

Chelan County

2026–2046

Comprehensive Plan

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Connections for Chelan County



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CHAPTER 1

INTRODUCTION

I. History of Chelan County Comprehensive Planning

Chelan County has a long history of community planning efforts. The first Comprehensive Plan^s was completed in 1958¹ and included the following statement:

The Comprehensive Planning Outline is intended to serve as a guiding policy for planning activity in Chelan County. The results of haphazard development are familiar to us all in the form of traffic congestion from string commercial uses along major streets, of dangerous heavy traffic within residential neighborhoods, of inadequate streets and roads, and of an incompatible mixture of residential, commercial, and industrial uses. Fortunately, Chelan

¹ Information on other plans is encouraged—contact Community Development

County is early enough in its development process to gain much from a blueprint for orderly growth.

This plan was followed by a few regional plans, such as the 1979 Malaga Plan.

Then in 1990, the State Legislature responded to increased pressures from unprecedented population growth by passing the Washington State Growth Management Act of 1990 (GMA)~~Growth Management Act (GMA)~~. The GMA requires all cities and counties in the state to do planning. The GMA required fast~~est~~ growing counties, including Chelan County, to adopt new comprehensive land use plans in compliance with the new law.

~~The GMA Act provides 14 goals which all comprehensive plans are required to address related to:~~Urban growth

~~Urban growth~~

~~Reduce sprawl~~

~~Transportation~~

~~Housing~~

~~Economic development~~

~~Property rights~~

~~Permits~~

~~Natural resource industries~~

~~Open space and recreations~~

~~Environment~~

~~Citizen participation and coordination~~

~~Public facilities and services~~

~~Historic preservation~~

~~Shoreline Management~~

County Wide Planning Policies

The first step taken towards the development of new comprehensive land use plans was the adoption of County-Wide Planning Policies to be used throughout the County, including the cities. A committee was formed with representation from the Board of County Commissioners, cities and

community councils. The committee consulted a variety of people for input in the development of the policies.

The Board of County Commissioners adopted the County-Wide Planning Policies on May 26, 1992 (See Appendix A for complete text of this document.) addressing the following issues:

- The establishment of Urban Growth Areas (UGAs)
- Promotion of contiguous and orderly development and the provision of urban governmental services to such development
- Siting of public capital facilities that are of a county-wide nature
- County-wide transportation facilities and strategies
- Need for affordable housing for all economic segments of the population and the adoption of parameters for the distribution of affordable housing
- Joint county and city planning within UGA~~urban growth areas~~ and provision of innovative land use management techniques that may include use of flexible zoning processes
- County-wide economic development and employment
- An analysis of fiscal impact
- Public education and citizen participation
- Monitoring, reviewing, and amendment of county-wide planning policies

Comprehensive Plan Development

At the inception of drafting the comprehensive plan, the County and the cities of Leavenworth, Cashmere, Wenatchee, Entiat, and Chelan, opted to divide the County into 8 study areas and prepare a plan for each area. The County took the lead role, in coordination with the cities in the development of 7 sub-area plans. The City of Wenatchee took the lead role in the development of a comprehensive plan for the Wenatchee Urban Area.

In August of 1993, Chelan County established Citizen Advisory Committees (CAC's) to develop new comprehensive plans for its 7 sub-areas. These community representatives were appointed by the Board of County Commissioners and the cities mayors. The committees were diverse groups representing a variety of viewpoints.

Due to time constraints, the cities of Leavenworth, Chelan, Cashmere, and Entiat, chose to pull out of the joint process with the County and revise and adopt their own versions of the County draft sub-area plans.

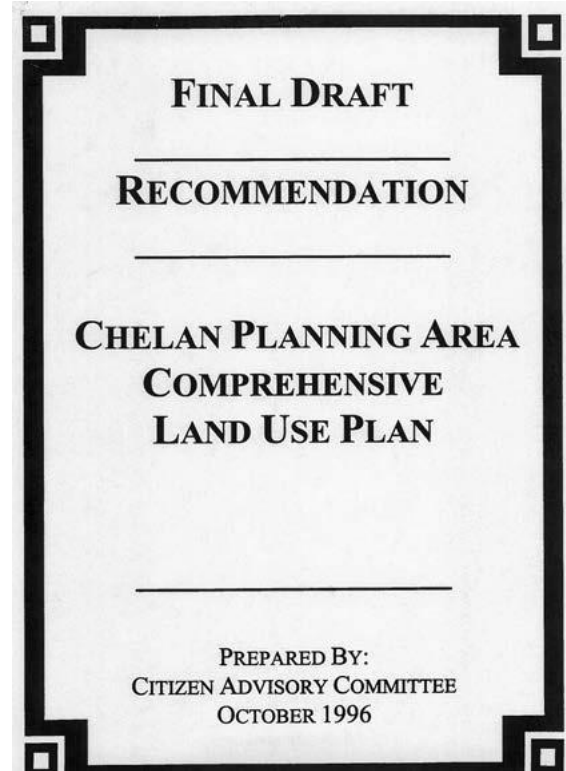
Due to the requirements of the ~~Growth-Management Act~~ regarding coordination and consistency, implementation issues, and changes made to the Act, the decision was made to develop a single county-wide comprehensive plan utilizing the work done by the CAC's and the Rural Coordinating Committee.

The County-wide Comprehensive Plan covers the unincorporated areas outside of the City ~~UGA~~Urban Growth Areas. Within the county-wide plan, 7 study areas are identified. Specific goals are identified for these study areas where unique circumstances specific to the study areas exist. All other goals and policies apply county-wide.

The Rural Coordinating Committee was a 12 member body whose members ~~where-were~~ appointed by the Board of Commissioners to coordinate the Rural Element of the Plan. Some members of the Rural Coordinating Committee were also members of the Citizen Advisory Committees. The Rural Coordinating Committee and the Planning Commission went through a process where they identified goals and policies applicable to specific study areas, and goals and policies applicable county-wide.

The remaining unincorporated areas of the County within the ~~UGA~~Urban-growth-area boundaries are covered by the city comprehensive plans. Consistent with the County Wide Planning Policies, and a Memorandum of Understanding with the cities, the County has committed to coordinated planning to regulate the unincorporated areas of the cities ~~UGA~~Urban-growth areas.

~~It is recommended that the entire plan be reviewed every five years. It is also expected that continuing review and modification as appropriate should occur throughout this timeframe to assure that the plan remains a dynamic tool in planning for the needs of the County.~~



II. What Is a Comprehensive Land Use Plan?

A comprehensive plan is a legal document adopted by local elected officials establishing policies that will guide ~~the future~~ [land use decisions and](#) physical development of the community. It will be used by local elected officials, planning commissions, private firms, and individuals when making decisions about land use development or changes, capital improvements programming, and the enactment of development regulations and related growth management legislation. Zoning and other development regulations must be consistent with the comprehensive plan.

The plan is divided into several chapters called "elements". This plan contains the following elements.

- Land Use
- Rural
- Resource
- Housing
- Capital Facilities ~~Plan~~
- Utilities
- Economic Development
- ~~Parks~~ and Recreation
- Shoreline
- Transportation

This 2026–2046 Comprehensive Plan reflects decades of coordinated planning efforts and the extensive work completed during the periodic update. The following appendices provide the technical foundation and supporting documentation for the Comprehensive Plan, including public engagement results, community and subarea plans, required Growth Management Act analyses, mapping, and supporting implementation documents. As required by the Washington State legislature in House Bill 1181, this Comprehensive Plan also includes goals and policies related to resiliency supported by a Resiliency Plan. Together, these appendices provide additional detail and context for the updated goals and policies contained in this Plan.

- Appendix A Public Participation Summary Report
- Appendix B Manson Comprehensive Plan
- Appendix C Peshastin Comprehensive Plan
- Appendix D Malaga UGA Plan
- Appendix E Stehekin Community Plan
- Appendix F Resiliency Plan

- [Appendix G Land Capacity Analysis](#)
- [Appendix H Designation Maps](#)
- [Appendix I Racially Disparate Populations Analysis](#)
- [Appendix J Capital Facilities Plan](#)
- [Appendix K Recreation Element \(PROS\) Plan](#)
- [Appendix L Chelan County Roadway LOS Analysis Summary](#)

It is important to County residents and property owners to have an opportunity to express their concerns and goals for the future in order to maintain some local control over land use decisions that may affect them. This Plan is intended to be a vehicle to accomplish this. By clearly articulating a plan for the future of the area, the county is informed about the local implications of its policy decisions, and is able to address the concerns of the citizens. The ~~Growth Management Act~~ requires that state agencies comply with local comprehensive plans and development regulations. It is important to have a plan that identifies goals to help state agencies make informed decisions.

This plan seeks to provide this opportunity for growth, while preserving the positive attributes that make the County so desirable.

~~Important factors contained within the Growth Management Act include consistency between:~~

- ~~The comprehensive plan and the planning goals identified in RCW 36.70A.020;~~
- ~~Municipal and county comprehensive plans;~~
- ~~The comprehensive plans of each municipality and county with those of neighboring municipalities and counties;~~
- ~~The elements within the comprehensive plan (internal consistency); and~~
- ~~The comprehensive plan and capital budget~~

III. Citizen Participation

The GMA stresses the importance of ongoing citizen participation in the preparation of the comprehensive plan. In addition to the utilization of citizen advisory committees to develop the plan, Chelan County has used a variety of other methods to both distribute information and obtain citizen input regarding this planning process.

~~September and October of 1993, the Chelan County Planning Department conducted a telephone survey of county residents. Over 1100 phone numbers were called. A total of 724 households were contacted and 400 surveys were completed. The survey was designed to be a county-wide sampling of opinions and concerns regarding a variety of issues including crime, property rights, traffic, housing, public facilities and services, and economics.~~

~~Starting in 1992 the county distributed periodic newsletters which provided an update on the Growth Management planning process underway. These newsletters were mailed to a list of over 700 residents, neighboring communities and counties. Copies were also available at the County Planning Department.~~

~~The Citizen Advisory Committees held public meetings to present their goals and policies developed for the Land Use Element of the comprehensive plan. The committees were seeking comment from local citizens regarding the work they had accomplished. Notices were mailed, and copies of the draft document were picked up by interested citizens.~~

Extensive citizen participation has and will continue to be a major goal in the formation, modification and implementation of the comprehensive plan and accompanying development regulations. Citizen Advisory Committees were utilized in the formation and drafting of this plan. Decisions made by local governmental decision making bodies that utilize maximum citizen participation are usually better received by the public and generate better decisions.

~~The Comprehensive Plan can be amended once a year. However, there may be times when a proposed change or revision to any part of the comprehensive plan arises from a situation that necessitates the immediate preservation of the public health, safety and welfare or as ordered by a legal judgment. Such "emergency amendments" will follow State regulations but may not follow an established Comprehensive Plan amendment timeline.~~

The ~~Growth Management Act~~ states that public participation shall have a wide range of input. The process shall have a "...broad dissemination of proposals and alternatives, opportunity for written comments, public meetings after effective notice, provision for open discussion, communication programs, information services, and consideration of and response to public comments." Proposed actions should include early and continuous public input. Specific importance is attained to input from local individuals, businesses, and groups; regional, state, and national organizations can add distinctive and valuable input to the planning process.

Amendments to the Chelan County Comprehensive Plan have followed similar public participation efforts including "visioning sessions", public workshops, and public hearings. Another key component has been internet landing page posting of workshop minutes, special studies, research

data, and similar documents as well as gathering public feedback, displaying storymaps, and hosting virtual meetings that can be recorded and summarized electronically. The amendment process for the plan is conducted by the Chelan County Planning Commission.

For the 2026–2046 Comprehensive Plan update, similar strategies were employed by Chelan County to obtain public feedback. The first round of public open houses was held in May 2025 to introduce the Comprehensive Plan update and gather input from elected officials and the public. Held in Chelan, Leavenworth, and Wenatchee, the open houses included a virtual option when possible and were intended to invite the community to provide feedback on the update process. A fourth series open house was held in May 2026 to receive feedback on the Comprehensive Plan updates and communicate the adoption process schedule to the public. Chelan County also attended the April 18, 2026, Earth Day event to table and answer questions about the Comprehensive Plan update. Outreach to the Confederated Tribes of the Colville Reservation included email correspondence from Chelan County inviting feedback during the planning process and notifications for the open houses.

The County hosted a webpage that included updates and documents throughout the Comprehensive Plan Periodic Update process that included an online storymap and survey that remote users could use to provide feedback in English or Spanish. The storymap that was linked to GIS tools capable of allowing users to view countywide data and apply comments to areas where there may be issues or concerns. The team’s interpretation specialist from Wenatchee CAFÉ, also took printed surveys in Spanish and distributed them at local events to reach the county’s Spanish-speaking community. Nearly 100 survey results were received during the outreach process and used to inform the update. Outreach and citizen participation efforts undertaken to prepare for the 2026–2046 Comprehensive Plan Update are described in detail in the Public Engagement Summary (Appendix A).

Types of Public Participation Techniques

Depending on the type of action, the region of interest and/or administrative considerations, a variety of public participation techniques may be necessary. ~~The following are a sample of what should be considered to encourage public participation.~~ These types of outreach activities are summarized in the Public Participation Plan, which is prepared and maintained for each Comprehensive Plan update cycle. The following are a sample of what should be considered to encourage public participation.

Notice

- Newspaper legal notices and special advertisement

- Postings at post office or other areas known to attract people
- Newsletters and/or utility flyers
- Website / electronic mailings
- Invitations to specific groups or interested parties
- Direct mailing
- In appropriate regional, neighborhood, ethnic, or trade journals
- Provide press releases or interviews with area radio stations and newspapers
- Posting of property for development proposals

Meetings

- [Board of Chelan County Commissioners](#) and [Chelan County Planning Commission Planning Meetings](#)
- Public Hearings
- Open Houses or workshops
- Attending local service club, trade organization, etc., meetings

Written Comment

- Surveys
- Written Comments

Additional Formats

- Youth workshops, public service messages, advisory committees, school programs, visioning, etc.

Comments and ideas are used throughout the process to help shape the Comprehensive Plan changes. As comments are received, additional meetings may be necessary to fully secure adequate public participation on new or refined proposals. The importance of early and continuous involvement in the development of processes and products is vital to the success of the planning process.

GOAL LU-CP 1: Encourage the involvement of citizens in the planning process.

Goal Rationale: Citizen input is necessary in the planning process to ensure that community needs and concerns are addressed.

Policy ~~LU-CP~~ 1.1: In addition to mandatory notification requirements, consider additional public participation measures where appropriate, including but not limited to the Public Participation Techniques listed above.

Rationale: Additional notification measures may be necessary to ensure adequate public participation.

Policy ~~LU-CP~~ 1.2: Support the continued utilization of community councils as an effective source for community concerns regarding planning issues and development proposals.

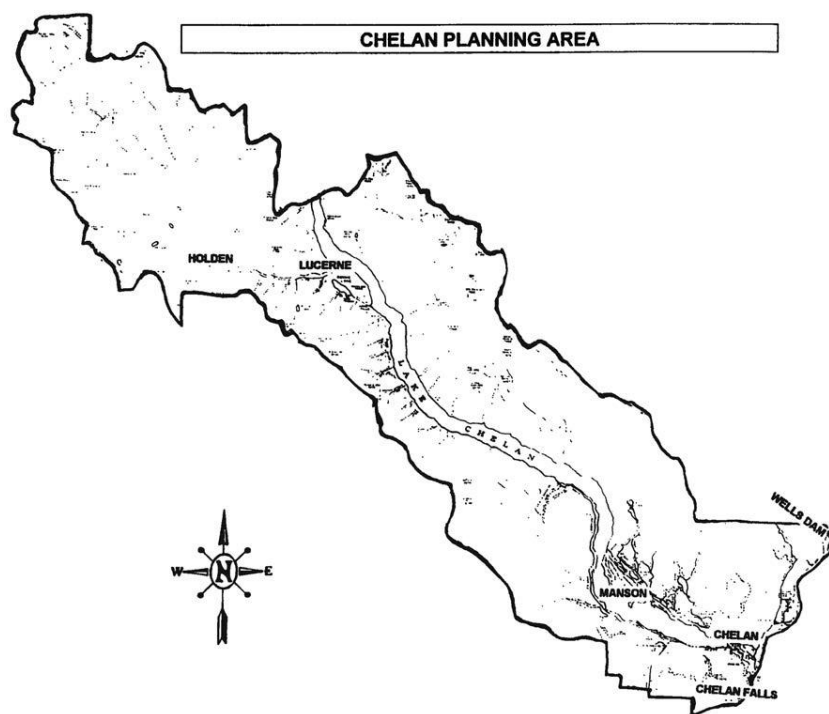
Rationale: Community ~~Councils-councils~~ provide valuable ~~community~~ input for land use decisions.

Policy CP 1.3: Provide opportunities for citizen involvement in various languages at various locations and during different times of the day to increase participation of communities with limited-English proficiency (LEP), community members with limited mobility, and community members working standard office hours or non-traditional or shift-based schedules.

Rationale: Providing opportunities for citizen involvement in multiple languages supports individuals with LEP who might otherwise be excluded from understanding or contributing to public discussions. Holding meetings and events at a variety of accessible locations increases convenience and reduces travel burdens, making it easier for people across different neighborhoods and communities to attend. Similarly, offering opportunities at different times of day acknowledges the diverse work schedules within the community. Removing barriers that prevent all community members from engaging in the planning process improves participation, fosters diversity of perspectives in the planning process.

IV. Community Vision Statements

One of the first tasks completed by each of the Citizen Advisory Committees to support early drafts of the Comprehensive Plan was the development of vision statements. The vision statement basically describes the image that the community sees for its future. The committees spent a lot of time listing characteristics of the community and what they would like to see happen in the future. The following vision statements were completed for the different study areas.

