic options for higher density, and retain an agricultural heritage that defined Sunnyslope historically.

Developing inviting pedestrian and bicycle access to and from facilities and civic areas reinforces an active community and creates a pattern where pedestrians are more of a focus than vehicles. Some key existing Sunnyslope community facilities and civic areas that should be connected, and are indicated as stars in the graphic (figure 7.1) include: Highline Irrigation Canal and district offices, Sunnyslope Grange, Ohme Gardens, and the Sunnyslope Cemetery.

Unimproved and unofficial trails through the subarea fall mainly in Northern and Central Sunnyslope, and are mostly in the drainages running north-south from the foothills to the Wenatchee River. The Highline Canal is also used, although the irrigation district discourages this for safety and water quality reasons. The road network provides some shared pedestrian and bicycle routes alongside traffic lanes. A comprehensive trails system does not exist and there is little linkage between the different districts comprising Sunnyslope. Some key ideas were proposed in the transportation chapter of this plan that highlight areas of improvement that would strengthen a more multi-modal and strong parks and recreation system. They include:

Knowles Road/School Street – Any improvement to this intersection should respect the cultural and social importance of the cemetery and church now adjoining the intersection and facilitate planned increases in pedestrian activity to the south of the intersection.

School Street/SR 2/97 – The intersection of School Street and the highway should be restricted to right-in/right-out access only with reduced traffic flow on the School Street segment south of Easy Street.

Easy Street (east of School Street) – A new street design should include facilities to encourage non-automotive travel along this strip of roadway to help pedestrian and bicycle connections between Olds Station and Central Sunnyslope.

School Street (south of Easy Street) – This segment of School Street will need to be a pedestrian-priority street, with emphasis on child safety, slower vehicle speeds, and narrowed crossing points.

Multimodal district – Central Sunnyslope and Olds Station have potential to become pedestrian/bicycle activity areas. Street layout, streetscape design, street sections and the treatment of the Easy Street/SR 2/97 intersection will play critical roles in the success of this concept. A pedestrian bridge would be feasible and necessary to span the drainage that cuts through the proposed town center location west of School Street.

Parks & Recreation Issues

During the plan process issues were identified that relate specifically to parks and recreation. Parks issues include:

- No mechanism exists within the county to ensure parks are developed or maintained to serve urban populations.
- Lower density residential development has less demand per acre than higher density residential areas.
- The City of Wenatchee adopted a parks and recreation plan for its UGA and the Level of Service (LOS) standards may not be fully compatible with Sunnyslope.
- Mule deer winter range habitat exists to the immediate west and north of the subarea.
- Steeply-walled drainages slice north-south through the subarea, providing habitat but limiting development opportunities.
- The Chelan-Douglas Land Trust is active in acquiring open space.
- Trails lead to the subarea but connectivity is limited.

The Goals and Policies section of this plan describes actions needed to achieve the parks and recreational future envisioned for Sunnyslope.

8 Goals & Policies

The following goals and policies address the issues and concepts outlined throughout this plan. Policies provide a link between more abstract goals and specific action programs the City and County should take to implement the plan. Those programs appear in the plan's implementation chapter as prioritized by the City and County.

The Sunnyslope Long-Range Plan recognizes the larger context of Chelan County and the City of Wenatchee in which the plan must fit. The goals and policies included here relate to Sunnyslope, but the goals and policies of Chelan County's and the City of Wenatchee's comprehensive plans still apply as appropriate. The goals and policies provided here are intended to supplement, and be consistent with each of those two comprehensive plans.

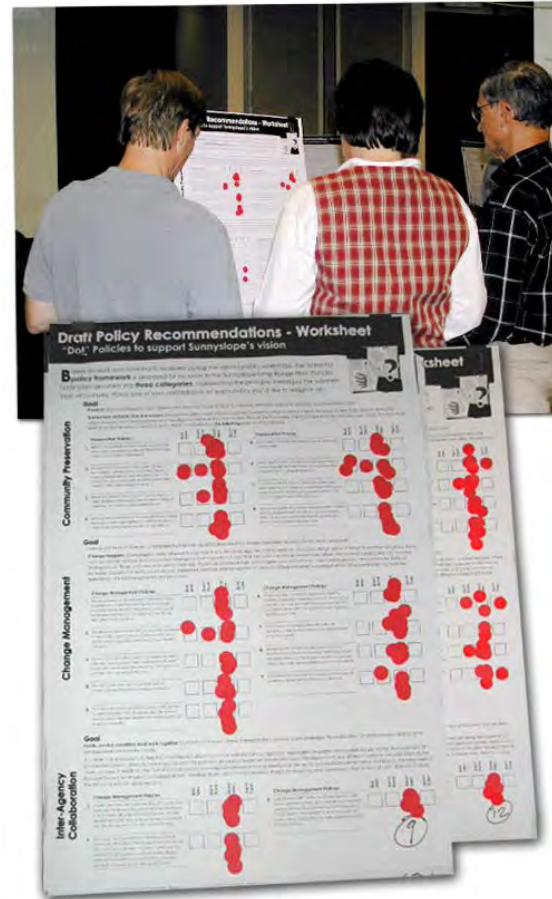


Figure 5.1 – The goals and policies contained in the Sunnyslope plan were initially shaped by group discussions and recommendations at public meetings held in 2006. (Studio Cascade, Inc.)

Goal 1 – Achieve harmony between agricultural and non-agricultural land uses in Sunnyslope

Policy	
A	Encourage continued agricultural use until urban development proposals can be served with appropriate water and/or sewer utilities
B	Employ right-to-farm provisions in the UGA
C	Encourage conversation and collaboration between farmers and adjoining residents
D	Route and manage agricultural traffic to minimize impacts on adjoining non-farm property

Goal 2 – Meet the services needs of Sunnyslope residents, allowing for water, wastewater, public safety, access, educational, and institutional services appropriate to development intensity and timing

Policy	
A	Review and revise utility and public services plans
B	Prioritize services provision based on subarea development phasing
C	Reassess methods for determining levels of service thresholds
D	Collaborate when practical on grant applications for utilities funding
E	Through SEPA and other review processes of proposed development, assess fair share, pro-rata, financial contributions for transportation mitigation.

