

# CHELAN COUNTY COUNTY-WIDE PLANNING POLICIES

## TABLE OF CONTENTS

		PAGE
POLICY #1	POLICIES TO IMPLEMENT RCW 36.70A.110 RELATING TO THE ESTABLISHMENT OF URBAN GROWTH AREAS.	1
POLICY #2	POLICIES FOR PROMOTING CONTIGUOUS AND ORDERLY DEVELOPMENT AND THE PROVISION OF URBAN GOVERNMENTAL SERVICES TO SUCH DEVELOPMENT.	1
POLICY #3	POLICIES FOR SITING PUBLIC CAPITAL FACILITIES (INCLUDING LULU'S/NIMBY'S) THAT ARE OF A COUNTY WIDE OR STATE WIDE NATURE.	2
POLICY #4	POLICIES FOR COUNTY WIDE TRANSPORTATION FACILITIES AND STRATEGIES.	3
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.	6
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.)	7
POLICY #7	POLICIES FOR COUNTY-WIDE ECONOMIC DEVELOPMENT AND EMPLOYMENT.	7
POLICY #8	AN ANALYSIS OF FISCAL IMPACT	8
POLICY #9	POLICIES RELATING TO PUBLIC EDUCATION AND CITIZEN PARTICIPATION	10
POLICY #10	POLICIES RELATING TO MONITORING, REVIEWING, AND AMENDMENT OF COUNTY-WIDE PLANNING POLICIES	10

**CHELAN COUNTY  
COUNTY-WIDE PLANNING POLICIES**

**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 forecasts 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 off-set 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 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 the 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 plan 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 governments fair share of siting of public facilities the Advisory County-Wide Project Analysis and Site Evaluation Committee shall consider at least the following:
  - A. Existing 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 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 county-wide 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 county-wide transportation plan should integrate concerns of all jurisdictions and the general public within the geographic limits of the transportation plan area.
- VI. The county-wide 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 air strips.
  - 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 ratio 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 area.
  - 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 county-wide 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 county wide basis.
  
- II. Individual plans 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. Allowance 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 local 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, roads) and utilities.
  - C. The availability of housing to support economic growth.
  - D. An 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:

PAGE 8 OF 10

- 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 which 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 provide 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

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