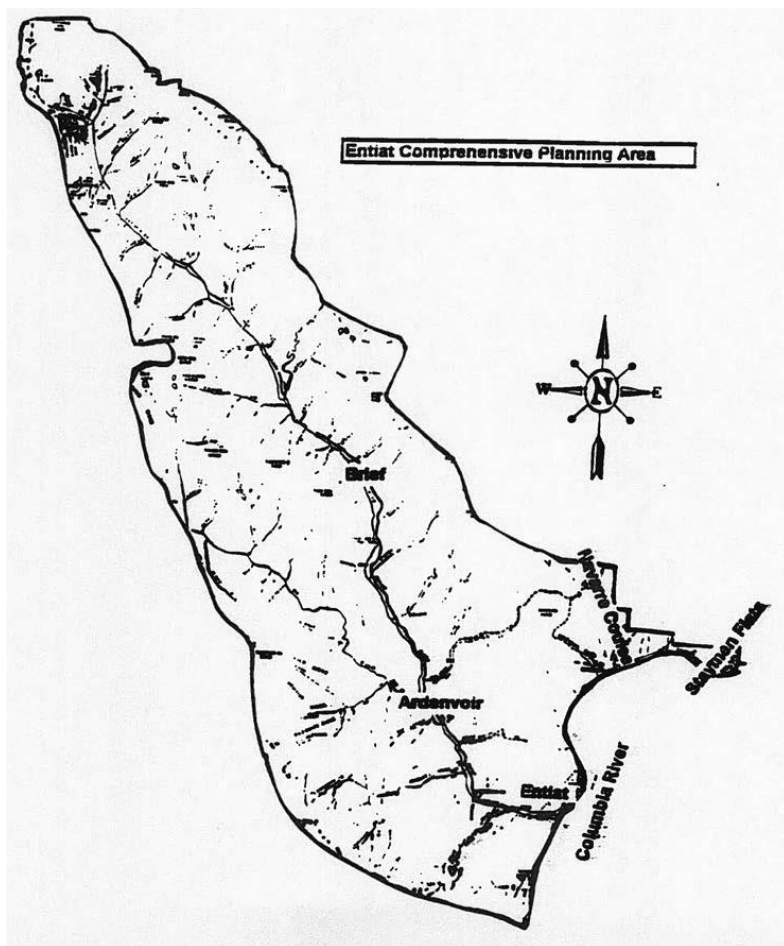


Chelan-Manson

The Chelan-Manson Study Area comprehensive plan is to vision provides a guide for the development of the Study Area. The plan strives to maintain and enhance the existing quality of life that includes: culture, customs, economy, agricultural economy, sense of community, water quality, and recreational opportunities. This is a plan to promote the development of a 12 month economy utilizing the abundant natural resources of the area. This plan should provide for expansion of these opportunities, while maintaining an adequate infrastructure to accommodate this growth. Continuous public participation is warranted, with decision making and implementation at the local level. This plan will ensure the protection of individual property rights, and provide for the right to farm according to historic and recommended practices.

Entiat Valley

The Entiat Valley Study Area vision comprehensive plan is to provides recommendations for the citizens of the Study Area. The plan will strive to maintain the existing quality of life that includes: culture, customs, economy, agricultural opportunities, sense of community, water quality, and recreational opportunities. This plan should provide for expansion of these opportunities, while maintaining an adequate infrastructure to accommodate this growth. Continuous public participation is warranted, with decision making and implementation at the local level. This plan will ensure the protection of individual property rights, and provide for the right to farm according to historic and recommended practices.



Malaga-Stemilt-Squilchuck

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.

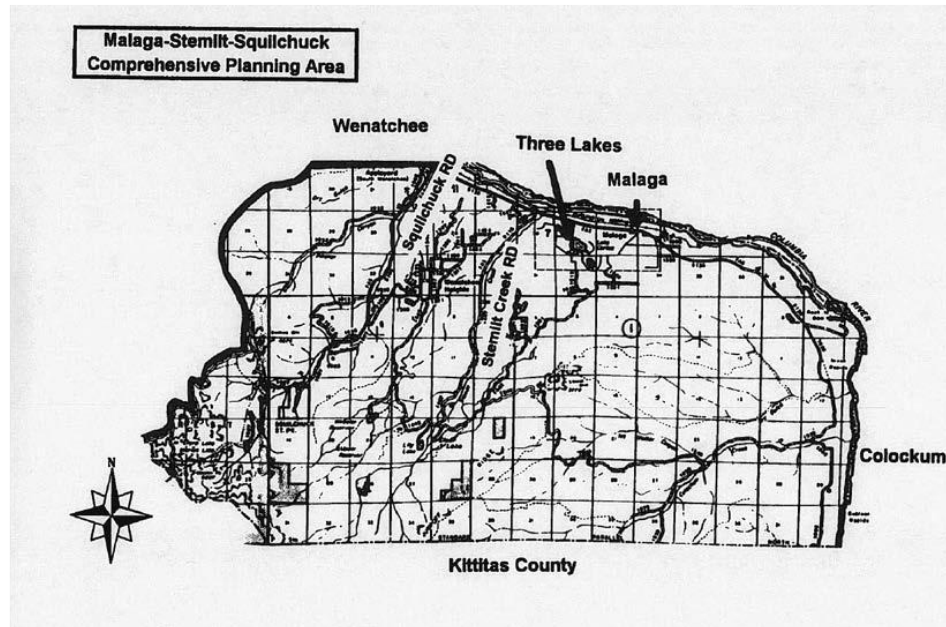
The citizens of the Malaga-Stemilt-Squilchuck Study Area envision future development that will compliment-complement and enhance, and not unreasonably impact, our rural character, our strong agricultural economy, and natural resource based industries.

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.

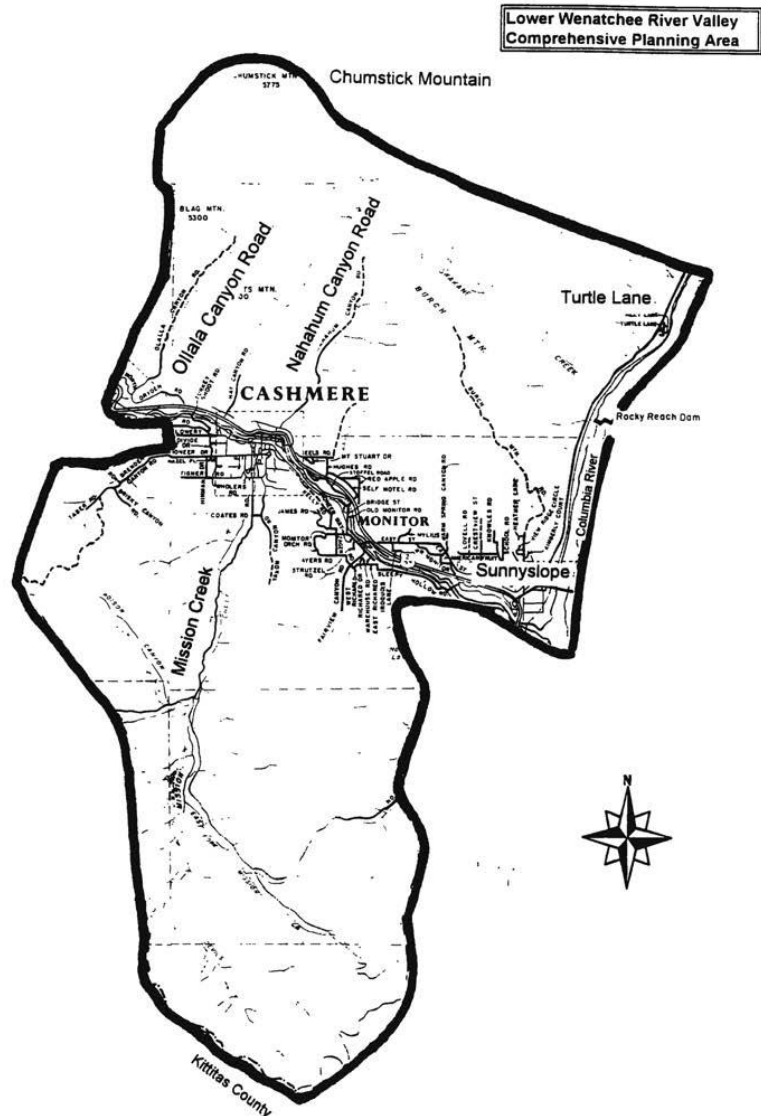
In conclusion, we envision growth that will maintain the continuity of our rural character and quality of life while protecting the private property rights of the citizens of this area.

Lower Wenatchee River Valley

The citizens of the Lower Wenatchee River Valley Study Area envision:

- Future development that will complement and enhance and not unreasonably impact our natural resource-based industries, including our strong agricultural industry, and the forest and mineral resources industries;

- An economic and educational climate that enables our citizens to find suitable employment within the valley;
- Sustainable growth that can be served effectively and efficiently with the necessary public services and facilities, while enhancing our community's quality of life;
- Open spaces and recreational opportunities, particularly along the rivers and streams, to preserve the community's rural character, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks;
- Protection of the environment and maintenance of the community's high quality of life, including air and water quality, and the availability of water;
- Protection of private property rights of landowners;
- Adequate housing that fulfills the housing needs of all segments of the population;
- Efficient transportation systems that allow the movement of goods, services, and people within the community.

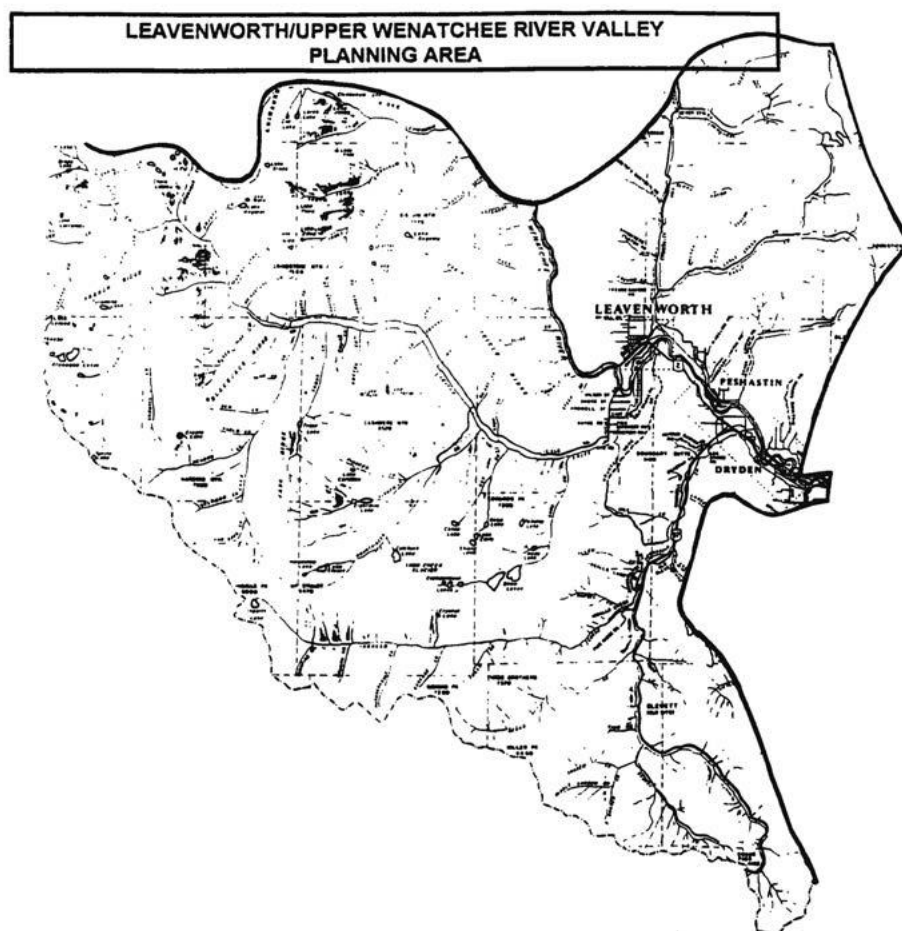


Upper Wenatchee River

The citizens of the Study Area envision: maintaining the uniqueness of the area which 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 with open spaces and enhancing the proper management of the natural environment.

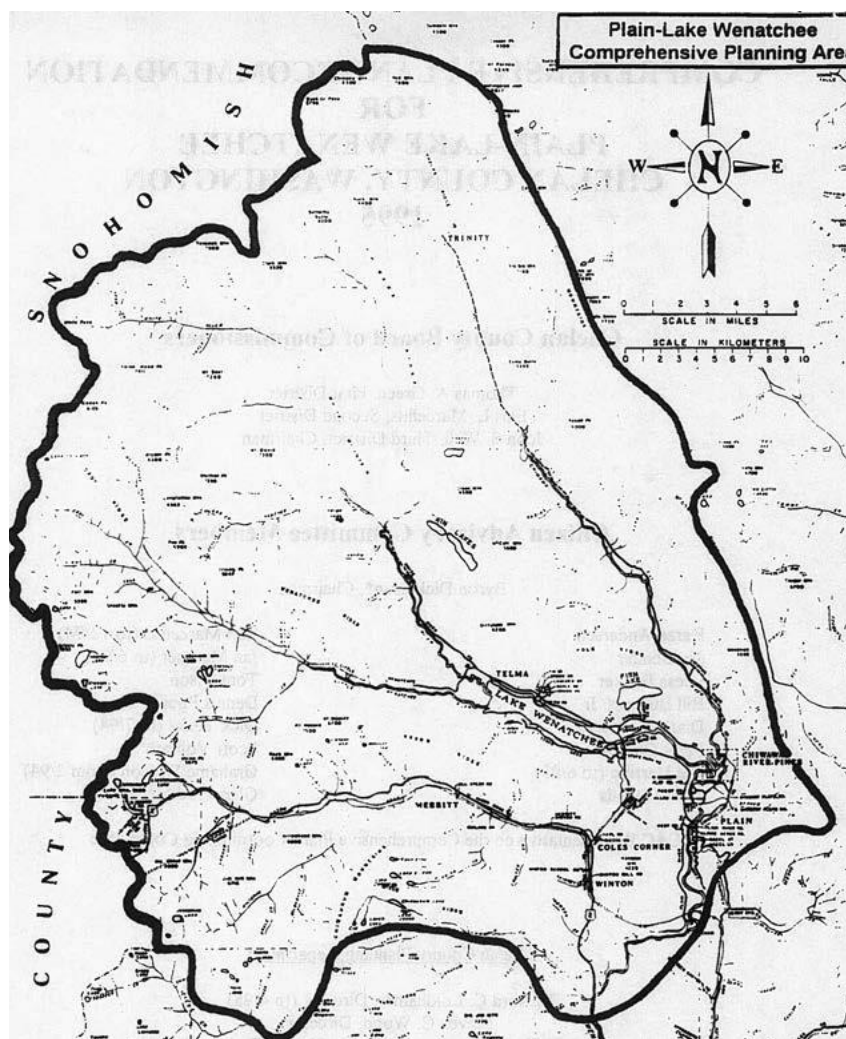
This vision can be accomplished with the goals and policies in this plan and by preparing development regulations with this vision in mind.

The goals and policies identified in this plan are deemed to be essential in maintaining a satisfactory quality of life for the Study Area.



Plain-Lake Wenatchee

The intent of the Comprehensive Plan is to provide guidance for future development and land use within the Plain-Lake Wenatchee Study Area. The Comprehensive Plan is an integral part of a county-wide planning effort to upgrade land use plans in accordance with the ~~Washington State Growth Management Act of 1990 (GMA)~~. The Plan seeks to maintain a balance of private property rights



within a scenic rural community. The Plan maintains an established quality of life, including cultural and economic opportunities, and insures a rural environment.

The Study Area is in a rural setting, within the Eastern foothills of the Cascade Mountains. It includes ~~those~~ private and state lands in the area surrounding Plain, Lake Wenatchee, and the Stevens Pass Corridor. Much of the land in this area is owned and managed by the United States Forest Service, and although these federal lands are not part of this plan, they are closely associated with the private and state lands within the Study area. A strong

attraction to the people who live and visit the Study Area is its pervasive natural beauty. Wildlife, clear air and water, a rural atmosphere and sense of community, open space, relatively ~~sparselow~~ population density, and local availability of basic services all contribute to the appeal of the area.

Preceding this Comprehensive Plan were the West Central Chelan County Comprehensive Plan of 1973, which included the Chumstick Valley, and the Upper Wenatchee River Valley Plan of 1988, which only included those areas surrounding Plain. ~~The recent 1988 Plan involved extensive research with the community and implemented a new zone in the Plain Area.~~

This Plan reviews background information within the Study Area, discusses current land use and future projections, discusses elements relative to GMA, and finally, establishes goals and policies for the study area. The Plan allows for continuous public participation in the planning process decision making and implementation occurring at the local level. The adoption of the Comprehensive Plan is

the first step toward achieving orderly and harmonious community action in the development of an optimum living environment.

Stehekin

This comprehensive plan encompasses a valley that has been recognized on a national scale for its remote, isolated setting; rich pioneer heritage; scenic grandeur; the subtle details of its beauty; and scope of recreational opportunities. As part of the 2026–2046 Comprehensive Plan Update, the County is preparing a supplemental Stehekin Community Plan (Appendix E) to augment existing policy with more detail tailored to the unique area in and around Stehekin. The Stehekin Community Plan establishes policy and strategy to guide land use, interagency partnerships, and public and private investment in Stehekin. It also acknowledges the importance of critical local services and infrastructure, as well as the impact of National Park Service past, current and future policies and decisions on the long-term viability of the Stehekin community. The intent of this Comprehensive Plan is to provide a guide for citizens of Stehekin residing in Chelan County by addressing the “conservation and wise” use of lands in the Stehekin Valley. The plan will strive to maintain and enhance the existing quality of life: i.e., sense of community cultural, economic, recreational, agricultural and conservation opportunities. It is also the intent to promote the exercise of individual property rights.