Goal 3 – Accommodate forecast population in a manner that retains elements of Sunnyslope that residents cherish

Policy	
A	Ensure Central Sunnyslope develops as planned

B	Maintain a range of open spaces that provide for a variety of recreational and aesthetic needs
C	Encourage residential development in Olds Station
C	Direct residential intensity into Central Sunnyslope and, in the future, Olds Station
D	Ensure that applicable development regulations and design standards respect Sunnyslope’s character
E	Consider expanding the Sunnyslope UGA into Lower Sunnyslope or westward toward Monitor if development threatens to become too intense
F	Develop a vibrant mixed-use neighborhood with the CN district

Goal 4 – Retain strategic open spaces, views, and elements of Sunnyslope’s agricultural heritage

Policy	
A	Maintain a range of open spaces that provide for a variety of recreational and aesthetic needs
B	Fund parks and recreation activities
C	Build partnerships with other agencies and groups to collaborate in providing open spaces and recreation
D	Encourage community-based programs that celebrate Sunnyslope’s heritage
E	Minimize new street lighting in Northern Sunnyslope, facilitating pedestrian safety while minimizing light impacts on the night sky
F	Identify and protect wildlife habitat by incorporating these areas into open space and view corridors

Goal 5 – Maintain sufficient transportation capacity to permit Sunnyslope residents to commute elsewhere for employment and shopping until development levels demand other solutions

Policy	
A	Participate in collaborative regional transportation system planning

B	Disperse traffic within the planning area to minimize concentration and congestion on arterials
C	Encourage land use patterns that minimize reliance on the automobile
D	Through SEPA and other review processes of proposed development, assess fair share, pro-rata, financial contributions for transportation mitigation.

***Goal 6** – Create a land use pattern conducive to mixed-use urbanization over time, providing opportunities for local employment and shopping*

Policy	
A	Disperse traffic within the planning area to minimize concentration and congestion on arterials
B	Encourage land use patterns that minimize reliance on the automobile
C	Collaborate with the development community to facilitate development consistent with this plan
D	Consider and obtain funding for crime prevention through environmental design (CPTED) and incorporate into design standards
E	Retain urban reserve classifications until design guidelines and appropriate development standards are in place

***Goal 7** – Match median home price increases to the state's rate of inflation*

Policy	
A	Permit a variety of housing types within the planning area
B	Investigate ways to provide subsidized housing in Sunnyslope
C	Target special needs housing as an underserved market in Sunnyslope
D	Allow accessory dwelling units or other similar second units, particularly in Central Sunnyslope

Goal 8 – Develop additional housing in Olds Station and along the waterfront

Policy	
A	Encourage eventual permitting of housing in Olds Station and along the Columbia River/Wenatchee River waterfront
B	Reduce barriers to developing housing in Olds Station and along the waterfront

Goal 9 – Increase diversity of housing types in the planning area

Policy	
A	Permit a variety of housing types within the planning area
B	Encourage experimentation in housing in Sunnyslope and Olds Station
C	Broaden the list of permitted housing in traditionally non-housing land use classifications and zoning districts
D	Coordinate with the Port of Chelan County and others to encourage residential development in Olds Station

Goal 10 – Maintain a largely single-family residential character in the northern areas of Sunnyslope

Policy	
A	Retain existing comprehensive plan and zoning designations
B	Refrain from street widening or roadway improvements in Northern Sunnyslope
C	Restrict development on steep slopes, ensuring that open spaces along arroyos and significant drainage areas remain largely undeveloped

Goal 11 – Keep Sunnyslope housing affordable to all economic segments

Policy	
A	Encourage increased housing densities in Central Sunnyslope and Olds Station
B	Encourage action by regional housing authorities and others to employ housing affordability programs and expand provision of units in Sunnyslope
C	Coordinate with the Port of Chelan County to increase the number of living wage jobs
D	Offer incentives to developers offering housing for low to moderate-income or other special-needs households
E	Coordinate with other local jurisdictions to assess housing needs and encourage the retention and creation of housing affordable to all economic segments

Goal 12 – Expand the PUD’s provision of domestic water in Sunnyslope

Policy	
A	Encourage expansion of the water system to serve planned levels of development in Sunnyslope and Olds Station
B	Restrict expansion of the UGA until land within Sunnyslope has developed to a level of intensity that can support water service

Goal 13 – Expand the City’s provision of sanitary sewer in Sunnyslope

Policy	
A	Encourage development of a sanitary sewer transmission line in Easy Street with capacity to serve planned development in Central Sunnyslope
B	Restrict expansion of the UGA until land within Central Sunnyslope and Olds Station has developed to a level of intensity that can support wastewater service

Goal 14 – Retain the Highline Canal

Policy	
A	Encourage continued operation of the canal and irrigation district
B	Recognize the canal’s de facto role as a wildlife habitat resource

Goal 15 – Minimize Sunnyslope’s reliance on the North Wenatchee Avenue Bridge

Policy	
A	Encourage provision of local schools, civic activity, jobs and services for Sunnyslope residents
B	Ensure capacity improvements along Sunnyslope’s arterials and the enhancement of the local street network as new development occurs.
C	Encourage non-automotive travel within Sunnyslope
D	Enhancement of the local street network would occur as a responsibility of new development

Goal 16 – Provide local access as appropriate for development character in Sunnyslope

Policy	
A	Encourage the shared use of streets by autos, public transportation, bicyclists, and pedestrians
B	Ensure roadway design standards are appropriate for the areas in which they will be developed

Goal 17 – Provide a diverse transportation network to serve the growing population’s increasingly complex needs

Policy	
A	Coordinate with regional transportation agencies to integrate multi-modal travel within, to and from

Sunnyslope

B Continue to provide for automobile access into and out of Sunnyslope, particularly at School Street and Easy Street

C Recognize the four long range access points to the state highway system. Look for ways to preserve and enhance safe and efficient traffic movements at these locations: 1) Monitor - US 2/97 - Easy Street intersection 2) Sunnyslope Interchange - School Street area, 3) US 2/97 - Easy Street at Olds Station area, and 4) US 97A - Ohme Road Intersection

Goal 18 – Create an effective administrative and land development regulation system to facilitate development of a safe and walkable community in Sunnyslope

Policy	
A	Integrate transportation and land use planning to create an urban environment in portions of Sunnyslope
B	Collaborate with private property developers to master plan and design development to attain plan goals

Goal 19 – Develop and maintain the parks system for urban populations.