~~This comprehensive plan deals with a valley which has been recognized on a national scale for its remote, isolated setting, its rich pioneer heritage, its scenic grandeur, the subtle details of its beauty and its scope of recreational opportunities. For its people, the valley is an access to rugged back-country, it is a place to fish and hunt, it is a stopping point on a boat excursion, it is a place for a summer home, it is a place to visit on a two week vacation, it is a place to work, and more.~~

V. Plan Implementation and Monitoring

This section outlines the plan implementation and monitoring procedures developed to measure progress in implementing the goals, policies and rationale in the Comprehensive Plan. This process also prepares the County for updates in the future. These procedures address:

- ~~Involve~~ Citizen participation in the process, as addressed above; and
- Updating appropriate base-line data and measurable objectives; and
- Reviewing the degree to which the goals and policies have been successfully reached; and
- Identifying obstacles or problems which resulted in the under-achievement of goals and policies; and

- Provide inge new or modified goals, policies and rationale needed to address and correct discovered problems; ~~and~~
- ~~Develop an implementation plan to ensure a continuous monitoring and evaluation of the plan.~~

A comprehensive plan has traditionally been a policy document with implementation through land development regulations and other ordinances. ~~However, t~~The Growth Management Act encourages a variety of implementation methods, regulatory and non-regulatory, which should be considered. The implementation procedures listed above would be used to evaluate measurable objectives and the.~~The~~ County will continue its public education program following plan adoption ~~in order~~ to provide information about the rationale and goals of the plan, as well as the changes that will take place in the County because of the plan's implementation. The county believes that broad support for the plan is crucial for effective implementation. Moreover, implementation of the Comprehensive Plan does not result in an unconstitutional taking of private property, consistent with RCW 36.70A.370 .

Pursuant to RCW 36.70A.100, Chelan County strives to develop a Comprehensive Plan that is consistent with neighboring jurisdictions. To ensure coordination, the County will utilize ~~the a~~ review process, including which includes public participation and coordination with neighboring jurisdictions and other agencies to accomplish this goal. The comprehensive plan is supported by provisions that ensure the effective enforcement of development regulations, including zoning and critical area ordinances (CAOs) consistent with implementation strategies outlined in WAC 365-196-650(1). Additionally, when actions such as expanding a UGA, creating or expanding a limited area of more intensive rural development (LAMIRD), establishing a fully contained community, or creating or expanding a master planned resort are adopted, RCW 36.70A.067 requires policies and regulations to specify their effective date. These actions take effect either 60 days after public notice of adoption or, if appealed to the Growth Management Hearings Board, upon the Board's final order.

Amendments to the Comprehensive Plan

Planning is an ongoing process, and improved data or changing circumstances will require amendment to the comprehensive plan. ~~In particular, that~~The plan will be reviewed once a year and updated as necessary to reflect revisions to the Office of Financial Management population estimate and revisions to the Capital Facilities Plan. The update will also address any specific concerns, clarify inconsistencies that were identified during the year and review the adequacy of the adopted level of service standards.

The community's visions provide long-range guidance for the county. To maintain consistency and allow sufficient time for decisions to take effect, these general guidelines should not be changed more than every five years. However, as specific objectives or policy are achieved, revision of the plan in each element may be required to continue progress toward the overall goals.

Amendments to the comprehensive plan can be requested by the Planning Commission or by any affected citizen or property owner. However, the plan may not be amended more than once a year, ~~and therefore, requests for amendment are to be deferred to the time of the Plan adoption.~~ The Planning Commission will review the comprehensive plan and citizen requests for amendments and propose any needed amendment changes to the plan. A public hearing will then be held to solicit comment. After further review, a formal recommendation will be made to the Board of County Commissioners. Emergency amendments to a comprehensive plan may only be adopted after public notice and opportunity for comment. While moratoria and interim development regulations (RCW 36.70A) do not apply to comprehensive plan amendments, cities and counties may adopt emergency amendments to address urgent issues or resolve appeals, provided they are considered with proper public participation and in coordination with other plan amendments to assess cumulative impacts.

The Board of County Commissioners will hold a public hearing and consider the proposed amendment to the comprehensive plan. By reviewing and updating the plan on a regular basis, the County can rely on this document in decision making and ~~can~~ maintain public interest and support of the planning process.



Photo credit: Anchor QEA

CHAPTER 2

LAND USE ELEMENT

I. Introduction

This Land Use Element ~~has been developed in accordance with Section 36.70A.070 of the Growth Management Act. It~~ represents the County's policy plan for growth over the next 20 years in accordance with Section RCW 36.70A.070. The Land Use Element describes how the goals in the other plan elements will be implemented through land use policies and regulations; ~~and~~ thus, it is a key element in implementing the comprehensive plan.

The Land Use Element has also been developed in accordance with the most recent version of the County-Wide Planning Policies, and has been integrated with all other planning elements to ensure consistency throughout the comprehensive plan. The Land Use Element, along with other elements and appendices, considers the general distribution and location of land uses; the appropriate intensity and density of land uses given current development trends; the protection of the quality

and quantity of water supply; the provision of public services, stormwater runoff; and the measurement of the costs and benefits of growth.

The goals and policies contained in the Land Use Element form the basis of the land use strategy for development within the County and address the following general planning goals:

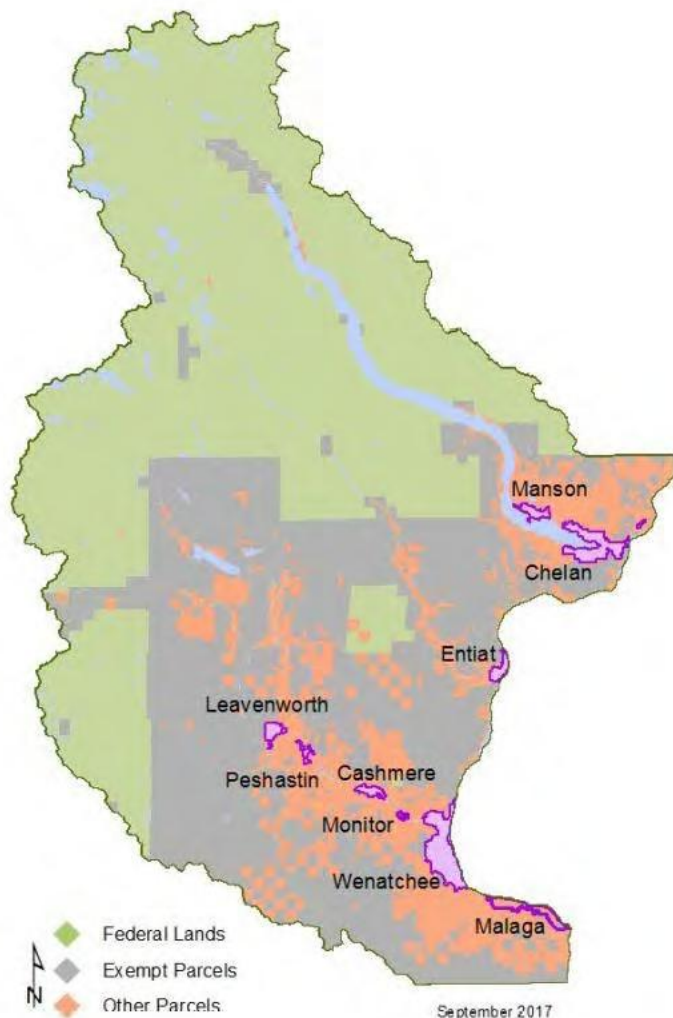
- ~~P~~provide for a supply and distribution of land use types to accommodate the population and employment growth projected for the planning area as well as resource production, commerce, housing, recreation, public facilities, and other land uses;
- ~~R~~educe development pressures and patterns of sprawl within rural areas;
- Provide for protection of groundwater;
- Provide for Stormwater management;
- Promote physical activity and reduction of vehicle miles traveled;
- ~~C~~onserve agricultural, forest and mineral resource lands of long-term commercial significance; and
- Preserve and protect critical areas, open space, and the areas of rural character.

The Land Use Element is divided into sub-elements to address the issues relating to residential, commercial, industrial, and resource based land uses; open space and recreation; UG~~Urban-growth~~ ~~area~~s; and natural systems/critical areas. Each of these sub-elements contains goals and policies.

Major Land Use Considerations

While Chelan County appears to be a large county, with approximately 1.9 million acres or 2,920 square miles, the majority of land, approximately 1.5 million acres, is in federal and state ownership. The major geographic features include: Cascade Mountains, Chiwaukum mountains, Stuart Range, The Enchantments, Bonanza Peak, and the Chelan, Wenatchee and Columbia rivers. Most of the County is nationally protected lands: Lake Chelan National Recreation Area, North Cascades National Park (part) and the Wenatchee National Forest (part). Most of these lands are not expected to be developed within the 20 year planning horizon. Should any development occur it is expected to be only on leased land providing small scale residential or recreation uses. Any large scale development should occur concurrent with a Comprehensive Plan review or amendment to ~~analysis-analyze~~ potential Countywide impacts.

Land available for development, approximately 279,000 acres or 436 square miles, is generally found along the valleys and rolling hills associated with ~~Lake Chelan-Lake~~, the Entiat River, the Wenatchee River and the Columbia River, as shown in orange ~~below on the map~~. The largest populated area is located at the southeast corner of the County, in the City of Wenatchee and ~~the Malaga-LAMIRD² (see the Malaga Visioning document).~~ As part of the Comprehensive Plan update process, the County is converting the designation of the community of Malaga from a LAMIRD to a UGA. A Malaga UGA Plan is included as Appendix D.



² ~~Limited Area of More Intense Rural Development; the Malaga LAMIRD is the largest rural development area within the County.~~

Due to ~~the~~ geographic limitations, it is common for rural areas to have isolated commercial or tourist activities. These areas, addressed below and in the Rural Element as LAMIRDs, provide residents and tourists with necessary services, reduce travel demands on limited road-ways, and provide local areas with employment opportunities. The community of Monitor is presently designated as a LAMIRD. Isolated areas throughout the county also contain LAMIRD implementing zoning designations.

Rural Character

The remaining County land is able to meet current and projected population needs; however, due to constrained transportation facilities and funding resources for rural utilities, it is common to find development occurring adjacent to built infrastructure, such as roads and power lines, and where travel to services (such as grocery stores, churches or schools) is more easily accessible. This type of development is not sprawl but rather follows the pattern of rural living in Chelan County with larger lot sizes used for residential living and often agricultural activities or clustered lots with large areas of protected open space. The County will continue to experience growth pressures on developable land.

Resource Lands

Agricultural uses continue to dominate as a rural economic benefit to the County. It should be noted that some historical agricultural activities, primarily orchards, are changing to vineyards, wineries, and other ~~nontraditional~~ agricultural activities. ~~It is the County's tradition~~The County has historically provided to provide agricultural opportunities at a variety of scales, including various parcels sizes. Many of the new agricultural activities can and are occurring on smaller parcels of land near tourist communities. Other agricultural operations include organic farms, dairy production, row-crops, and where appropriate, fish farms. The long-term changes in agricultural operations will be determined, in large part, by the economic and market demands.

Open Space Lands

As noted above, much of Chelan County is open space established and maintained by Federal and State government. Additionally, the County encourages open ~~space~~ cluster subdivisions in the rural areas; provides the opportunity for open space tax credits through the Public Benefit Rating System (PBRs); conducts countywide park and recreation planning; has adopted habitat and environmental protection regulations; and, preserves environmentally sensitive areas through planning and restoration plans and projects. - Open space provides an important function, protecting fish and wildlife habitat areas, reducing development on steep slopes (geologically hazardous areas), protecting groundwater, and preserving the scenic rural character of Chelan County.

Population Growth

As the population increases, conflicts between resources and more intense land uses will continue to arise. ~~Chelan, Manson, Stehekin, Leavenworth, Plain, Lake Wenatchee and properties located along the shorelines are becoming increasingly popular as recreational and retirement property. As addressed in appendix B, the 20-year population growth can be accommodated within the existing residential land use designations.~~ The County will continue to experience growth pressures on developable land. Appendix G includes a Land Capacity Analysis (LCA) for Chelan County. The analysis identifies areas in the County's rural zones, as well as the Manson and Peshastin UGAs, that have the potential to accommodate new or additional residential development over the next 20 years. As addressed in Appendix G, Chelan County has experienced 8.9% population growth between 2013 and 2023, reflecting that Chelan County's population has been growing and is expected to continue growing more slowly than the state rate (13.5%) but faster than the national rate (6.7%). Growth has varied across the County, with the Leavenworth UGA experiencing the largest increase (24.1%), while the Peshastin UGA population has declined (2.1%).

Industrial and Commercial Development

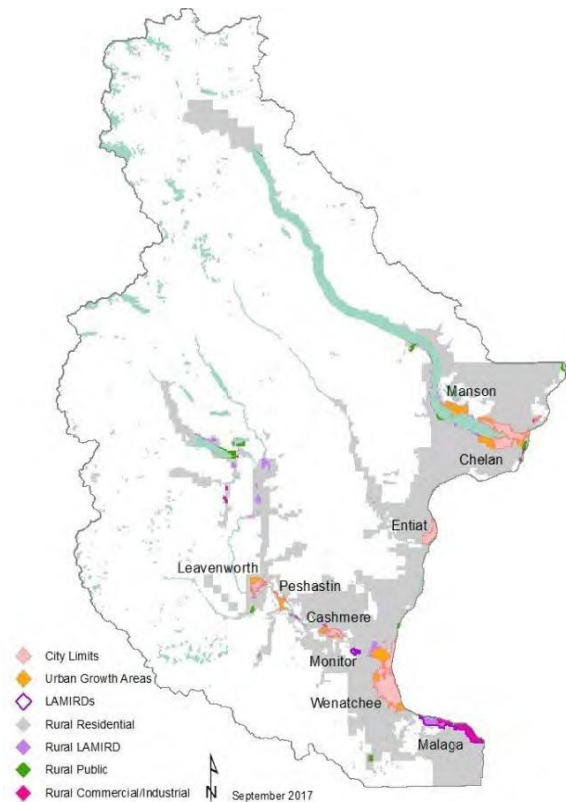
Rural industrial land uses are common throughout the County, including orchard processing and packaging facilities and mining. Rural commercial ~~areas~~designations provide areas for necessary services and/or recreational support in isolated regions of the County. Both rural commercial and industrial are appropriate for Chelan County's unique land uses and provide rural employment opportunities. ~~When appropriate with the area's~~These types of uses are vital to residents and visitors where they are compatible with surrounding land uses.

Residential Development Patterns

The numerous water bodies of Chelan County provide opportunity for a mix of recreational and residential living adjacent to the water. It is common to find small lot residential development, primarily residential uses, along the shoreline. These areas were commonly often platted prior to the ~~Growth Management Act~~ and reflect the County's character of rural recreational lifestyle. It is appropriate that newer developments provide for smaller lots and public access when consistent with the Shoreline Master Program.

Development among the hills and hilltops ~~is relatively new but~~ has become increasingly common and can be is consistent with the rural area, especially when developed in a manner which reduces road cuts and visual impacts, preserves open space, provides agriculture and/or recreational opportunities and protects critical areas.

Sprawl is defined, by Webster's Dictionary, as "to spread or develop irregularly or without restraint" and "to cause to spread out carelessly or awkwardly". The negative effects associated with sprawl are may include a reduction in environmental and human health. Chelan County does not support sprawl rather and requires that new development of rural land is consistent with ~~the~~ historic density patterns; provides for the protection of the natural and critical environment and habitat; supports the Federal and State natural wilderness and park lands; protects the small rural communities; allows for recreation throughout the County; and encourages orderly growth of populated areas through adoption of ~~subarea plan~~ LAMIRD designations and ~~city urban growth areas~~ UGAs in a manner consistent with the State population forecasting and Chelan County's rural character.



~~Coordination between the Land Use Element and the Capital Facilities Element will be essential in producing a plan with accurate projections for residential and economic development. The Land Use Plan in this element will guide decision making to achieve community.~~

Planning Techniques to Promote Physical Activity

The Comprehensive Plan sets the framework for all regulations, therefore, bicyclists, pedestrians and other non-motorized forms of transportation should be considered in setting land use goals and policies (see the Transportation Element, Non-Motorized Transportation).

Incorporating Goals and Policies that promote land uses that support physical activity goes beyond an individual's enjoyment and health benefits. Promoting pedestrian and bicycle facilities reduces vehicular use, resulting in saving resources and improving the environment by reduction in pollutants. There may be positive economic impacts seen in increased property values and marketability for property located near trails and open space. Beyond property values, businesses located in pedestrian friendly areas are benefited as visitors are encouraged to stop and shop, especially within the County these communities include Peshastin, Manson, Monitor and Malaga. Countywide the promotion of recreational activities, such as cycling or marathons, provides for residents and visitors to be physically active, support local businesses, and enjoy the rural landscape of Chelan County. Additionally, the County benefits from the lower cost and maintenance of bicycle and pedestrian facilities compared to other facilities.

Natural Systems/Critical Areas

The GMA requires all counties and cities in Washington to adopt regulations that protect critical areas to preserve the natural environment, wildlife habitats, and sources of fresh drinking water (Washington State Department of Commerce 2024). Local CAOs must be consistent with the RCW, Washington Administrative Code (WAC) and GMA guidelines. The GMA states that counties should "protect critical areas." Critical areas include the following areas and ecosystems: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.

The County has adopted a CAO that protects these critical areas and ecosystems from the impacts of development and people from the consequences of developing in unsuitable areas. The County has also adopted an ordinance for its Shoreline Master Program, which protects shorelines based on preferred and existing patterns of development. Both the CAO and Shoreline Master Program rely on best available science for decision making and require development to result in no net loss of ecological function. Jurisdictions must demonstrate that the best available science (BAS) has been considered when creating or updating a CAO (Municipal Research and Service Center 2024). All jurisdictions are required to review, evaluate, and revise CAOs every 10 years per the schedule provided in RCW 36.70A.130.

~~The GMA requires the adoption of interim development regulations for protection of these critical areas.~~ The County has completed the planning process for developing these regulations following an extensive citizen participation process. Many of the issues and concerns that guided the development of the critical area regulations were discussed and addressed in the comprehensive planning process ~~that led to the formation of this document, and, subsequently, the adoption of the CAO update on May 4, 2021.~~

The GMA also requires the provision for the protection of the quality and quantity of ground water used for public water supplies. The land use element is also required to review; where applicable, drainage, flooding, and storm water run-off and to provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state.

II. Inventory

The inventory presented in this element provides information useful to the planning process by listing the various existing land uses with-in the County. This inventory was last completed in 2017 but is still relevant today. (A full inventory update will occur with the next comprehensive update.) Additional data and support documentation is located in the appendices. This inventory includes the general physical description and characteristics of key locations around the county and current land uses.

Land Uses

The purpose of a land use inventory is to describe existing land use conditions within the County.

Parcels have been grouped, as identified below, into eleven land use categories, based on the Assessor's primary land use classification code, per WAC 458-53-030. City and ~~Urban Growth Area~~ UGA land uses have been addressed in more detail within Appendix ~~CH~~. As resources permit, future physical inventories may provide more accurate information of existing land use.

- **Agriculture** includes parcels that are primarily devoted to agricultural activities, although residential uses may occur, land use codes 81-83.
 - Countywide: 1,578 parcels covering 45,384 acres
 - County (excluding Cities and UGAs): 1,375 parcels covering 44,142 acres

- **Undeveloped/Vacant** includes heavily timbered areas and rangeland type areas, both public and private. Some residential uses may occur in these areas. ~~Under~~ developed may be expanded based on actual land sizes and uses, ~~see Appendix B, land use codes 91 and 99.~~
 - Countywide: 1,891 parcels covering 93,526 acres
 - County (excluding Cities and UGAs): 1,624 parcels covering 90,946 acres
- **Mineral Resource Land** includes areas either used for extraction or storage of rock, gravel or sand resources, land use code 85.
 - Countywide: 23 parcels covering 888 acres
 - County (excluding Cities and UGAs): 22 parcels covering 886 acres
- **Forest Resource Lands** includes areas designated forest, timberland, resource production or noncommercial forest, land use codes 88, 89, 92 and 95.
 - Countywide: 1,513 parcels covering 116,534 acres
 - County (excluding Cities and UGAs): 1,458 parcels covering 116,145 acres
- **Single Family Residential** includes a single home (including manufactured homes) on a lot as the primary activity, land use codes 11 and 19.
 - Countywide: 30,077 parcels covering 71,097 acres
 - County (excluding Cities and UGAs): 12,250 parcels covering 61,396 acres
- **Multi-Family Residential** includes condominiums, duplexes, multi-plexes, apartments and mobile home parks, land use codes 12-18.
 - Countywide: 5,885 parcels covering 8,520 acres
 - County (excluding Cities and UGAs): 2,931 parcels covering 7,473 acres
- **Commercial** includes any retail and/or service activity and may include secondary residential uses, land use codes 50-66.
 - Countywide: 1,367 parcels covering 942 acres
 - County (excluding Cities and UGAs): 76 parcels covering 278 acres
- **Industry** encompasses industrial activities, including uses related to agriculture, land use codes 21-39, 46 and 86.
 - Countywide: 309 parcels covering 1,501 acres
 - County (excluding Cities and UGAs): 20 parcels covering 1,054 acres
- **Transportation/Utilities** include transportation, utility and/or irrigation facilities, excluding any facilities within ~~right-of-ways~~rights-of-way, land use codes 41-45. However, most of the roads are not identified within the County parcel data information, See the Transportation Element.
 - Countywide: 117 parcels covering 284 acres
 - County (excluding Cities and UGAs): 57 parcels covering 205 acres

- **Public/Quasi-Public** includes facilities such as fire stations, libraries, parks, schools, churches, and federal, state or local government owned lands, land use codes 47-49 and 67-79. This excludes roads and public lands not identified with a parcel number.
 - Countywide: 3,065 parcels covering 586,765 acres (note, the 'government' classification, land use code 67, makes up 2,043 parcels covering 543,167 acres)
 - County (excluding Cities and UGAs): 2,163 parcels covering 584,221 acres (note, the 'government' classification, land use code 67, makes up 1,694 parcels covering 542,071 acres)
- **Open Space** includes areas of open space designated under RCW 84.34, land use codes 93 and 94.
 - Countywide: 148 parcels covering 9,718 acres
 - County (excluding Cities and UGAs): 141 parcels covering 9,680 acres

III. Regions/Community Overviews

Chelan-Manson

Location and Geology

The Chelan-Manson area is situated between the Sawtooth and Chelan Mountains and is bounded by the Columbia River on the southeast. The Basin is dominated by Lake Chelan, a glacially formed lake approximately 55 miles long with an average width of 1.5 miles and a maximum depth of 1,500 feet. Three major tributaries: the Stehekin River, Railroad Creek and Twenty Five Mile Creek, along with numerous lesser streams feed-flow into the lake. The outfall is controlled through a hydroelectric dam and a penstock system to the Columbia River. Lake Chelan and the Columbia River are important water bodies; providing the main source of drinking water for the area, they are also important for irrigation and recreation. The water quality of Lake Chelan is a major concern to many area residents.

Elevations in the Chelan/Manson area range from just over 700 feet above sea level along the Columbia River to 9,511 feet at the summit of Bonanza Peak, the highest point in the County. Many of the soils within the area become unstable or susceptible to erosive-erosion as slopes increase. An analysis of existing land use patterns indicates that virtually all existing structural and orchard development has occurred on those lands below 2,000 feet in elevation and on less than a 20% slope. The geology is characterized by underlying rock formations covered by a shallow mantle of soils in the valleys.

There is a wide variety of soil conditions in the planning area. Throughout much of the area, the soil is underlain with alluvial deposits and glacial drift. Volcanic pumice and ash from the Glacier Peak region have added substantially to the depth and character of the soil in many areas. The mountainous terrain, with characteristically steep slopes and high elevations, consist largely of rock outcroppings and shallow soils. The ~~Soil~~[Natural Resources](#) Conservation Service ([NRCS](#)) has classified 84% of the Lake Chelan Basin area as being forest. Lands below the forest level consist of grasses, sagebrush and shrubs, with the more level areas developed as crop land.

The climate is characterized as "marine west coast", with hot, dry summers and mild to severe winters. Temperature and precipitation vary widely depending on the elevation and proximity to the Cascade Crest. Lake Chelan exercises a local moderating influence on temperatures which adds to the suitability of the area for orchard production.

The thermal winds around Chelan Butte provide national and international hang gliding and parasailing opportunities. With development of access to the top of the Butte, parking, launches and other facilities, the Sky Park is ~~now~~ renowned as one of the best hang gliding areas and facilities in the world.

Tourism is a major industry for the county, with much of it concentrated in the Lake Chelan area. Especially during the summer months, the area draws visitors from around the world to admire its natural beauty and recreational opportunities. Tourism supports a number of businesses in the area that provide support for these tourist activities including restaurants, shopping, watercraft rentals, and more.

Vegetation

Fauna is found in three specific habitats: the wetlands along the Columbia River and the Lake Chelan shorelines, the canyon/steppe habitat of the steep drainage's and the urban areas of Manson, Chelan and Chelan Falls. The Chelan Butte Wildlife ~~Refuge~~[Area](#) is a ~~12,000~~ [an approximate 9,000](#)-acre game refuge [and popular recreation area](#). The property was purchased by the Chelan County PUD #1 in 1967 as a mitigating measure for the construction of the Rocky Reach Hydroelectric Dam. The refuge is primarily inhabited by game birds and occasionally migrating big game animals. The area is presently managed by the Washington State Department of Fish and Wildlife.

Land Uses

As stated above, most development has occurred below the 2,000-~~foot~~ elevation on ~~slopes~~[slopes of](#) less than 20%. The area enjoys a variety of recreational uses with two urban growth areas: City of

Chelan ~~UGA, and the unincorporated Manson UGA; and unincorporated Manson, the incorporated City of Chelan,~~ and ~~a~~ the developed community of Chelan Falls. See Appendix B for the Manson Subarea Plan, which includes policy framework to guide land uses within the UGA.

Most development is concentrated around the lower end of Lake Chelan, where private land dominates. The upper portion of the basin lies within the North Cascades National Park and the Lake Chelan National Recreation Area, while the area between is in the Wenatchee National Forest, a portion of which is in the Glacier Peak Wilderness Area.

Rural Character

Chelan and Manson communities provide urban services within defined boundaries. The remaining portion of the region is characterized by a variety of parcel sizes containing a mix of orchards and vineyards, wineries, large estate homes, golf courses, ranchettes, open space, and pasture-land. To the west, access roads become primitive, private, or forest service, which greatly reduces the number and types of land uses that can be developed. Higher levels of development, primarily residential uses, are common along the lakes. These homes provide for the rural recreational lifestyle and character of the area. Development among the hills and hilltops is relatively new but becoming common and can be is consistent with the rural area, ~~especially~~ when developed in a manner which reduces road cuts and visual impacts, preserves open space, provides agriculture and/or recreational opportunities and protects critical areas.

Entiat Valley

Location and Geology

The Entiat Valley area encompasses the Entiat River Basin. The Basin is shaped like a triangle with the Columbia River forming the base and the valley lying between the Chelan and Entiat Mountains. The Entiat River begins at the terminus of the Entiat Glacier on Mt. Maude and flows approximately 50 miles into the Columbia River at the south end of the City of Entiat. The drainage is generally long and narrow, with numerous small tributaries flowing into the main river. The north fork of the Entiat River and the Mad River are the largest tributaries. Not only do these bodies of water and their tributaries provide the main source of drinking water for the area, but they are also important for irrigation and recreation.

The climate is also characterized as “marine west coast”, with hot, dry summers and mild to severe winters.

Elevations in the area range from just over 700 feet above sea level along the Columbia River to 9,249 feet at the summit of Mt. Fernow. Many of the soils within the area become unstable or susceptible to ~~erosive~~ erosion as slopes increase. Consistent with development patterns in Chelan/Manson, virtually all existing structural and orchard development has occurred on those lands below 2,000 feet in elevation and on less than a 20% slope. Throughout much of the area, the soil is underlain with alluvial deposits and glacial drift. The geology of the Entiat area is igneous bedrock with granite and diorite predominating.

Vegetation

Vegetation in the valley depends ~~to a great extent~~ largely on the elevation, with most of the land above 1,500 feet being forested. Lands below the forest level consist of grasses, sagebrush and shrubs. The more level sites have, for the most part been developed as crop land, with orchards generally occurring where irrigation has been possible.

Land Uses

The Entiat basin is primarily natural habitat area with rural residential and agricultural uses primarily along the Entiat River. Development is limited as a result of there being only a single public access up the valley. The City of Entiat and associated ~~urban growth area~~ UGA are located at the base of the Entiat River along the Columbia River.

Rural Character

As noted above, the Entiat Valley is a long, narrow, over 40-mile long valley along the Entiat River, ~~over forty miles long~~. The area ~~provides for~~ contains several pockets of rural residential development and scattered rural commercial ~~uses or businesses~~ necessary to support the isolated lifestyle. Parcel sizes vary greatly ~~due to ownership and buildable area~~ throughout the valley. Along the river, smaller parcels of land are generally flat while hills and steep slopes primarily contain larger parcels of land which help protect critical areas. Residential structures are mixed in among the natural environment. Mining, timber activities and ranchettes are common. Higher levels of development are common along the eastern portion of the river, closer to the main highway and the City of Entiat. Several branch roads provide access to residential and recreational land uses among the mountains adjacent to the river. Future development and clustering would be compatible when developed in a manner which reduces road cuts and visual impacts, preserves open space, provides agriculture and/or recreational opportunities and protects critical areas.

Malaga Stemilt-Squilchuck

Location and Geology

The ~~Malaga~~ Stemilt-Squilchuck area ~~covers~~ is located in the southeast corner of the County. It includes Pitcher Canyon, Halverson Canyon, Mission Peak, Wenatchee Heights, Jumpoff Ridge, the Malaga sub-basin and Three Lakes Communities, ~~Rock Island Dam and vicinity~~, and the drainage basins of Squilchuck Creek, Stemilt Creek, and Colockum Creek. The area is bordered by the Columbia River to the north and east, and by ~~the~~ Kittitas County ~~boundary~~ to the south.

Land Uses

~~Chelan County's first irrigation ditch was built in Malaga to serve the orchards and vineyards planted by early settlers. Malaga was named for the grapes which were grown there for many years. The town site of Malaga was originally platted in 1903. Development of the Alcoa plant in the early 1950's stimulated residential development in the area. Most of the recent development has occurred southwest of the original town site especially around Cortez Lake which is part of the Three Lakes residential area. In 2006, Malaga completed a visioning planning document which defined the LAMIRD boundary and set appropriate land use designations (see Appendix E).~~

The Stemilt-Squilchuck Community Vision ~~(see Appendix J)~~ addresses the area's primary land uses and goals. ~~The area includes the~~ Wenatchee Heights ~~area~~ is a large plateau overlooking the Wenatchee Valley. The Heights contains several large orchard tracts. Primary crops include apples, cherries and pears. Residences are scattered throughout the area. The Stemilt Hill is another large agricultural area. The area is well known for its ~~high-quality~~ high-quality cherry crop. Most residential development is scattered throughout the orchards. Colockum Creek, Jumpoff Ridge, Stemilt Basin, and Mission Ridge are comprised d of ~~mainly~~ undeveloped open spaces varying from grassland to forest. Primary land uses in those areas include rangeland, timber production and recreation. Recreation, industrial development, and agriculture are the most significant contributors to the economic base of the planning area. Mission Ridge ski area is located in the upper most portion of the planning area and is accessed by way of Squilchuck Road.

Rural Character

~~Malaga's unique rural character is addressed in large part by the Malaga Plan (Appendix E); however, the region outside the plan provides a rural character unlike any other in the County. This area is known for widening roadways that hug the hill sides. Rural farm life is most common with early~~

~~morning tractors, spraying, farm worker housing, ranches are common where water rights are available. Larger parcels of land with dry farms or natural landscape are common as the roads turn private or end. Moving to the south of Malaga the rural character is defined by industrial uses, primarily the Alcoa plant. Future development and clustering would be compatible when developed in a manner which reduces road cuts and visual impacts, preserves open space, provides agriculture and/or recreational opportunities and protects critical areas. The topography of the Stemilt-Squilchuck area includes canyons, ridges, and upland benches that create a rural, foothill environment. The area embodies open landscapes dominated by agriculture and native vegetation, and scenic views from Wenatchee Heights and Jumpoff Ridge toward the Columbia River. The area is known for its orchard-based agriculture and includes open irrigated fields, small fruit warehouses, and sparse and dispersed settlements with residential pockets in Wenatchee Heights, Three Lakes, and along canyon roads. There is limited infrastructure and residents of these areas rely on nearby Wenatchee for urban services.~~

Malaga UGA

Location and Geology

Malaga is primarily an industrial and residential community located southeast of the City of Wenatchee in Chelan County. The area is bounded by the Columbia River to the north, the basalt cliffs and talus below Jumpoff Ridge to the south, by Stemilt Creek drainage to the west, and Colockum Creek drainage and Rock Island Dam to the east. The railroad crosses the Columbia into Chelan County at Malaga and extends north to Wenatchee. Water bodies in the vicinity include Cortex and Meadow Lakes. There are three water districts within this area, including Malaga Water District, Three Lakes, and the Stemilt Irrigation District. There is currently no sanitary sewage treatment facility in the study area.

Land Uses

Chelan County's first irrigation ditch was built in Malaga to serve the orchards and vineyards planted by early settlers. Malaga was named for the grapes, which were grown there for many years. The town site of Malaga was originally platted in 1903. Development of the Alcoa plant in the early 1950s stimulated residential development in the area. Most of the recent development has occurred southwest of the original town site especially around Cortez Lake, which is part of the Three Lakes residential area. Land uses and economic activity in the community are primarily tied to the surrounding agricultural activity, as well as recreational activities associated with Three Lakes Golf Course. Moving to the south of Malaga, the character is defined by industrial uses, primarily the

former Alcoa plant site, the new Microsoft data centers, and the Helion fusion power plant. Chelan County Public Utility District's Rock Island Dam spans the Columbia River in the southeast portion of the area. In 2006, Malaga completed a visioning planning document, which defined the LAMIRD boundary and set appropriate land use designations (see Appendix D). As part of the Comprehensive Plan update process, the County is seeking to revise the designation of the community of Malaga from a LAMIRD to UGA. The UGA boundary excludes properties designated for agricultural use to preserve agricultural lands and maintain consistency with resource land protection policies.

Rural Surroundings

Malaga's unique character is addressed in large part by the Malaga Vision Plan; however, the region outside the plan area provides a rural character unlike any other in the County. This area is known for winding roadways that hug the hill sides. Rural farm life is most common with early morning tractors, spraying, farm worker housing, ranches are common where water rights are available. Larger parcels of land with dry farms or natural landscape are common as the roads turn private or end. Future development and clustering would be compatible when developed in a manner which reduces road cuts and visual impacts, preserves open space, provides agriculture and/or recreational opportunities and protects critical areas.