Policy	
A	Fund parks and recreation activities
B	Collaborate with the development community to facilitate development consistent with this plan
C	Set aside adequate land for public open space, institutions, and commercial development.
D	Identify and work with property owners to locate necessary civic uses, including schools, rights of way, houses of worship, parks and other similar public or institutional land uses
E	Create a county mechanism for park lands acquisition, development and maintenance

Goal 20 – Develop open spaces and parks to fit the terrain and habitat.

Policy	
A	Maintain a range of open spaces that provide for a variety of recreational and aesthetic needs
B	Restrict development on steep slopes, ensuring that open spaces along ditches and significant drainage areas remain largely undeveloped
C	Recognize the canal’s role as a wildlife habitat and open space resource
D	Build partnerships with other agencies and groups to collaborate in providing open spaces and recreation

E Collaborate with the development community to facilitate development consistent with this plan

Goal 21 – *Create a transportation and trails network that connects parks, open space and neighborhoods.*

Policy

A Encourage non-automotive travel within Sunnyslope

B Encourage the shared use of streets by autos, public transportation, bicyclists, and pedestrians

C Encourage land use patterns that minimize reliance on the automobile

D Coordinate with regional transportation agencies to integrate multi-modal travel within, to and from Sunnyslope

E Recognize the canal’s potential role as a trail

F Develop access to the regional trails systems in conjunction with other parks and recreation agencies

G Protect the pedestrian and bicycle environment by discouraging vehicles from continuing straight south on School Street near Sunnyslope Elementary School

Goal 22 – *Protect the existing region wide environmental quality with the park system.*

Policy

A Ensure that applicable development regulations and design standards respect Sunnyslope’s character

B Encourage community-based programs that celebrate Sunnyslope’s heritage

9 Implementation Actions

Priority Programs & Capital Projects

Sunnyslope is slated to accommodate 300% population growth. The implementation activities here are drawn from the preceding chapters listed in priority order, as determined by the Chelan County Planning Commission, Chelan County Board of County Commissioners, the City of Wenatchee Planning Commission, and the City of Wenatchee City Council. The following programs are derived from and implement the goals and policies outlined in the previous chapter. This priority listing is intended to facilitate agency budgeting and to aid in evaluation of progress in plan implementation.

Program	Goals	Policies	Priority	Timing	Responsibility	Budget
Coordinate with the City to review and revise its wastewater system comprehensive plan	2	A	1	2007 - 2008	CO Planning, PUD Public Works	
Coordinate with the PUD to review and revise its water system comprehensive plan	2	A	1	2007 - 2008	CO Planning, City Public Works	
Collaborate with the development community to design a prototype mixed-use model for Central Sunnyslope	6 9	B, C B	1	2007 - 2008	CO Planning, City	
Review and revise as necessary applicable development regulations and design standards, especially those dealing with mixed use, commercial-neighborhood development, trails, and lighting	1 3 10 15	A E C A	2	2007 - 2008	CO Planning, City Public Works	
Review the City's critical areas ordinance, particularly regarding steep slopes to ensure applicability to Northern Sunnyslope	10 20	C B	2	2007 - 2008	CO Planning	

Program	Goals	Policies	Priority	Timing	Responsibility	Budget
Coordinate with the MPO to identify and prioritize Sunnyslope’s regional transportation needs	5 17	A A	2	2008 - 2009	CO Public Works, CO Planning, City	
Coordinate with the School District to review and revise its capital facilities plan	2	A	3	2008 - 2009	CO Planning	
Write an integrated trails system plan that identifies existing features and specifies trail system improvements	20	D	3	2008 - 2009	CO Planning, Wenatchee Valley Trails Coalition	
Coordinate with parks and recreation agencies to enhance access to regional trails systems	17	A	3	2008 - 2009	WV Trails Coalition CO Planning	
Develop transportation network with connectivity between sidewalk, trails and parks for good pedestrian and bicycle travel.	4 21	C D	3	2009 - 2010	CO Planning,	
Identify and improve arterial streets to accommodate forecast population increases within the planning area	5	A	3	2009 - 2015	CO Planning, CO Public Works	
Identify and preserve topographic features that can act as natural buffers between agricultural and urban uses	1 20 22	C A A	3	2008 - 2009	CO Planning	
Develop an integrated trails system that capitalizes on existing features	20	B	4	2011 - 2015	CO Planning, WV Trails Coalition	
Review existing right-to-farm provisions for	1	B	4	2008	CO Planning	

Program	Goals	Policies	Priority	Timing	Responsibility	Budget
application to Sunnyslope's UGA						
Develop UGA expansion criteria to indicate when and if the UGA should be enlarged to the south and/or west	12	B	4	2008	CO Planning, City	
	13	B				
Revise zoning eventually to permit mixing residential uses into Olds Station	5	C	4	2010	CO Planning, City, Port of Chelan County	
Collaborate with the development community to design a prototype Olds Station mixed-use project	5	C	4	2010	CO Planning, City, Port of Chelan county	
Adopt regulations designed to preserve the canal	14-A 20	A C	4	2008	CO Planning	
Coordinate with LINK to design successful transit oriented design and transit stop development standards to facilitate and encourage ridership	17	A	4	2008 - 2009	CO Planning, City	
	18	A				
Coordinate with LINK to ensure public transportation availability matches increased demand as Sunnyslope's population increases	17	A	4	2008 - 2009	CO Planning, City	
Design a multi-modal corridor on the segment of School Street between Easy Street and SR 2/97 to keep it safe for schoolchildren, especially as intensity increases in Central Sunnyslope.	21	B	4	2009 - 2010	CO Planning,	