Lower Wenatchee River Valley

Location and Geology

The Lower Wenatchee River area includes the City of Cashmere and the communities of Monitor and Sunnyslope; and multiple ~~valleys~~canyons: Ollala, Hay, Nahahum, Warner, Warm Springs, Brender, Brisky, Tripp, Yaksum and Fairview, ~~Canyons~~, and Mission, Brender and Swakane Creeks.

This area was first settled by members of the Wenatchi Indian Tribe. Where Cashmere now stands, the winter village of Ntuatckam was located and had a population of about 400 in 1850. Missionaries founded a small mission near the present site of Cashmere in 1863. In 1870, the first irrigation ditch in the valley was built which permitted irrigation around the mission. Other permanent settlers began arriving around 1881. They first settled in the Monitor area, but ~~gradually~~eventually homesites could be found in all areas of the Wenatchee Valley. The first major irrigation project, the Peshastin Ditch, was completed in 1890 to serve Cashmere and Dryden. The completion of the Great Northern Railway through Wenatchee in 1892 provided the impetus for undertaking the construction of the Highline and Icicle Canals. Completed in the early 1900s, these canals provided a source of water for orchards on the north and south sides of the Wenatchee River.

Today, the agricultural and services industries ~~are the most~~continue to be significant contributors to the economy of the planning area. Orchards are located throughout much of the lower valley, ~~although they are being replaced by residential development in the Sunnyslope area. between Dryden and Sunnyslope~~ Major crops include apples, pears and cherries. Service industries are found primarily in the incorporated City of Cashmere and the unincorporated community of Sunnyslope. In 2008 Sunnyslope was included in the City of Wenatchee ~~Urban Growth Area~~UGA and has since undergone significant residential development (see Appendix K).

Rural Character

This region of Chelan County ~~provides areas~~is made up of flat ~~land~~ ~~or~~and rolling hills with orchards and residential living among the numerous streams, hills and natural habitat areas. The rural environment is characterized by orchards in the valley and on the lower elevations of the ~~rolling~~ hills. Preservation of farming rights is important to the region. Along the primary river – the Wenatchee River, and the highway there are several communities which provide small town living and work opportunities. These towns are a source of great pride to the local residents. They represent the best of small town living with concentrated development in a core “downtown,” residential homes, and rural public services, such as a post office or school. These areas also contain industrial processing facilities necessary for the agricultural activities. Moving away from the Wenatchee river valley and orchards, land to the north is characterized by evergreen trees while the southern portion of the valley’s undeveloped land contains natural grasses, shrubs and occasional trees. Future development and clustering would be compatible when the development was consistent with farming rights, reduced road cuts and visual impacts, and protects critical areas.

Upper Wenatchee River Valley

Location and Geology

The Upper Wenatchee River Valley area includes portions of the Wenatchee River, Chumstick Creek, Peshastin Creek and Icicle River Valleys, including the City of Leavenworth, the Urban Growth Area for Peshastin and the community of Dryden.

The topography of the west and north is a direct result of large mountain glaciers that formed in the Icicle, Tumwater, and Chumstick Canyons. Glacial action was responsible ~~or~~for deepening and smoothing the valley floors. These glaciers probably terminated along the Mountain Home Road, to the southeast of Leavenworth, where there is evidence of a terminal moraine.

Throughout much of the area, the soil is underlain with alluvial deposits and glacial drift. Volcanic pumice and ash from the Glacier Peak region have added substantially to the depth and character of the soil in the valleys and drainages. The mountainous terrain, with characteristically steep slopes and high elevations, consist ~~of~~ largely of rock outcroppings and shallow soils.

The Wenatchee and Icicle Rivers and supporting tributaries are important bodies of water. Not only do these bodies of water and their tributaries provide the main source of drinking water for the area, they are also important for irrigation, recreation, and fish and wildlife habitat.

Rural Character

Most of the Upper Wenatchee River Valley ~~contains evergreen mountains~~ consists of mountainous terrain with residential development along the rivers and lakes. The development areas are “pockets” of higher densities surrounded by natural lands. Land north and east of Leavenworth contains several unofficial communities – Tumwater, Chumstick, which are expected to continue growth patterns of smaller lots sizes along developed roads and water ways. Land to the west of Leavenworth is extremely limited by the mountains and steep slopes. Small parcel sizes are common due to the building area and ownership patterns. Future development and clustering would be compatible when developed in a manner which reduces road cuts and visual impacts, preserves open space, provides recreational opportunities and protects critical areas.

Plain-Lake Wenatchee

Location and Geology

The Plain/Lake Wenatchee area is located on the east slope of the Cascade Mountains in west central Chelan County, roughly within the boundaries of the Lake Wenatchee Ranger ~~District~~ District of the Wenatchee National Forest. It is comprised of ~~a number of~~ several river valleys which feed into Lake Wenatchee ~~and the Wenatchee River in the Cascade Mountains in North Central Washington State.~~

Much of the area is ~~mountainous forest land~~ designated as National Forest. Most of the private land in the area is concentrated along the major water bodies and transportation routes.

Due to steep unstable slopes, floodways, wetlands and other critical areas, much of the area is not suitable for development. Development is also constrained by designated resource lands. Current development has occurred on limited areas near the rivers, Lake Wenatchee and Fish Lake.

There are 30 different soil types in the area. Of primary concern is the limitation for septic tank absorption fields, based on soil types. Three of the soil series, the Brief, Burch and Chiwawa have only slight limitations for septic tanks and are therefore desirable soils to develop. The remaining 27 soil types have septic tank limitations.

The area has two large lakes of state-wide significance: Lake Wenatchee and Fish Lake. There are also dozens of smaller alpine lakes in the Wenatchee National Forest, which includes portions of three different wilderness areas. Lake Wenatchee and Fish Lake support a number of recreational uses. There are also ~~a number of~~several significant rivers including: Wenatchee River, Chiwawa River, Nason Creek, Little Wenatchee River, White River, Napeequa River, Phelps Creek, and Whitepine Creek.

Rural Character

Most of the Plain-Lake Wenatchee area contains residential homes among the mountains with denser populations along the lakes and rivers. This is consistent with the rural recreation opportunities of the area. Plain provides a community area with commercial services and a public post office and school. Development is limited by ownership and parks but future development of recreational support services would be consistent with current activities. Future development and clustering would be compatible when developed in a manner which reduces road cuts and visual impacts, preserves open space, provides recreational opportunities and protects critical areas.

Stehekin

Location and Geology

The Stehekin area includes the northeastern most portion of the Lake Chelan National Recreation Area, extending to the County boundary and the entirety of the northwest end of Chelan County, including that part of the North Cascades National Park that falls within the County boundary. The National Park Service manages ~~the majority of~~most of the federal property in ~~the~~ Stehekin. There are ~~about 820~~approximately 400 acres of private land, intermingled with federal land administered by the National Park Service ~~and commercial forest lands~~.

The Stehekin Valley is a U-shaped, glacially-carved canyon in the North Cascades. The valley is nearly 6,000 feet deep, and a mile or less wide as it extends 25 miles from Lake Chelan to the Cascade Crest. The valley floor is relatively flat with very little slope. The walls rise abruptly on each side of the river;

hence, all construction has occurred on the floor of the valley, ~~it~~ which is prone to flooding. Efforts have been made to move residential structures from the flood plain/way areas to higher ground.

The surface waters of the Stehekin River system, including the upper portion of Lake Chelan, can be characterized as clear and cold, with high oxygen content and low fertility. During major floods, the river spills its banks and occupies its floodplain, moderating the ultimate height of the flood's crest.

Native trees include western red cedar, Douglas and grand firs, ponderosa and white pines, big leaf, ~~Douglas~~ and vine maples, dogwoods, alders and cottonwoods. Limited logging, and timber cutting for firewood have opened some areas to change. Taking advantage of such change, or adapting to it, have been mule deer, black bears, coyotes and cougars, along with numerous small mammals and birds.

Rural Character

Most of ~~the~~ Stehekin is undeveloped federal land. A small community along the northern most shore of Lake Chelan, it continues to develop and grow as a recreation and tourist service center. ~~The area is spotted with remote cabins and is not expected to develop. Should~~When future development ~~or clustering~~ occurs, it ~~sh~~would be compatible ~~whenif~~ developed in a manner which reduces road cuts and visual impacts, preserves open space, provides recreational opportunities and protects critical areas.

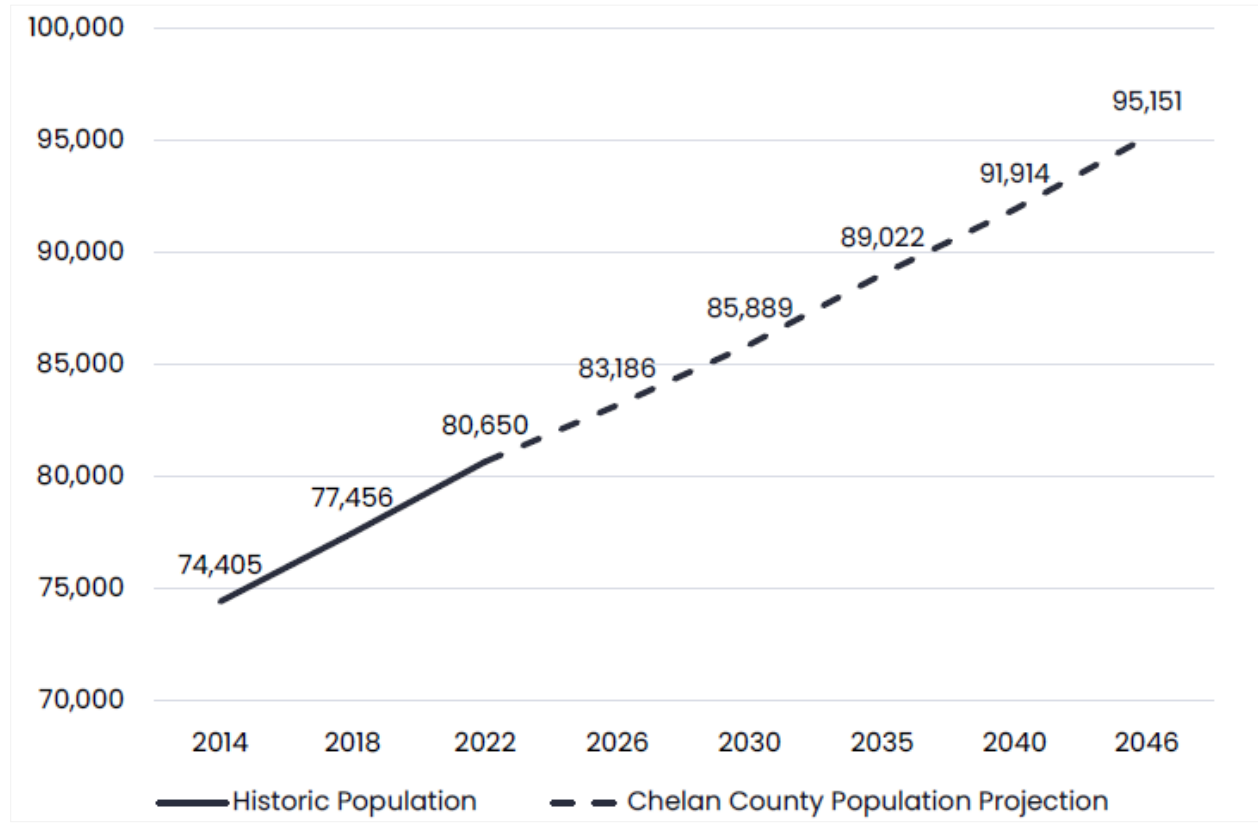
IV. Future Needs and Alternatives

Analysis of Population and Demographics

The analysis of local population and demographic trends is important for a broad understanding of the County and to anticipate future needs.

In 2023, Chelan County's estimated population was 81,500. On March 5, 2024, the Board of Chelan County Commissioners adopted a set of population projections based on the medium targets set by the Washington State Office of Financial Management (OFM). Figure 2-1 shows the population projections that were chosen by the County. Table 2-1 shows the adopted projections broken down by each UGA, as well as incorporated and unincorporated Chelan County.

Figure 2-1
Chelan County Population Projections



Source: Chelan County Land Capacity Analysis, 2025

Table 2-1
Chelan County Population Projections by Geographic Area

UGA	Population Allocation	2022	2026	2030	2035	2040	2046	2026-2046
Manson	3.4%	2,103	2,189	2,280	2,385	2,483	2,592	403
Chelan	3.4%	4,704	4,791	4,884	4,991	5,090	5,201	410
Entiat	2.2%	1,361	1,418	1,478	1,548	1,612	1,684	267
Leavenworth	3.4%	3,041	3,128	3,221	3,329	3,428	3,539	410
Peshastin	0.0%	655	655	655	655	655	655	--
Cashmere	3.2%	4,153	4,235	4,322	4,423	4,517	4,621	386
Wenatchee	59.6%	41,019	42,530	44,141	46,008	47,731	49,660	7,130
Urban	75.28%	57,036	58,945	60,980	63,339	65,516	67,953	9,007
Rural	24.72%	23,614	24,241	24,909	25,683	26,398	27,198	2,958
Total	100.00%	80,650	83,186	85,889	89,022	91,914	95,151	11,965

Source: Chelan County Land Capacity Analysis, 2025

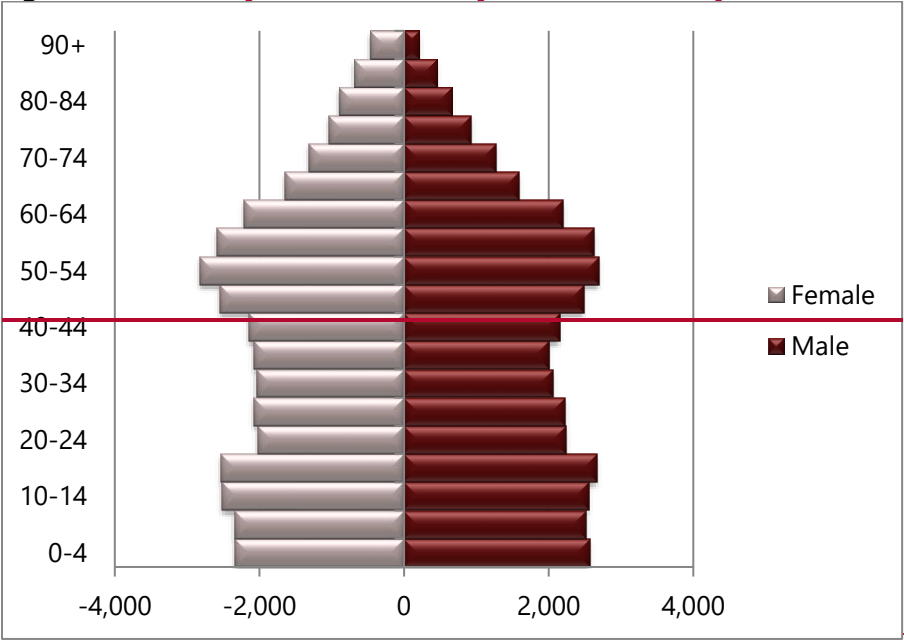
Appendix G includes a LCA for Chelan County. The LCA outlines the first step in the process undertaken by Chelan County to ensure sufficient land is available to meet future housing needs, based on projected population growth and the corresponding housing demand of all income segments through 2046.

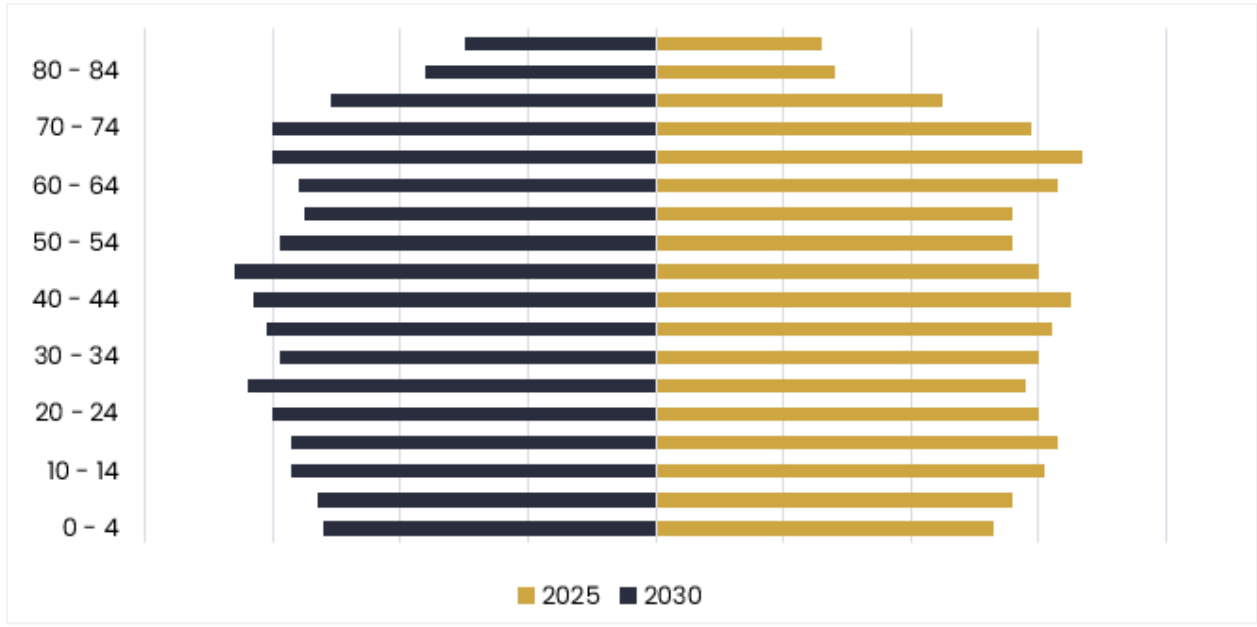
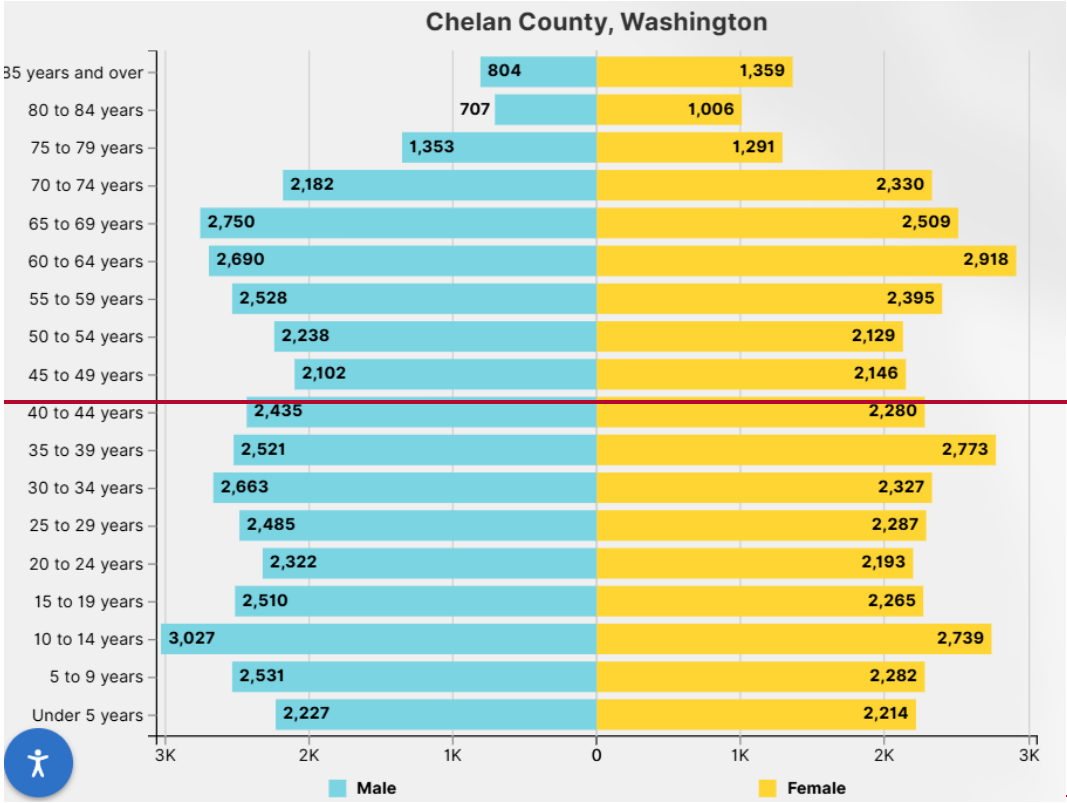
Age Groups

In 2023, the predominant age group countywide was the 50-54 group, making up approximately 31% of the population was under the age of 25. Working age-adults between the ages of 25 to 54 made up 36% of the population, and retirement-age residents made up approximately 21% of the population. Grouping the population in 20-year intervals, the largest generational group are children ages 0-20 with a population of 10,316 followed by ages 40-59 with 9,964 people, then ages 20-39 with 8,530 people, then ages 60-79 with 5,992 people, and finally ages 80 and over with 2,255 people.

FigureTable 12-2

Age Distribution by-in Chelan County, Current and Projected, 2025–2030 Gender





Source: Points Consulting, 2025

The large group of school aged residents has put the educational system at or over capacity. Several of the schools are adding facilities, see the Capital Facilities Element.

Diversity of Population

There are numerous challenges in collecting cultural data, including, how individuals classify themselves or how they want to be seen by others. Additionally, changes in how demographic information is collected and tracked, through the US Census, make it difficult to compare ~~census~~ data. ~~The following table~~ **Table 2-2** summarizes 20~~23~~**10** census demographics (see Attachment B).

While many population groups can meet their housing needs, more vulnerable populations require special attention. They often lack financial or social resources to secure market-rate housing. Chelan County overall has a poverty rate of 9.0% that is comparable to the state average of 9.9% and lower than the national rate of 12.4%.

Table 2-2
20~~20~~10** Census Data**

Subject	Number	Percent
Total population	72,453	100
One race	70,463	97.3
White	57,484	79.3
Black or African American	236	0.3
American Indian and Alaska Native	700	1
Asian	588	0.8
Native Hawaiian and Other Pacific Islander	100	0.1
Some Other Race	11,355	15.7
Two or More Races	1,990	2.7
Hispanic or Latino		
Hispanic or Latino (of any race)	18,713	25.8
Mexican	17,216	23.8
Puerto Rican	115	0.2
Cuban	22	0
Other Hispanic or Latino [2]	1,360	1.9
Not Hispanic or Latino	53,740	74.2
Race and Hispanic or Latino		
One race	70,463	97.3
Hispanic or Latino	17,835	24.6

Subject	Number	Percent
Not Hispanic or Latino	52,628	72.6
Two or More Races	1,990	2.7
Hispanic or Latino	878	1.2
Not Hispanic or Latino	1,112	1.5

Summary File 1, Tables P5, P8, PCT4, PCT5, PCT8 and PCT11

Subject	Population Share (percentage)
<u>White</u>	<u>66%</u>
<u>Hispanic or Latino</u>	<u>28%</u>
<u>Black/African American</u>	<u>1%</u>
<u>American Indian & Alaskan Native</u>	<u>1%</u>
<u>Asian</u>	<u>1%</u>
<u>Native Hawaiian & Other Pacific Islander</u>	<u>0%</u>
<u>Some Other Race</u>	<u>0%</u>
<u>Two or More Races</u>	<u>3%</u>

Source: Points Consulting 2025

Adopted Population Projections

Table 2-3
Jurisdiction Specific Population Projections and Housing Allocations for Chelan County

Population Allocations										
Urban Growth Area	Share of 2000-2020 Population Growth	Adjusted Population Allocation	2022 OFM Estimate	2026 Projection	2030 Projection	2035 Projection	2040 Projection	2045 Projection	2046 Projection	2026-2046 20 year change
Manson UGA	3.37%	3.37%	2,103	2,189	2,280	2,385	2,483	2,574	2,592	403
Chelan UGA	3.43%	3.43%	4,704	4,791	4,884	4,991	5,090	5,183	5,201	410
Entiat UGA	2.23%	2.23%	1,361	1,418	1,478	1,548	1,612	1,673	1,684	267
Leavenworth UGA	3.43%	3.43%	3,041	3,128	3,221	3,329	3,428	3,521	3,539	410
Peshastin UGA	-0.43%	0.00%	655	655	655	655	655	655	655	-
Cashmere UGA	3.23%	3.23%	4,153	4,235	4,322	4,423	4,517	4,604	4,621	386
Wenatchee UGA	59.59%	59.59%	41,019	42,530	44,141	46,008	47,731	49,347	49,660	7,130
Urban	74.86%	75.28%	57,036	58,945	60,980	63,339	65,516	67,557	67,953	9,007
Rural	25.14%	24.72%	23,614	24,241	24,909	25,683	26,398	27,069	27,198	2,958
Total	100.00%	100.00%	80,650	83,186	85,889	89,022	91,914	94,626	95,151	11,965

The share of population growth presented in the above table was calculated using the same methodology as the population allocations adopted under Chelan County Resolution 2015-112 for the last periodic update cycle.

The UGAs listed above include incorporated areas located within them, if any.

Table 3: Population Growth Pattern

Year:	Census Data						OFM Projections					
	1960	1970	1980	1990	2000	2010	2015	2020	2025	2030	2035	2040
Chelan County	40,744	41,103	45,061	52,250	66,616	72,453	75,180	78,586	81,885	84,778	87,168	89,246
Unincorporated		17,696	20,791	22,760	29,238	30,498						
Incorporated		23,407	24,270	29,490	37,378	41,955						

The Office of Financial Management (OFM) released population projections in 2012. These projections provided three alternative growth scenarios for Chelan County and the incorporated cities to consider; a high, medium, and a low projection. The City of Wenatchee coordinated with the County and other cities a detailed analysis of historical growth throughout the County which supported the OFM medium projection. The County and cities have adopted population projections for the next 20 years, by Resolution 2015-112.

In summary, the County, excluding the Urban Growth Areas and cities, is projected to grow by approximately 3,752 persons between 2017 and 2037. This is expected to result in approximately 1,406 new residential dwellings (2.67 persons per household); see the Housing Element. As noted in Appendix B, there is adequate land to serve the projected population for the next 20 years.

Growth Patterns

The County anticipates growth to occur in a manner consistent with the land use designations planned for and implemented by the zoning map and regulations. is Growth in the County is constrained by public land ownership and topography. However, in developable areas, growth is expected to occur in areas identified as vacant and underutilized by the County Assessor's primary land use classification code. However, there is less land available for development within the Rural Residential/Resource 2.5 and LAMIRD designations. Therefore, the percentage of growth in these areas may be less than other residentially designated lands. As detailed in Appendix B, the County has adequate land to meet the projected population growth over the next 20 years.

V. Goals and Policies for Land Uses

While recognizing that residential development is important and necessary to the sustainability of the County, the following goals and policies were developed to ensure that future development is compatible with surrounding land uses and can be efficiently and effectively served by public facilities and services. Further guidance can be found in the Rural Element and the Housing Element.

GOAL LU 1: Residential designations ~~shall~~should provide for an adequate supply of land to accommodate the housing needs and strategies outlined by the comprehensive plan. Implementation regulations ~~shall~~should provide for a variety of residential opportunities to serve a full range of income levels.

Rationale: An adequate supply of housing available to all income levels is necessary to meet the housing needs of the County.

Policy LU 1.1: Promote improved neighborhood character and compatibility through unified design and site requirements for both ~~site-built~~site-built homes and manufactured and modular housing.

Rationale: The placement of housing units should take into consideration compatibility with the character of existing and future residential areas.

Policy LU 1.2: Protect residential neighborhoods from impacts associated with incompatible land uses through application of development standards and permit conditioning.

Rationale: Incompatible land uses located in close proximity to residential neighborhoods may create adverse impacts which could lead to a reduction ~~of~~in the high quality of life for the County residents.

Policy LU 1.3: Develop innovative regulatory strategies that create developer incentives to provide affordable housing to low- and ~~moderate~~moderate-income households.

Rationale: This can be accomplished through the use of innovative techniques including but not limited to: density bonuses, performance zoning, zero lot line development, and cluster

subdivisions. Incentives may help facilitate the construction of low and moderate income housing, including government-assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, multifamily housing, group homes, foster care facilities, emergency housing, emergency shelters, permanent supportive housing, and within a UGA boundary, consideration of duplexes, triplexes, and townhomes in single family residential designations.

Policy LU 1.4: Encourage development of moderate density housing options, such as duplexes, triplexes, and townhomes, and accessory dwelling units in relation to employment locations.

Rationale: Consistent with RCW 36.70A.070(2)(b), (d) and WAC 365-196-410(2)(a), locating new multi-unit development increases residential capacity in areas located near employment centers promotes workforce housing, reduces long travel distances, and promote multimodal access to jobs and services.

Policy LU 1.5: Allow co-living as a permitted use on lots located within a UGA that allows at least six multifamily residential units, including on a lot zoned for mixed use development following the standards set forth on HB 1998.

Rationale: Co-living housing is a type of housing that can provide rental homes affordable to people with moderate to low incomes without requiring any public funding. HB 1998, enacted in 2024, added a new section to RCW 36.70A to allow co-living housing as a permitted use on any lot located within an urban growth area that allows at least six multifamily residential units, including on a lot zoned for mixed use development.

Policy LU 1. ~~46~~: Except as ~~provided for~~provided by the Rural Element, new residential development which requires urban services and facilities must be located within ~~urban growth area~~UGAs or LAMIRDs.

Rationale: Residential development at a size and density which requires urban services and utilities normally associated with urban areas should be located within the urban growth areas. Logical expansion ~~of~~ and infill of urban growth areas will assist in reducing the cost of providing necessary infrastructure.

Policy LU 1. ~~57~~: Encourage infill of vacant and underdeveloped land in existing residential areas within urban growth areas and rural communities, such as LAMIRDs.

Rationale: Many parcels of land are available within existing residential developments that can accommodate further development. Infill within these areas will allow public facilities and services to be provided in a more efficient manner.

Policy LU 1. ~~68~~: Consider environmental ~~limitation~~limitations, availability of infrastructure and consistency with the Comprehensive Plan and the ~~Growth Management Act~~ when establishing residential density standards.

Rationale: Physical characteristics and the availability of utilities are important factors in determining residential development patterns and densities. In addition, residential densities must be consistent with the guidance of the comprehensive plan and the requirements of the Act.

Policy LU 1. ~~79~~: Consistent with the ~~Growth Management Act~~, ensure provision of necessary public facilities and public services for the development, infill and redevelopment of existing residential and ~~mixed-use~~mixed-use centers outside urban growth areas, such as LAMIRDs or rural communities. Such services should not be extended in a manner that promotes low density sprawl in rural areas.

Rationale: The ~~Growth Management Act~~ permits the development, redevelopment and infill of existing intensely developed rural areas. The Act does not allow for the expansion of these areas outside of logically set boundaries.

Policy LU 1. ~~108~~: Ensure that adequate off-street parking is provided for residential development.

Rationale: Off street parking should be provided in safe and convenient locations. Off street parking for high density multifamily residential development should accommodate those with special needs.

GOAL LU 2: Physical Activity: Encourage active communities through land use decisions and designs that support bikeways, pedestrian, equestrian and other non-motorized transportation modes.

Rationale: Land use regulations set the framework for how communities function. Supporting non-motorized transportation through land use not only increases the transportation functions but benefits an individual's health, the environment and can improve land values. Encouraging physical activity would reduce per capita vehicle miles traveled within the County.

Policy LU 2.1: Encourage physical activity through land use policies, regulations, design and, when feasible, community awareness and education.

Policy LU 2.2: Support implementation of multi-modal transportation facilities, continued use of public lands, and land uses such as parks, trail systems, sidewalks, road ways and other transportation systems, when reviewing land use designations, development permits and land divisions.

Policy LU 2.3: Support higher density residential uses in areas with access to multimodal transportation, urban amenities, goods and services, physical activity, and healthy foods.

Rationale: Locating residential areas with access to multimodal transportation, urban amenities, and goods and services can reduce the reliance on single occupancy vehicles (SOVs) to cover everyday needs and promotes physical activity, consistent with RCW 36.70A.070(1), as amended, and WAC 365-196-405(2)(j).

Policy LU 2.4: Promote commercial, mixed use, high-density housing, and transit-oriented development to promote non-vehicular modes of transportation as well as public transportation, while reducing SOV trips and reducing per capital vehicle miles traveled (VMT).

Rationale: Commercial and mixed-used zoning could reduce commutes, VMT and travel distances by co-locating homes, jobs, urban amenities, and access goods and services. Access to active transportation infrastructure promotes physical activity, consistent with RCW 36.70A.070(1), as amended, and WAC 365-196-405(2)(j).

Policy LU 2.5: Update zoning provisions that are coordinated with transit access, commercial services, and public amenities.

Rationale: Zoning updates aligned with these factors helps to optimize public investment in infrastructure that support economic vitality in commercial centers, promotes transit-oriented and walkable communities, reduces dependence on SOVs, and improves accessibility to daily needs and employment opportunities.

Policy LU 2.6: Prioritize development of bikeways, sidewalks, multi-use trails, and equestrian routes in communities that experience the greatest environmental health burdens, ensuring safe, comfortable, and connected non-motorized routes for residents of all ages and abilities.

Rationale: Land-use decisions that support walkable and bike-accessible connections to schools, parks, public lands, grocery stores, social services, and transit, with priority placed on communities experiencing environmental health disparities improves everyday access to healthy food, recreation, and social resources and avoids creating or worsening environmental health disparities, pursuant to RCW 36.70A.070(1).

Policy LU 2.7: When siting active-transportation corridors near overburdened and vulnerable communities, pursue alignments that enhance safety and health while minimizing new impacts such as noise, dust, traffic conflicts, or other pollution.

Rationale: This policy ensures that physical-activity infrastructure does not unintentionally worsen health disparities, pursuant to RCW 36.70A.070(1).

Policy LU 2.7: Encourage the integration of shade trees, green infrastructure, and heat-mitigation features into walking and biking routes, prioritizing areas with high heat exposure, low canopy coverage, or other health risks.

Rationale: Design that prioritizes natural heat-mitigation features minimizes the risks of exposure to extreme heat for all users of non-motorized transportation infrastructure.

GOAL LU 3: Protect water quality and quantity.

Rationale: The protection of water quality and quantity is important for the public health, the local economy, the environment, and helps to maintain the high quality of life.

Policy 3.1: Support data collection for water quality and quantity which can be used to evaluate land uses and development. Including but not limited to:

- Support the implementation of watershed plans to address water quantity and ~~quality~~quality, including instream flows. Continue to plan reserves for future population growth and track exempt well use.
- Improve County tracking and coordination efforts with public water providers.
- Evaluate the existing exempt well and reserve tracking system for expansion Countywide.
- Consider different conditions in each Water Resources Inventory Area (WRIA) or sub-basin regarding water quantity and quality concerns.