Program	Goals	Policies	Priority	Timing	Responsibility	Budget
Coordinate with the irrigation district to review its capital planning	2	A	5	2009 - 2010	CO Planning	
Identify available grants for collaborative applications	2	D	5	2009 - 2010	CO Planning, City Public Works	
Conduct a feasibility study for a parks and recreation district with partners, including the School District, trails groups, conservation organizations, the State, and others	19	A	5	2008 - 2009	CO Planning, City Public Works	
Collaborate with the development community to design affordable housing prototypes	8 9	B A	5	2008 - 2009	CO Planning, City	
Collaborate with the development community design a prototype waterfront project	8	A	5	2011 - 2012	CO Planning, City	
Develop a clustering ordinance to allow open space protection and connectivity	20	A,E	5	2008 - 2009	CO Planning, City	
Adopt a "dark sky" ordinance for Northern Sunnyslope	4 22	E A	5	2008	CO Planning, City	
Develop a community-supported public arts program that relates to the historic uses within Sunnyslope.	4 22	A B	5	2010 - 2012	CO Planning, City	
Coordinate with WSDOT to assess fair share, pro-rata, financial contributions for transportation impacts associated with development.	2 5	E D		2008 - 2012	CO Planning, WSDOT	

Program	Goals	Policies	Priority	Timing	Responsibility	Budget
Look for ways to preserve and enhance safe and efficient traffic movements at the four major Sunnyslope intersections.	17	C		2008 - 2012	CO Planning, WSDOT	

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Appendix A – Workshop One Presentation/Results

*Workshop #1 “Issues & Options,” May 24, 2006 **

- [Presentation](#)
- [Vision Concepts, transcribed comments](#)

(All files linked to project page through duration of draft review, Acrobat® .PDF documents)*

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Appendix B – Workshop Two Presentation/Results

*Workshop #2 “Alternatives Workshop,” August 22, 2006 **

- [Presentation](#)
- [Draft vision statement](#)
- [Alternative 1](#) “Existing Patterns” map, evaluation matrix
- [Alternative 2](#) “Olds Station” map, evaluation matrix
- [Alternative 3](#) “School Center”, evaluation matrix
- [Alternative 4](#) “Highline Center”, evaluation matrix
- [Group ratings/scores](#)

(All files linked to project page through duration of draft review, Acrobat® .PDF documents)*

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Appendix C – Workshop Three Presentation/Results

*Workshop #3 “Policy Workshop,” September 19, 2006 **

- [Presentation](#)
- [Draft land use proposal map](#)
- [Policy evaluation worksheet](#) – individual scores
- [Policy evaluation worksheet](#) – group scores

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Appendix D – NEIGHBORHOOD COMMERCIAL (CN)

Sections:

- 10.22.005 Purpose
- 10.22.010 Land Uses
- 10.22.050 Development Standards

10.22.005 Purpose

The Neighborhood Commercial (CN) land use classification is a district suited to small-scale retail and commercial activities and uses that offer retail convenience goods, professional and business services, and personal services for the daily needs of nearby residents. This district is designed to reduce vehicular traffic by providing convenient shopping and services. The allowed uses are intended to primarily serve the neighborhoods in close geographical proximity. The size of the neighborhood commercial area is in keeping with the scale of served neighborhoods and nearby uses. Architectural design, landscaping, construction materials, and buffering will be utilized to create a neighborhood commercial area that blends and harmonizes with the natural beauty of the surrounding valley and foothills. High quality design and landscaping is used to make the area attractive, functional and to minimize impacts on nearby uses. Mixed uses and above ground-floor residential uses are encouraged and desirable.

10.22.010 Land Uses

All permitted, accessory, conditional and prohibited uses within this district shall be as shown in the District Use Chart, Chapter 10.10, provided all applicable provisions of the WCC are met.

10.22.050 Development Standards

Development in this district shall meet all applicable provisions of this Title and all other rules, regulations and provisions of the WCC, including the following:

- A. Development Standards in the CN zoning district are detailed in section 10.46.040.
- B. Uses permitted in the CN zoning district shall meet all applicable General Regulations as detailed in Chapter 10.48.
- C. Signs are permitted pursuant to Chapter 10.50.
- D. Off-Street Parking shall be provided pursuant to Chapter 10.60.
- E. Landscaping shall be provided pursuant to Chapter 10.62.
- F. No individual business shall have a gross floor area (GFA) greater than 10,000 square feet.
- G. No building shall have a footprint greater than 30,000 square feet in area.
- H. Access to a development shall be from the highest classified street as designated in the Wenatchee Urban Area Circulation Map or as otherwise required by the City Engineer.
- I. When a project contains three or more residential dwelling units it shall meet the multi-family open space standards detailed in the General Regulations Chapter 10.48.080.
- J. Commercial developments shall meet Architectural Scale and Blank Wall Limitations commercial standards detailed in the WMU Section 10.32.050, with the exception of the Building Size provision.
- K. Outdoor Display: Outdoor display areas shall be limited to the display of retail products and be limited in size to no more than 25 percent of the gross floor area of the ground floor commercial space.

- L. Storage Standards:
 - 1. Refuse Storage: All outdoor trash, garbage and refuse storage areas shall be located outside of required front yard areas, and shall be screened from view by a combination of fencing and landscaping, so as not to be viewed from a public street (ROW), excluding alleys.
 - 2. General Storage: Storage of personal property and materials shall be located outside of required front yard areas, and entirely within an enclosed building or screened from view of surrounding properties with a sight obscuring fence and landscaping.
 - 3. Vehicle Storage: Storage of recreational vehicles, boats, and similar off-road vehicles not used for daily transportation shall be prohibited unless a fully enclosed building is provided on-site specifically for that purpose.
- M. Sunnyslope Standards:

Properties located within the Sunnyslope neighborhood shall be exempt from items F and H above.

Neighborhood Commercial Overlay (CNO)

The intent of the Neighborhood Commercial Overlay is to provide an opportunity for neighborhood scale commercial development while providing for residential options of the underlying zoning districts.

- A. Properties located within a CN overlay may develop in accordance with their underlying residential zoning district uses and standards.
- B. Applications for properties located within a CN overlay to develop in accordance with the Neighborhood Commercial zoning district uses and standards shall be processed as a Type III application in accordance with Title 13, and shall be reviewed for:
 - 1. Compatibility with surrounding properties.
 - 2. Consistency with the intent and standards of the Neighborhood Commercial Chapter 10.22.
 - 3. Consistency with the goals and policies of the Wenatchee Urban Area Comprehensive Plan.

10.46.040 Non-residential Development Chart

- A. General Dimensional Standards

Standard	CN	CBD	NWBD & SWBD	I
Minimum Lot Dimensions Lot Area	10,000 square feet	None	None	5,000 square feet
Lot Width	20 feet at front lot line and 100 feet at building line	None	None	40 feet at building line
Lot Depth	100 feet	60 feet	80 feet	80 feet

Standard	CN	CBD	NWBD & SWBD	I
Setbacks Front	Maximum 5 feet from the front property line unless that space between the building and the street is an area which provides pedestrian-oriented amenities & access.	0 feet or to provide a minimum 12 foot wide sidewalk. Second floor spaces may extend into the right-of-way over the sidewalk to provide for weather coverage.	0 feet from the front property line or 35 feet from the street centerline, whichever is greater ^①	0 feet from the front property line or 35 feet from the street centerline, whichever is greater
Rear	20 feet	0 feet	0 feet ^②	0 feet
Side	15 feet	0 feet	0 feet ^③	0 feet
Maximum Building Height	2 stories above grade and 30 feet ^④	85 feet	6 stories above grade and 90 feet	6 stories above grade and 90 feet
Maximum Lot Coverage	50 percent	100 percent	65 percent	70 percent
① Lots that have frontage on Wenatchee Avenue shall adhere to a setback of 45 feet from the centerline.				
② If lot is adjacent to a residential zone the set back shall be 20 feet.				
③ If lot is adjacent to a residential zone the set back shall be 15 feet.				
④ An additional story is allowed for residential use only, with a maximum of 14 feet in height.				

- B. Exceptions to Non-Residential Dimensional Standards:
1. Exceptions to Height Limits: The height limitations do not apply to the following: spires, belfries, cupolas, amateur radios and receive-only antennas, water tanks, ventilators,

chimneys, flagpoles, smokestacks, utility poles, radio and television towers located in the industrial zone, or other appurtenances usually required to be placed above roof level and not used or intended to be used for human occupancy.

District Use Chart																	
P = Permitted use P ₁ = Permitted, not to occupy grade level commercial street frontage. AU= Accessory use C = Conditional use ~ = Prohibited use M = Permitted use in a Corridor Mixed Use project within the MRC Overlay																	
Uses	Commercial Districts				Mixed Use Districts			Residential Districts				Overlay Zones					
	CBD	NWBD/S WBD	CN	I	WMU	OMU	RMU	RS	RL	RM	RH	HEO	CSO	MRC	IO	PO	RRO
Commercial, Retail																	
Adult Oriented Businesses	~	P	~	P	~	~	~	~	~	~	~	~	~	~	~	~	~
Auto Rental Agencies	P	P	~	P	~	~	~	~	~	~	~	~	~	~	~	~	~
Banks without drive-through	P	P	P	~	P	P	C	~	~	~	~	P	P	M	~	P ₁	~
Banks with drive-through	P	P	P	~	P	P	~	~	~	~	~	P	P	~	~	~	~
Boat Sales and Rentals	~	P	~	P	P	~	~	~	~	~	~	~	~	~	~	P	P ₁
Building Materials, Garden and Farm Supplies	P	P	P	P	~	~	~	~	~	~	~	~	P	~	P	~	~
Commercial Stand	P	P	P	P	P	~	~	~	~	~	~	P	P	~	~	P	P
Equipment Rental Services, Commercial	~	P	~	P	~	C	~	~	~	~	~	~	P	~	P	~	~
Farmers Market	P	P	P	~	P	P	P	~	~	~	~	P	P	P	~	P	P

District Use Chart																	
P = Permitted use P ₁ = Permitted, not to occupy grade level commercial street frontage. AU= Accessory use C = Conditional use ~ = Prohibited use M = Permitted use in a Corridor Mixed Use project within the MRC Overlay																	
Uses	Commercial Districts				Mixed Use Districts			Residential Districts				Overlay Zones					
	CBD	NWBD/S WBD	CN	I	WMU	OMU	RMU	RS	RL	RM	RH	HEO	CSO	MRC	IO	PO	RRO
Furniture, Home Furnishings, and Appliances	P	P	P	P	P	~	~	~	~	~	~	P	P	~	P	P	P ₁
General Retail	P	P	P	~	P	~	~	~	~	~	~	P	P	~	~	P	P ₁
Liquor Stores	P	P	~	~	P	~	~	~	~	~	~	P	P	~	~	P	~
Mobile, Manufactured, and Modular Housing Sales	~	~	~	P	~	~	~	~	~	~	~	~	~	~	~	~	~
Motor Vehicle Sales	P	P	~	P	~	~	~	~	~	~	~	~	AU	~	~	~	~
Motor Vehicle Supply Stores	P	P	~	P	~	~	~	~	~	~	~	~	P	~	~	~	~
Neighborhood Grocery	P	P	P	P	P	~	P	~	~	~	~	P	P	M	~	P	P ₁
Office Supplies and Equipment	P	P	P	P	P	P	~	~	~	~	~	P	P	~	~	P	~
Printing, Commercial	P	P	~	~	P	P	~	~	~	~	~	P	P	~	~	P ₁	~
Service Stations (car wash, fuel, lube)	C	P	P	P	C	~	~	~	~	~	~	~	~	~	~	~	~
Supermarket	P	P	~	~	P	~	~	~	~	~	~	~	~	~	~	P	~