- For areas where physical availability is potentially limiting, support studies on safe sustaining yield of water in relation to planned growth.
- Support mitigation measures including infrastructure projects.
- Support analysis of water bank options, or other alternatives, where instream flow reserves are exhausted, or where there are concerns over legal or physical availability.
- Support development of outreach/educational materials to residents, interest groups and developers.
- ~~Amend the County Comprehensive Plan to reflect new data and revise land uses as appropriate.~~
- Require development to provide adequate water for domestic use. Water source priorities are as follows, in order of priority:
 1. Connection to an existing public water system where available;
 2. Where a public water system is not available, implementation of a new public water system consistent with DOH and CDHD requirements; and
 3. Individual well outside the service of a public water system.

Policy LU 3.2: Encourage and support future and ongoing water quality monitoring programs.

Rationale: Monitoring of water quality helps to determine the impacts of growth and development ~~teon~~ water quality. Should water quality problems arise, determining the sources of water quality degradation, and educational and regulatory tools to maintain or improve water quality would be necessary.

Policy LU 3.3: Support water quality education programs which inform local citizens and visitors about water quality issues and ramifications.

Rationale: Education programs can be an effective approach to maintaining or enhancing water quality.

Policy LU 3.4: Encourage appropriate regulatory agencies to actively pursue violators which illegally discharge waste into rivers, lakes and streams.

Rationale: Enforcement of water quality and waste disposal standards is a key element in maintaining contaminant free water resources.

Policy LU 3.5: Support ongoing health department efforts to adequately monitor on-site septic systems, and require the repair of failing on-site septic systems.

Rationale: Failing on-site systems have the potential to introduce fecal coliform and bacteria into water systems.

Policy LU 3.6: Encourage existing and require future public boat launches to incorporate washoff stations. Vessel sewage pump-out ~~facilities,~~ and fueling ~~provisions~~ facilities shall should be sited to implement best management practices for the protection of water quality.

Rationale: Preventative management of water resources is essential to maintain our ~~high~~ quality high-quality water environments.

Policy LU 3.7: Promote municipal and agricultural water conservation and efficiency efforts in watersheds to manage water demand.

Rationale: It is anticipated that the most consequential change to water supply will likely be a shift in the timing of natural water availability throughout the year, which may create challenges for adequate water supply when water demand is greatest.

Policy LU 3.8: Allow for water storage near sources to address low stream flow, flooding, firefighting, and water supply needs consistent with watershed plans and development regulations.

Rationale: The water availability timing may change and alter how to provide an adequate water supply when water demand is greatest. Review watershed plans and other irrigation and water district plans for potential strategies and solutions.

Policy LU 3.9: Compatible with state and health district rules, allow for greywater systems and promote water re-use.

Rationale: Greywater could be used for irrigation to conserve potable water.

GOAL LU 4: Preserve the integrity of significant natural, historic, and cultural features by minimizing the impacts of development.

Rationale: These features are an important part of the surroundings that contribute to the area's high quality of life.

Policy LU 4.1: Encourage development that is compatible with the natural environment and minimizes impacts ~~to on~~ significant natural and scenic features.

Rationale: The design of development proposals should consider the relationship with the natural environment from both aesthetic and environmental perspectives. Capitalizing on natural features can enhance the quality of new development while minimizing potential adverse impacts and exposure.

Policy LU 4.2: Partner with agencies responsible for managing public lands to ensure that local interests are represented.

Rationale: Because public lands comprise such a large percentage of the County, the importance of management that reflects local interest cannot be over-emphasized.

Policy LU 4.3: Promote the use of land preserves and conservation areas to protect important natural areas from inappropriate development.

Rationale: ~~Natural Resource~~ conservation areas are important for preservation of natural features.

Policy LU 4.4: Establish a framework for the identification and preservation of archeological and significant historic sites and structures within the County.

Rationale: Goal 13 of the ~~Growth Management Act~~ GMA requires the identification of lands, sites, and structures that have historical or archaeological significance.

Policy LU 4.5: Encourage the design of non-motorized trails and recreation routes in consultation with Tribes and affected communities to avoid harm to cultural resources and environmentally sensitive habitats, while expanding inclusive access to outdoor recreational opportunities.

Rationale: Designing non-motorized trails and recreation routes in consultation with Tribes and affected communities can expand non-motorized access to parks, open space, and natural areas. Focusing on communities that currently lack safe and convenient recreation options while ensuring new park infrastructure does not create or exacerbate environmental burdens and avoids creating or worsening environmental health disparities.

VI. Urban Growth Areas

A focal point of the GMA is the requirement of designating urban growth areas (UGA's). UGA's are to include areas and densities sufficient to permit the urban growth that is projected to occur in the

County over a ~~twenty-year~~20-year planning period. Urban growth areas are to be located first in areas already characterized by urban development where existing public ~~facility~~facilities and service capacity is available and second, in areas where public or private facilities or services are planned or could be provided in an efficient manner. Planning for growth in this way accomplishes two GMA goals: 1) the efficient provision and utilization of public facilities and services and 2) reduce inappropriate conversion of undeveloped land into sprawling, low density development. The GMA also requires the county to identify open space corridors within and between UGAs. Open space corridors connect parks, recreational lands, wildlife habitat, critical areas, and provide opportunities for trails and other compatible uses. Open space opportunities provide relief from intense urban land uses that create, among other things, urban heat islands.

The County contains two ~~urban-growth-areas~~UGAs surrounding encompassing the unincorporated communities of Manson and Peshastin. The County has worked, and continues to work, with these communities to ensure that the development patterns and community objectives are ~~meet~~met through the planning process ~~are~~and zoning regulations. In areas ~~were~~where ~~urban-growth-area~~UGA boundaries are associated with an incorporated city, the County and cities have worked jointly in the adoption of the ~~urban-growth-area~~UGA boundaries ~~as~~ outlined in the County-Wide Planning Policies. The County and the cities also work together to adopt development regulations and land use designations which meet the County and City's objectives for growth and development.

~~The Chelan County Comprehensive Plan provides guiding goals, policies and land use designations for the rural areas. It also includes in the calculations of population and planning of facilities the urban growth areas for Peshastin and Manson. Peshastin and Manson's subarea plans, within the appendices, are consistent with the County Comprehensive Plan and designate local unique goals, policies and land use designation based on local circumstances. The unincorporated portions of the cities' of Leavenworth, Chelan, Cashmere, Entiat, and Wenatchee Urban Growth Areas are covered by these cities' comprehensive land use plans, as adopted by the County. As part of the Comprehensive Plan update process, the County is revising the designation of the community of Malaga from a LAMIRD to UGA. Converting Malaga to a UGA would allow the County to increase density to support future anticipated development and commercial opportunities in this area. The rationale is that Malaga already operates as a UGA and adding urban services, such as sewer, could help alleviate environmental concerns related to water quality issues associated with increased levels of nitrates in groundwater as described in Appendix D.~~

The UGA boundaries will be evaluated at least once every ten years, according to RCW 36.70A.130, and may be amended on an annual basis to ensure they are adequate to accommodate the ~~20~~20-year population projections. The assessment of the UGA capacity is based upon developable

lands, environmental constraints, known water quality and quantity issues, housing and economic development needs, public facility and service capacities and the implementation of growth strategies.

The ~~Growth Management Act~~GMA defines urban growth, and urban governmental services as:

- A. Urban growth refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources, rural uses, rural development and natural resource lands designated pursuant to RCW 36.70A.170. A pattern of more intensive rural development, as provided in RCW 36.70A.70(5)(d), is not urban growth. When allowed to spread over wide areas, urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.
- B. Urban governmental services or urban services include those public services and public facilities at an intensity historically and typically provided in cities, specifically including storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with rural areas.

VII. Goals and Policies for Urban Growth Area

GOAL LU 5: Encourage development to occur in urban growth areas where adequate public facilities and services exist or can be provided in an efficient manner.

Rationale: Promoting the efficient utilization of land by encouraging urban development within ~~designated urban growth area~~UGAs ~~areas~~ will improve the efficiency of infrastructure provision and usage and reduce low density sprawling development within the County.

Policy LU 5.1: Designated urban growth areas should include those areas already characterized by urban growth as well as those areas projected to accommodate future growth.

Rationale: Including areas already characterized by urban growth and those areas projected for urban growth within the urban growth areas is a logical progression that will help to prevent ~~leap~~ ~~frog~~ development, reduce sprawl, and decrease infrastructure costs.

Policy LU 5.2: Designate and size urban growth areas in accordance with the ~~Growth Management Act~~ ~~GMA~~ (RCW 36.70A.110) based on projected population growth; existing land use and transportation systems; capacity of public facilities and services; capacity to fund the necessary infrastructure and capital facilities. Consideration should also be given to addressing grossly irregular corporate boundaries during the process of designating urban growth boundaries.

Rationale: Following these criteria will ~~insure~~ ~~ensure~~ that the urban growth areas will be of sufficient size to allow for future growth and be served with urban level services.

Policy LU 5.3: Implementation regulations should be designed to ensure that urban densities outlined in the comprehensive plan can be accommodated in urban growth areas.

Rationale: Implementation regulations must be consistent with the comprehensive plan. Urban growth areas are the most appropriate location for accommodating urban growth.

Policy LU 5.4: The timing of utility extensions into the urban growth areas should be consistent with the adopted capital facilities plan of the utility purveyor.

Rationale: Public financing for the extension of public facilities and services may not allow for the extension of facilities and services prior to established timelines in the ~~purveyors~~ ~~purveyor's~~ capital facility plans. However, coordination between developers and public service purveyors may allow a repayment plan for improvements with provisions for utility assisted financing and latecomer fees.

Policy LU 5.5: Capital Facility Plans should provide for an urban-level of public facilities and services for buildout of lands within the Urban Growth Area.

Rationale: Urban levels of public facilities and services are necessary to accommodate planned urban growth and development.

Policy LU 5.6: Regularly evaluate Urban Growth Area boundaries based on new population projections provided by the State.

Rationale: Changing conditions that could affect growth rates in the future will necessitate a re-evaluation of established urban growth boundaries. Re-evaluations should be done on a more frequent basis than every ten years as required by the ~~Growth-Management Act~~.

Policy LU 5.7: Require developments within Urban Growth Areas to ~~comment~~ commit to public water and sewer systems, if available at the site. If public water or sewer service is not available, encourage use of community water and sewer systems over individual water wells and septic systems.

Policy LU 5.8: Require curb, gutter and sidewalks for all new roads in ~~urban-growth-area~~ UGAs, and develop standards for street improvements, including alignment and grading, road surfacing, public road access and right-of-way and stormwater.

Policy LU 5.9: Enhance the visual character of access points to urban growth areas and rural community centers through implementation of development standards addressing signage, setbacks, landscaping, and design.

Rationale: Development standards should be adopted to address appropriate signage, setbacks and landscaping to promote an orderly and aesthetic approach into a community.

Policy LU 5.10: Permit development, redevelopment and infill in urban shoreline areas, when consistent with protection of critical areas.

Rationale: The amount of waterfront property suited for residential and multi-use development is limited. The presence of urban-level services will support higher densities, and development at such densities is encouraged ~~in order to~~ to make efficient use of the shoreline.

Policy LU 5.11: Promote infill of vacant, partially used, and underutilized land as an important aspect of the efficient development of urban growth.

Rationale: Many parcels of land ~~are~~ available within the residential, commercial, and industrial areas can accommodate further development. Infill within the urban growth area will allow public facilities and services to be provided in a more efficient manner.

GOAL LU 6: Identify and designate open space corridors within and between UGAs that connect parks, recreational lands, wildlife habitat, critical areas and that provide opportunities for trails and other compatible uses.

Rationale: Consistent with WAC 365-196-335, when identifying open space corridors, the county and cities should plan an integrated open space system that connects large parks, recreational lands, resource lands, wildlife habitats and critical areas. Designating and preserving open space corridors integrates multiple planning objectives, promotes access to nature for urban and rural residents, and supports ecosystem preservation.

Policy LU 6.1: Encourage the use of land development techniques to identify and maintain open space corridors that define urban growth boundaries and provide separation between communities, and between urban and rural areas where feasible.

Rationale: Designating open space corridors support GMA goals to reduce sprawl, protect rural character, and sustain ecological and recreational open space between developed areas.

Policy LU 6.2: Urban growth planning with any federally recognized Tribe whose reservation or ceded lands lie within the County and has chosen to participate in GMA planning should include early and meaningful government-to-government consultation.

Rationale: Pursuant to RCW 36.70A.040 and RCW 36.70A.110(9) early, substantive consultation with affected Tribes addresses potential impacts to cultural resources and treaty rights and establishes mediation when agreement cannot be reached.

Policy LU 6.3: Consider various land acquisition techniques in the development of cooperative management plans and implementation strategies for open space areas of inter-jurisdictional significance and encourage cooperative work with public and private groups to identify, protect, and enhance open space areas.

Rationale: By using diverse land acquisition techniques and partnerships with public and private entities, the county can more effectively identify, protect, and enhance open space areas that provide regional ecological, recreational, and community benefits across jurisdictions.

Policy LU 6.4: Preserve tree canopy cover in critical areas such as streams, wetlands, critical aquifer recharge areas, geologically hazardous areas, frequently flooded areas, and shorelines.

Rationale: Maintaining canopy cover along streams, wetlands, and other sensitive areas enhances habitat quality, stabilizes soils, improves water quality, moderates microclimates, and supports the broader goal of creating an integrated green network that links parks, habitats, and recreational spaces.

Policy LU 6.5: Encourage construction within or within proximity of urban forests to occur in such a way to protect the forest and the structures against hazards of wildfire.

Rationale: This approach supports the long-term health and safety of the built and natural environments and maintains the integrity of open space corridors and urban forest systems by reducing fire and property risks and preserving habitat connectivity within and between UGAs.

Policy LU 6.6: Promote urban forests through tree planting programs, increased education and awareness, maintenance of trees in parks, residential, commercial, and industrial areas, and restoration and protection of forest habitat.

Rationale: Promoting urban forests through tree planting, education, maintenance, and habitat restoration strengthens the ecological and social value of open space corridors within and between urban growth areas.

Policy LU 6.7: Consider establishment of tree retention and replacement policies in all zones.

Rationale: Expanding and caring for urban tree cover enhances air and water quality, provides wildlife habitat, mitigates heat island effects, and fosters community stewardship of green spaces across all land use types.

GOAL LU 11: Convert the Malaga LAMIRD into a UGA.

Rationale: Converting the Malaga LAMIRD to a UGA would allow the County to provide urban services, increase density to support future anticipated economic development and commercial opportunities, and reduce environmental health hazards from septic tank use in this area. This conversion to UGA allows the GMA goals of efficiently providing and utilizing public facilities and

services and reducing inappropriate conversion of undeveloped land into sprawling, low density development.

LU 11.2: Develop and adopt development standards that are compatible with the existing rural landscape in Malaga. These include requiring landscaping, buffering, and screening for residential, commercial, and industrial uses, with emphasis on native vegetation, visual integration with the surrounding landscape, and mitigation of noise, dust, and light impacts.

Rationale: Thoughtfully designed buffering standards protect the rural visual character while allowing for economic diversification and the development of new commercial and housing units. These standards minimize land use conflicts, enhance community aesthetics, and provide ecological benefits such as habitat and stormwater filtration.

LU 11.3: Continue to develop and implement a public education initiative to inform community members about the use of cluster development as a tool for preserving open space, agricultural land, and natural resources, including the use of Transfer of Development Rights (TDRs) and Commerce's Landscape Conservation Infrastructure Program (LCLIP). Following implementation, conduct a community feedback process to reassess public perspectives and refine clustering policies accordingly.

Rationale: Educating residents on the opportunities and benefits of cluster development strategies and following up on public perceptions by meaningful public engagement helps address misconception, builds relationships, and enables informed refinement of land use policies.

LU 11.4: Initiate and maintain coordination with the Wenatchee School District to evaluate population growth projections and jointly identify suitable sites for a future elementary school that ensures safe, accessible, and equitable educational infrastructure for local families.

Rationale: There are no public school facilities within Malaga. Collaboration with the school district ensures that education facilities keep pace with demographic changes. Early coordination reduces siting conflicts, improves transportation planning, and supports neighborhood-centered development.

LU 11.5: Encourage the expansion and modernization of public safety services to meet or exceed urban service standards in the Malaga UGA.

Rationale: Demands for critical services increase as population and development increase. Efficient public safety services support new development and maintain community resilience.

VIII. Commercial Development

This sub-element addresses land use goals and policies relating to commercial development. The Citizen Advisory Committees also reviewed the following issues during discussions about future commercial development: parking, aesthetics, compatibility with adjacent land uses and the efficient provision of public services and facilities. Further guidance for commercial development can be found in the Rural Element.

IX. ~~Urban Growth Area~~ Commercial Development Goals and Policies

GOAL LU 6: Direct future commercial development to designated commercial areas in urban growth areas and to existing rural commercial areas consistent with the Growth Management Act.

Rationale: Commercial activities should occur within urban growth areas which have the infrastructure and services necessary for such development. Under the provisions of the ~~Growth Management Act~~, commercial development, redevelopment, and infill may also occur in existing rural commercial locations. The Act also provides for cottage industries and small scale recreation and tourist commercial activities in rural areas.

Policy LU 6.1: Strengthen existing commercial centers rather than permitting the aimless spread of new development.

Rationale: Strip commercial development causes negative impacts ~~to~~on existing infrastructure and access problems for road systems.

Policy LU 6.2: Support home occupations in residential areas provided such occupations would not alter the residential character of the property or create a nuisance that interferes with the peaceful occupancy of neighboring homes.

Rationale: Home occupations generate substantial economic activity with minimal land use impact.

Policy LU 6.3: Promote employment opportunities for rural residents by permitting isolated cottage industries and ~~small-scale~~small-scale businesses where public services and public facilities would be limited to those necessary to serve these uses and be provided in a manner that does not permit low density sprawl.