District Use Chart																	
P = Permitted use P ₁ = Permitted, not to occupy grade level commercial street frontage. AU= Accessory use C = Conditional use ~ = Prohibited use M = Permitted use in a Corridor Mixed Use project within the MRC Overlay																	
Uses	Commercial Districts				Mixed Use Districts			Residential Districts				Overlay Zones					
	CBD	NWBD/S WBD	CN	I	WMU	OMU	RMU	RS	RL	RM	RH	HEO	CSO	MRC	IO	PO	RRO
Commercial, Service																	
Delivery Services, Local	P	P	~	P	C	P	~	~	~	~	~	~	P	~	P	~	~
Drinking Establishments	P	P	~	~	P	~	~	~	~	~	~	P	P	~	~	P	P ₁
Hotels/Motels	P	P	~	~	P	~	~	~	~	~	~	P	P	~	~	P ₁	P
Kennels	~	C	~	P	~	C	~	~	~	~	~	~	~	~	~	~	~
Laundromats	P	P	P	~	P	P	C	~	~	~	~	P	P	M	~	~	P ₁
Lodging	P	P	P	~	P	~	~	~	~	~	~	P	P	~	~	P ₁	P
Public Utilities & Services	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Radio/T.V. Studios	P	P	~	P	P	P	~	~	~	~	~	P	P	~	~	P ₁	~
Restaurants, with drive-in or drive-through	P	P	P	~	C	~	~	~	~	~	~	~	~	~	~	~	~
Restaurants, without drive-in or drive-through	P	P	P	~	P	P	C	~	~	~	~	P	P	M	~	P	P ₁
Service and Repair – Motorized	~	P	~	P	~	P	~	~	~	~	~	~	P	~	P	~	~

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Uses	Commercial Districts				Mixed Use Districts			Residential Districts				Overlay Zones					
	CBD	NWBD/S WBD	CN	I	WMU	OMU	RMU	RS	RL	RM	RH	HEO	CSO	MRC	IO	PO	RRO
Service and Repair - Non-motorized	P	P	P	P	P	P	C	~	~	~	~	P	P	~	P	P ₁	P ₁
Theaters (Drive-in)	~	P	~	P	~	~	~	~	~	~	~	~	~	~	~	~	~
Theaters (No drive-ins)	P	P	P	~	P	~	~	~	~	~	~	P	P	~	~	P	P
Industrial																	
Boating Storage Facilities	~	P	~	P	C	P	~	~	~	~	~	~	P	~	~	~	~
Industry, Heavy	~	~	~	P	~	~	~	~	~	~	~	~	~	~	P	~	~
Industry, Light	C	C	~	P	C	C	~	~	~	~	~	~	P	~	P	~	~
Junkyard/wrecking yard	~	~	~	P	~	~	~	~	~	~	~	~	~	~	~	~	~
Mini-storage	P ₁	P	P ₁	P	AU	P	~	~	~	~	~	~	P	~	~	~	~
Off-Site Treatment & Storage Facilities for Hazardous Waste	~	~	~	P	~	~	~	~	~	~	~	~	~	~	P	~	~
On-Site Treatment & Storage Facilities for Hazardous Waste	AU	AU	AU	P	AU	AU	AU	~	~	~	~	AU	AU	~	P	AU	AU

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Uses	Commercial Districts				Mixed Use Districts			Residential Districts				Overlay Zones					
	CBD	NWBD/S WBD	CN	I	WMU	OMU	RMU	RS	RL	RM	RH	HEO	CSO	MRC	IO	PO	RRO
Printing, Industrial	~	~	~	P	~	C	~	~	~	~	~	~	P	~	~	~	~
Recycling Facilities	AU	AU	AU	P	AU	AU	AU	~	~	~	~	AU	AU	~	~	AU	AU
Solid Waste Transfer Station	~	~	~	P	~	~	~	~	~	~	~	~	~	~	~	~	~
Warehousing & Storage	AU	AU	~	P	~	C	~	~	~	~	~	~	P	~	P	~	~
Welding & Fabrication	~	C	~	P	~	C	~	~	~	~	~	~	P	~	P	~	~
Wholesale Products Incidental to Retail Business	P	P	~	P	P	~	~	~	~	~	~	P	P	~	P	P ₁	~
Wholesale Sales	~	~	~	P	~	C	~	~	~	~	~	~	P	~	P	~	~
Medical																	
Clinic	P	P	P	~	P	C	C	~	~	~	~	P	P	C	~	P ₁	~
Hospital Planned Development	~	P	~	~	~	P	P	P	P	P	P	~	~	P	~	~	~
Medical Office	P	P	P	~	P	P	P	~	~	~	~	P	P	M	~	P ₁	~

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Uses	Commercial Districts				Mixed Use Districts			Residential Districts				Overlay Zones					
	CBD	NWBD/S WBD	CN	I	WMU	OMU	RMU	RS	RL	RM	RH	HEO	CSO	MRC	IO	PO	RRO
Supervised Living Facilities	~	~	~	~	C	C	C	C	C	C	C	~	~	C	~	C ₁	C
Veterinary Offices/Clinics	P	P	P	~	P	C	C	~	~	~	~	~	P	~	~	P ₁	~
Office																	
Business Offices	P	P	P	AU	P	P	P	~	~	~	~	P	P	M	~	P ₁	P ₁
Personal Services	P	P	P	~	P	P	P	~	~	~	~	P	P	M	~	P ₁	P
Public Assembly																	
Auditoriums and Places of Assembly	P	P	P	P	P	C	C	C	C	C	C	P	P	M	~	P	P
Cemeteries	~	~	~	~	~	~	~	P	P	P	P	~	~	~	~	~	~
Child Day Care Centers	P	P	P	~	C	C	C	C	C	C	C	P	P	C	~	C ₁	C ₁
Funeral Parlors and Mortuaries	P	P	~	P	~	P	P	~	~	~	~	P	~	~	~	~	~
Humanitarian Service & Shelter	P	P	P	P	C	P	C	~	~	~	~	C	P	C	~	C ₁	C

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Uses	Commercial Districts				Mixed Use Districts			Residential Districts				Overlay Zones					
	CBD	NWBD/S WBD	CN	I	WMU	OMU	RMU	RS	RL	RM	RH	HEO	CSO	MRC	IO	PO	RRO
Facilities																	
Libraries	P	P	P	~	P	P	P	C	C	C	C	P	P	P	~	P	P
Museums	P	P	P	~	P	P	P	C	C	C	C	P	P	P	~	P	P
Neighborhood Center	P	P	P	~	P	C	C	~	C	C	C	P	P	P	~	P	P
Places of Worship	C	C	~	~	C	C	C	C	C	C	C	C	C	C	~	C ₁	C ₁
Schools	~	~	~	~	C	C	C	C	C	C	C	~	~	C	~	C	C
Institution of Higher Education	P	P	~	P	~	C	C	C	C	C	C	P ₁	P	C	~		
Recreation																	
Boat Clubs	P	P	~	P	P	~	~	~	~	~	~	~	~	~	~	P	P
Managed Open Space	P	P	P	P	P	P	P	P	P	P	P	P	P	P	~	P	P
Marinas/Boat Launching Facilities	~	~	~	P	P	~	~	~	~	~	~	~	~	~	~	P	P
Recreation, Indoor Commercial	P	P	P	~	P	~	C	~	~	~	~	P	P	~	~	P	P
Recreation, Outdoor Commercial	~	C	~	P	C	~	~	~	~	~	~	~	~	~	~	~	C

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Uses	Commercial Districts				Mixed Use Districts			Residential Districts				Overlay Zones					
	CBD	NWBD/S WBD	CN	I	WMU	OMU	RMU	RS	RL	RM	RH	HEO	CSO	MRC	IO	PO	RRO
Recreation, Neighborhood	~	~	P	~	~	C	C	C	C	C	C	~	~	M	~	~	~
Recreational Vehicle Parks	~	~	~	~	C	~	~	~	~	~	~	~	~	~	~	C	C
Residential																	
Single-Family Dwelling	~	~	~	~	~	P	P	P	P	P	P	~	~	P	~	~	~
Duplex	~	~	~	~	~	P	P	~	~	P	P	~	~	P	~	~	~
1-2 unit dwellings	P ₁	P ₁	P ₁	~	~	P	P	~	~	~	P	P ₁	P ₁	P	~	P ₁	P ₁
3-8 unit dwellings	P ₁	P ₁	P ₁	~	P	P	P	~	~	~	P	P ₁	P ₁	P	~	P ₁	P
9-13+ unit dwellings	P ₁	P ₁	P ₁	~	P	P	P	~	~	~	P	P ₁	P ₁	P	P	P ₁	P
Accessory building, residential	~	~	~	~	P	P	P	P	P	P	P	~	~	P	~	P	P
Accessory Dwelling Unit (ADU)	~	~	~	~	~	P	P	P	P	P	~	~	~	P	~	~	~
Adult Family Home	AU	AU	AU	~	AU	P	P	P	P	P	P	~	~	P	~	~	~
Bed & Breakfast	P	~	~	~	P	P	P	P	P	P	P	P	~	P	~	P	P
Family Day Care (12 or fewer children)	AU	AU	AU	~	AU	P	P	P	P	P	P	~	~	P	~	~	P
Cottage Housing	~	~	~	~	~	P	P	P	P	P	P	~	~	P	~	~	~

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	CBD	NWBD/S WBD	CN	I	WMU	OMU	RMU	RS	RL	RM	RH	HEO	CSO	MRC	IO	PO	RRO
Group Home (6 or less)	~	~	~	~	~	P	P	P	P	P	P	~	~	P	~	~	P
Group Home (7 or more)	P ₁	P ₁	P ₁	~	C	C	C	C	C	C	P	P ₁	P ₁	C	C	C	C
Home Occupation	~	~	~	~	~	P	P	C	C	P	P	~	~	P	~	~	P
Home Occupation, Mailing Address Only	~	~	~	~	~	P	P	P	P	P	P	~	~	P	~	~	P
Livestock and Poultry	~	~	~	~	~	~	~	P	P	P	P	~	~	~	~	~	~
Manufactured home ¹	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
Manufactured home, designated	~	~	~	~	~	P	P	P	P	P	P	~	~	P	~	~	~
Manufactured/ Mobile Home Park (as a Residential Planned Development)	~	~	~	~	P	P	P	P	P	P	P	~	~	P	~	~	~

¹ Manufactured homes are permitted only within a mobile/manufactured home park.

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Mobile home ²	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
Modular home	~	~	~	~	~	P	P	P	P	P	P	~	~	P	~	~	~
Residential Planned Developments	~	~	~	~	P	P	P	P	P	P	P	~	~	P	~	~	~
Student Housing	~	~	~	~	~	~	~	~	~	C	P	~	~	P	~	~	~
Other Uses																	
Accessory building, agricultural	~	~	~	~	~	P	~	P	P	P	P	~	~	P	~	~	~
Agriculture	~	~	~	~	~	P	~	P	P	P	P	~	~	P	~	~	~
Balcony	AU	AU	AU	AU	AU	AU	AU	AU	A	U	AU	AU	AU	AU	AU	AU	AU
Bus Amenities	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Deck	AU	AU	AU	AU	AU	AU	AU	AU	A	U	AU	AU	AU	AU	AU	AU	AU
Essential Public	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

² Mobile homes are permitted only within a mobile/manufactured home park.

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Facilities																	
Garage, private attached or detached	~	~	~	~	AU	AU	AU	AU	A	AU	AU	~	~	AU	~	AU	AU
Corridor Mixed Use	~	~	~	~	~	~	~	~	~	~	~	~	~	P	~	~	~
Fence	AU	AU	AU	AU	AU	AU	AU	AU	A	AU	AU	AU	AU	AU	AU	AU	AU
Parking Facility	P	P	C	P	C	C	C	~	~	~	C	P	P	~	P	C ₁	C ₁
Satellite Dishes, Commercial	P ₁	P ₁	~	P	C	C	C	C	C	C	C	P ₁	P	~	P	C ₁	C ₁
Sign with "effects"	AU	AU	~	AU	C	~	~	~	~	~	~	~	~	~	~	~	~
On-site Sign	AU	AU	AU	AU	AU	AU	AU	AU	A	AU	AU	AU	AU	AU	AU	AU	AU
Off-site Sign	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
Swimming Pool	AU	AU	AU	AU	AU	AU	AU	AU	A	AU	AU	AU	AU	AU	~	AU	AU

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Wireless Communication Antenna	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU
Wireless Communication Tower	~	C	~	C	~	C	~	~	~	~	~	~	~	~	C	~	~

Appendix E – Primary Maps, Illustrations

- [Proposed Land Use Map](#), Draft
- [Proposed Zoning Map](#), Draft
- City of Wenatchee Recommended Land Use & Zoning Map Revisions:
 - [Neighborhood Commercial Proposed Zoning](#)
 - [NWBD & Industrial Proposed Zoning](#)
- [Figure 4.3](#), conceptual “School Center” configuration
- US2/97 Corridor Safety Study

(All files linked to project page through duration of draft review, Acrobat® .PDF documents)*

Appendix F – SEIS Distribution List

City Distribution List					
Chelan County	Chelan County Commissioners	400 Douglas St, Suite 201	Wenatchee	WA	98801
WSDOT N Central Regional Office	Dave Honsinger	1551 N Wenatchee Ave	Wenatchee	WA	98807
Wentachee Valley Trans. Council	Jeff Wilkens	300 S Columbia, 3rd floor	Wenatchee	WA	98801
LINK - Planning Division	Bruce Phillips	300 S Columbia St	Wenatchee	WA	98801
Greater Wenatchee Bicycle Adv. Brd	Charlie Hickenbottom	1130 Princeton St	Wenatchee	WA	98801
Chelan County PUD	Rich Riazzi	P.O. Box 1231	Wenatchee	WA	98807
Wenatchee School District	Brian Fiones	P.O.Box1767	Wenatchee	WA	98807
Chelan County Port District	Mark Urdahl	125 EasyStreet	Wenatchee	WA	98801
Housing Authority	Alicia McRae	1555 Methow St	Wenatchee	WA	98801
Community Action Council	Bob Soule	620 Lewis St	Wenatchee	WA	98801
Wenatchee Downtown Association	Executive Director	103 Palouse St, Suite 21	Wenatchee	WA	98801
Chelan-Douglas Land Trust	Executive Director	PO Box 4461	Wenatchee	WA	98807
Douglas County Land Services	Mark Kulaas	140 19th Street NW, Suite A	E Wenatchee	WA	98802
East Wenatchee Community Dev.	Lorraine Barnett	271 Ninth St	E Wenatchee	WA	98802
CTED	Joyce Phillips	PO Box 42525	Olympia	WA	98504
Department of Ecology	SEPA Unit	PO Box 47703	Olympia	WA	98504
Department of Natural Resources	Southeast Region	713 Bowers Rd	Ellensburg	WA	98926
Fire Protection District No. 1	Fire Chief Randy Johnson	206 Easy St	Wenatchee	WA	98801
Wenatchee Reclamation District	Manager	514 Easy St	Wenatchee	WA	98801
Department of Fish and Wildlife	Central Regional Office	1550 Alder St	Ephrata	WA	98823
City Staff					
City Council					
City Planning Commission					
Public Copies	City Hall, Library, Public Works				

Chelan County Stakeholder List	Last	First	Address	Zip	E-mail Address
	Aylward	Patrick	4116 Knowles Rd.	98801	pata@jdsalaw.com
Cascade Auto Center	Baldock	Steve	150 Easy Street	98807	steveb@cascadeautocenter.com
Mountain Brooke Dev	Blaesing	Scott		98801	
	Byrd	Gene	1020 Easy Street	98801	mercjerc@msn.com
	Carlson	Megan	1105 Easy Street	98801	
	Clymes	Jeff	3860 Knowles Road	98801	
City of Wenatchee	Curry	Dan	25 N. Worthen Street	98801	dcurry@cityofwenatchee.com
	Davis	Nick	609 American Fruit Rd.	98801	nickd@genext.net
	Dechand	Alfred	3509 School St.	98801	
	Dennis	Robert	1216 Downs Road	98801	dennis@televar.com
Link Transit	DeRock	Richard	2700 Euclid Avenue	98801	richard@linktransit.com
Chelan County Fire District #1	Dormaier	Phil	1821 Horse Lake Road	98801	phil@wenpetco.com
	Fritz	Lester	3368 #1 Canyon Road	98801	
WSDOT	Gould	Bill	P.O. Box 98	98807	gouldw@wsdot.wa.gov
	Henderson	Harry	3624 School Street	98801	
	Horaski	Mark	401 Washington Street, #1	99801	mark.horaski@co.chelan.wa.us
	Isaacson	Gary	3084 W. Eagle Rock Dr.	98801	
Chelan PUD	Johnson	David	P.O. Box 1231	98801	davidla@chelanpud.org
City of Wenatchee	King	Steve	25 N. Worthen Street	98801	sking@cityofwenatchee.com
Chelan County	Lasher	Rod	316 Washington Street, Suite 301	98801	rod.lasher@co.chelan.wa.us
	Lombard	Louise	327 Lombard Ln.	98801	Lombard
	Loranger	Wayne	925 5th Street	98801	wayne@premicroni.biz
	Mosher	Phil	206 Easy Street	98801	plmosher@chelancountyfire.com
	Mounter	Donovan	4215 April Drive	98801	don@pipkininc.com

	Nelson	Brian	4250 April Drive	98801	bsnesquire@aol.com
	Noyes	Gary	P.O. Box 1964	98801	
Port of Chelan County	Parks	Lisa	530 Valley Mall Parkway, #4	98802	acgplan@nwi.net
	Pezoldt	Greg	316 Washington Street, Suite 402	98801	greg.pezoldt@co.chelan.wa.us
	Smith	Marlen	1360 Easy Street	98801	
Wenatchee Reclamation District	Smith	Rick	514 Easy Street	98801	rsmithwrtd@aol.com
	Smith	Rodney	608 American Fruit Road	98801	knowlesrd@charter.net
	Stumpf	Brian	718 Easy Street	98801	tr624@aol.com
Port of Chelan County	Urdahl	Mark	125 Easy Street	98801	mark@ccpd.com
	Wacker	Bill	1216 Downs Road	98801	wtwacker@hotmail.com
	Wacker	Lori	1216 Downs Road	98801	loriwacker@hotmail.com
WVTC	Wilkins	Jeff	300 S. Columbia	98801	jeff@wvtc.org
					pacskyinc@charter.net