Rationale: The ~~Growth Management Act~~ provides opportunities for cottage industries and small scale businesses in rural areas.

Policy LU 6.4: Take advantage of Chelan County's rural character and natural setting by promoting small scale, non-residential, recreation and tourist uses, including associated commercial facilities in rural areas.

Rationale: The ~~Growth Management Act~~ provides opportunities for small scale recreation and tourist uses in rural areas.

GOAL LU 7: Support the enhancement and development of successful commercial areas that are aesthetically pleasing, compatible with non-commercial uses, and have adequate access, public facilities, utilities, and parking.

Rationale: Commercial development must take into consideration potential impacts on adjacent land uses and the community.

Policy LU 7.1: Protect residential zones and scenic corridors from visual impacts of commercial development by requiring screening or enclosure of outdoor vehicle or material storage areas.

Rationale: A ~~favorable~~compatible image is essential for the success of the community, quality of life, and the tourism industry.

Policy LU 7.2: Implement regulations to ensure recreation or tourist uses and associated commercial facilities in rural areas are compatible with surrounding land uses.

Rationale: Potential impacts ~~to~~on surrounding land uses should be addressed.

Policy LU 7.3: Promote commercial development design that maintains high aesthetic quality and includes features to protect less intense land uses, including setbacks, landscape buffers, and screening.

Rationale: Appropriate setbacks and landscape buffers can help mitigate impacts ~~to~~on less intensive land uses.

Policy LU 7.4: Future commercial development should contribute a proportionate share of infrastructure improvement costs, though local government may choose to incentivize desirable commercial development when the public benefits would surpass improvement costs.

Rationale: Existing uses should not be responsible for the costs of system improvements associated with new development. However, development should not be required to contribute to improvements not reasonably related to the development. Desirable commercial development can bring greater benefits to an area than it may cost to provide services.

Policy LU 7.5: Ensure that adequate parking and transportation facilities are provided in conjunction with expansion of or development of additional commercial activities.

Rationale: Sufficient ~~off-street~~off-street parking should be provided in safe and convenient locations and should be compatible with adjacent land uses. Off street parking should accommodate those with special needs.

Policy LU 7.6: Promote and encourage improvements to the appearance of the commercial districts and residential areas throughout the County.

Rationale: Consideration of the compatibility of land uses, and providing for appropriate lighting, curbs and gutters, and sidewalks may encourage improvements to commercial buildings and adjoining residential districts in the County.

Policy LU 7.7: Support placement of commercial activities and land use designations to meet the economic needs of the County and provide for a range of commercial opportunities that support diversification of the area economy.

GOAL LU 8, ~~STEHEKIN~~: Retain docking facilities at the Stehekin landing for both commercial and private use.

Rationale: The dock is the port area of Stehekin and should be used for the benefit of all.

Policy LU 8.1: Provide the opportunity for appropriate year around moorage at Stehekin landing for commercial and private use.

Rationale: People who work and recreate with watercraft in the Stehekin Area should have access to a portion of the Stehekin boat docks year around.

X. Industrial Development Goals and Policies

Existing industrial activities contribute significantly to the economic and employment base of the County. Industrial uses ~~on the whole~~overall in the County are primarily resource based; however, non-resource-based industries have become more common in the county. Industrial development opportunities in rural areas are limited due to the lack of available infrastructure including public water and sewer systems. During the discussion of industrial development, several issues and concerns were identified. Some of these include:

- Size of projects
- Emissions from uses (fumes, noise, dust)
- Locating compatible or similar uses together
- Buffering of industrial development and less intensive land uses

Strategies to diversify and provide guidance for industrial development can be found in the Rural Element as well as this sub-element.

~~XI. Goals and Policies for Industrial Development~~

GOAL LU 119: Direct future industrial development to designated industrial areas in Urban Growth Areas and LAMIRDs and to existing rural industrial areas, consistent with the Growth Management Act.

Rationale: Industrial activities should occur within urban growth areas and LAMIRDs which have the infrastructure and services necessary for such development. Under the provisions of the ~~Growth-Management-Act~~, industrial development, redevelopment, and infill may also occur in existing rural industrial locations. The Act also ~~provides~~allows for the development of ~~for~~ cottage industries in rural areas.

Policy LU 119.1: Permit siting of industrial uses in rural areas when adverse impacts to the rural community can be minimized and the requirements of the ~~Growth-Management-Act~~ (RCW 36.70A.365 or RCW 36.70A.070(5)) can be met.

Rationale: Some industrial uses, because of the nature of their operations, are more appropriately located in rural areas.

Policy LU 119.2: Promote the use of innovative development techniques, such as industrial parks, to improve the aesthetic appearance of industrial development and promote positive working environments.

Rationale: Industrial parks can be used to promote the human working environment through the provision of convenient and safe access, parking and landscaping. Site design of industrial parks can improve the aesthetic appearance of industrial developments.

Policy LU 119.3: Encourage industrial development to locate in areas with access to necessary support facilities, services, and transportation systems, and where industrial development would be compatible with nearby land uses.

Rationale: Industrial development should not conflict with adjacent land uses, should be served by a convenient transportation system and have access to necessary public facilities and services.

Policy LU 119.4: Provide necessary public facilities and services for development, infill and redevelopment of existing industrial or ~~mixed-use~~mixed-use sites outside of urban growth areas, where such services can be provided in a manner that does not promote sprawl, consistent with the ~~Growth-Management-Act~~.

Rationale: The ~~Growth Management Act~~ provides for the redevelopment and infill of existing industrial areas.

Policy LU ~~119~~.5: Promote revitalization of existing developed industrial areas suitable for continued use.

Rationale: Continued use and on-going redevelopment of developed sites will take advantage of existing infrastructure investments.

Policy LU 11.6: Develop a comprehensive solid waste management plan in coordination with the cities within Chelan County and that contains policies on the reduction, collection, and handling of solid waste and materials as well as management services and programs throughout the County.

Rationale: Consistent with RCW 36.70A.142, as amended to allow for siting of organic materials management facilities as identified in local solid waste management plans.

Policy LU 11.7: Organic materials management facilities should be sited following the criteria described in RCW 70A.205.040(3)

Rationale: Consistent with RCW 70A.205.040(3), priority areas for organic materials management facilities must be in industrial zones, agricultural zones, or rural zones, and may not be located in overburdened communities identified by Ecology under chapter 70A.02 RCW.

GOAL LU ~~120~~: Maintain Chelan County's existing industrial base and promote further diversification of the area's economy with industries that are compatible with surrounding land uses.

Rationale: Existing industrial base and resource based industries provide the foundation for the area's economy. Industrial development and redevelopment should take into consideration impacts ~~to~~on surrounding land uses.

Policy LU ~~120~~.1: Encourage public/private partnerships for targeted identification and development of industrial sites.

Rationale: Public/private cooperation can more effectively help implement economic development and diversification of the County.

Policy LU 120.2: Future industrial development should contribute a proportionate share of infrastructure improvement costs, though, local government may choose to incentivize desirable industrial development when the public benefits would surpass improvement costs.

Rationale: Desirable industrial development can bring greater benefits to an area than it may cost to provide services.

Policy LU 120.3: Require industrial development to provide adequate setbacks, landscape buffers and/or screening to aid the transition between industrial development and other land uses.

Rationale: Appropriate setbacks, landscape buffers, and screening provided by vegetation, fencing and other methods can help mitigate impacts to less intensive land uses.

Policy LU 120.4: When evaluating industrial development proposals, ensure potential impacts on nearby properties and public facilities and services are avoided, minimized, or mitigated.

Rationale: Industrial developments can be fairly intensive land uses. When reviewing industrial development proposals, impacts on nearby properties and public facilities and services must be addressed.

Policy LU 120.5: Encourage the development of light industries to diversify the area economy while minimizing negative environmental impacts.

Rationale: Further development of light industries would help diversify the area's economy while minimizing negative environmental impacts.

Policy LU 120.6: Develop regulations to ensure that cottage industries in rural areas are compatible with surrounding land uses.

Rationale: Impacts to surrounding land uses should be ~~addressed~~avoided or mitigated whenever possible.

Policy LU 120.7: Ensure provision of adequate ~~off-street~~off-street parking in conjunction with the expansion or development of industrial sites.

Rationale: Sufficient ~~off-street~~off-street parking should be provided in safe and convenient locations and should be compatible with adjacent land uses. Off street parking should accommodate those with special needs.

Policy LU ~~12~~**9**.8: Industrial and natural resource land uses that constitute a nuisance, making them inherently unsuitable for urban areas, may be permitted on a limited basis in remote rural areas, provided that the extension of urban services would not be required and that potential impacts on surrounding land uses can be addressed.

Rationale: Some industrial and natural resource based uses, due to their nature, are not appropriate to be located in urban growth areas but can be located in remote locations within the limits set by rural governmental services, and the protection of the rural character and critical areas. Said uses can play an important role in support of other industries and businesses in the county.

XII. Open Space/Recreation

Open space is an important component of the natural environment and supports natural systems, aesthetic, recreational, and economic resources in the rural landscape. Open space is minimally developed or undeveloped land that serves a functional role in the life of a region. Open space helps define the rural character of the County. Open space related to recreation is specifically addressed in the Park and Recreation Element.

Open space lands in Chelan County consist of critical areas, parks and recreational land, wildlife corridors and conservation areas. Within the County a significant amount of land is owned and managed by Federal and State agencies. These areas are an important open space resource providing numerous benefits to the County and its residents.

Open space lands may have some restrictions on their use or management. If the County acquires sufficient interest in a property, or control of resource development, based on public interest, additional restrictions may occur. The County may acquire, by donation or purchase, land ownership and/or easements within these open space corridors.

XIII. Goals and Policies for Open Space/Recreation

GOAL LU 131: Preserve open space for the enjoyment of County residents and visitors.

Rationale: Open space is a valuable resource for the enjoyment of residents and visitors. The retention of open space helps to maintain the natural beauty and rural character of the County.

Policy LU 131.1: Encourage the provision and retention of open space through regulations that allow innovative techniques and incentive-based programs, such as the public benefit rating system, the open space tax program, purchase of development rights or conservation easements by public or private entities, and land trusts.

Rationale: Innovative site and development designs and incentive programs help to encourage the retention and provision of open space.

Policy LU 131.2: Encourage multiple uses of public lands to support open space and recreational use in the County.

Rationale: Public lands can provide opportunities for open space preservation and recreation opportunities while providing for the management of valuable natural resources by public entities.

Policy LU 131.3: Encourage preservation of outstanding natural and scenic resources, critical areas, and significant historic and cultural resources.

Rationale: Protection of these resources will help to maintain the high quality of life enjoyed by residents and visitors of Chelan County.

~~Policy LU 13.4: Enhance urban tree canopy and promote benefits of urban forests as it relates to a healthy environment, community livability, climate change, and stormwater.~~

~~—Rationale: The Land Use Element must be consistent with RCW 36.70A.070(1), as amended, RCW 36.70A.160, and WAC 365-196-335.~~

~~Policy LU 13.5: Preserve tree canopy cover in critical areas such as streams, wetlands, critical aquifer recharge areas, geologically hazardous areas, frequently flooded areas, and shorelines.~~

~~Rationale: The Land Use Element must be consistent with RCW 36.70A.070(1), as amended, RCW 36.70A.160, and WAC 365-196-335.~~

Policy LU 13.6: Ensure that construction within or within proximity of urban forests occurs in such a way to protect the forest and the structures against hazards of wildlife.

Rationale: The Land Use Element must be consistent with RCW 36.70A.070(1), as amended, RCW 36.70A.160, and WAC 365-196-335.

Policy LU 13.7: Promote urban forests through tree planting programs, increased education and awareness, maintenance of trees in parks, residential, commercial, and industrial areas, and restoration and protection of forest habitat.

Rationale: The Land Use Element must be consistent with RCW 36.70A.070(1), as amended, RCW 36.70A.160, and WAC 365-196-335.

Policy LU 13.8: Consider establishment of tree retention and replacement policies in all zones.

Rationale: The Land Use Element must be consistent with RCW 36.70A.070(1), as amended, RCW 36.70A.160, and WAC 365-196-335.

GOAL LU ~~142~~: Encourage development and maintenance of recreational facilities and opportunities to meet the needs of residents and visitors.

Rationale: Recreational opportunities help to promote the area for tourism and provide for a high quality of life.

Policy LU ~~142~~.1: State and publicly owned tourist/recreation destinations should provide adequate sanitary facilities.

Rationale: Adequate sanitary facilities help to maintain the quality of recreation opportunities enjoyed by residents and tourists in the area.

Policy LU 14.2: Prepare a comprehensive study of underutilized public rights of way and easements and assess the potential for public benefit through the following steps:

- Identify all undeveloped or underutilized public rights of way and easements and determine ownership status.
- Establish criteria to evaluate public benefit, including, but not limited to, lake access, park siting, trails, view corridors, resale or exchange, open space, critical areas, utility purposes, and property access streets.
- Assess each site's value using criteria established in step "b" to determine value for use or sale.
- Develop and encourage the implementation of a plan for use or sale of each site.

Rationale: Underutilized right of ways and easements offer an opportunity for significant public benefit as open space and recreation.

Policy LU 14.3: Support the development of recreation districts in the County where local support can be demonstrated.

Rationale: This is an opportunity to meet open space and recreation needs within the County.

Policy LU 14.4: Improve and promote the range of weather-independent and all-season tourism and recreation opportunities.

Rationale: Anticipated changes in temperature and precipitation are expected to affect availability of winter and summer recreation and tourism (e.g., shorter winter recreation periods and less summer water availability). Adaptions to seasonal conditions would be important to the local economy.

XIII. Master Planned Resorts

The scenic and natural amenities located within Chelan County afford opportunities for varied recreational activities. It is the intent of this comprehensive plan to provide guidance for Master Planned Resorts (MPR) as authorized by the general principles contained in RCW 36.70A master planned resorts, as amended.

MPRs are developments with urban characteristics that may be located outside of urban growth areas. A MPR is a fully integrated, self-contained planned unit development, in a setting of significant natural amenities, with its primary focus on destination resort facilities, consisting of short

~~term~~short-term visitor accommodations associated with a range of developed on-site indoor and/or outdoor recreational facilities. Capital facilities, utilities, and services, including those related to sewer, water, stormwater, security, fire suppression, and emergency medical provided on-site should~~all~~ be limited to meet the needs of the master planned resort. Implementation regulations will be established for the approval of MPRs that are consistent with the goals and policies contained in this plan and meeting the future development goals of the county.

XIV. Goals and Policies for Master Planned Resorts

GOAL LU 153: Provide opportunities for Master Planned Resorts (MPRs), consistent with the provisions of RCW 36.70A.360, to create a diversity of recreational, tourist and economic opportunities in Chelan County.

Rationale: State law contains criteria that are required to be utilized in the review and formation of development standards for MPRs.

Policy LU 153.1: The primary focus of Master Planned Resorts are as a fully-contained destination resorts consisting of short-term visitor accommodations associated with a range of developed on-site indoor or outdoor recreation facilities, mix of related convenience goods and services, short-term residential uses, capital facilities, utilities and services and, when feasible, an affordable housing component for employees.

Rationale: RCW 36.70A.360 requires MPRs to have a primary focus on destination resort facilities.

Policy LU 153.2: MPRs should not occur in areas that are designated as agricultural or forest lands of long-term commercial significance under RCW 36.70A.170, unless a finding can be made that the land is better suited in the long-term for development as a MPR than for the commercial harvesting of timber or agricultural production.

Rationale: Chelan County places a prime importance on maintaining the current inventory of commercial forest and commercial agricultural land, which is a significant economic contributor to the county. Development of MPRs in rural areas would reduce the amount of productive land for agricultural or forest uses, as required by RCW 36.70a.360(4)(c).

Policy LU 1~~53~~.3: Ensure the compatibility of MPRs with adjacent land uses through appropriate site design which emphasizes physical and visual separation from the nearest existing developed areas, preservation and protection of critical areas, and cluster development surrounded by open space.

Rationale: The urban characteristics of a MPR ~~may~~has the potential to create conflicts with rural uses.

Policy LU 1~~53~~.4: Development plans for MPRs should blend site development and architecture with the natural character and features of the land, topography, vegetation, geology, slope, soils etc. The MPR design should also reflect relevant cultural heritage and preservation of the area's rural character or natural resource uses.

Rationale: MPRs are intended to take advantage of the natural amenities, and character of the area. ~~In order to~~To ensure that those amenities continue and are undiminished, the design of the MPR must be compatible with the surrounding area.

Policy LU 1~~53~~.5: Permanent residential uses may be included within the boundaries of a MPR, provided such uses are integrated into and support the on-site recreational nature of the resort.

Rationale: The primary focus of the MPR is for destination resort facilities with ~~short-term~~short-term visitor accommodations associated with a range of developed on-site indoor or outdoor recreation facilities. Given this focus, single-family or multi-family residential development ~~shall~~should not be the primary component of MPRs.

Policy LU 1~~53~~.6: Necessary capital facilities, utilities and services may be provided to a MPR by outside service providers, including municipalities and special service districts, provided that all costs associated with service extensions and capacity increases directly attributable to the MPR are fully born by the resort, and provided that such facilities and utilities serve only the MPR and/or urban growth areas.

Rationale: Due to the size and remote distance from existing services, significantly larger costs of extending services and capacity result from an MPR than from other forms of development. Limiting the use of those services outside of an UGA will limit unwanted development outside of those areas.

Policy LU 1~~53~~.7: Existing resorts seeking designation as Master Planned Resorts should have been completed before July 1, 1990, and planned as self-contained integrated developments focused on short-term visitor accommodations and recreational facilities.

Policy LU 1~~5~~**4**.8: After designation as a MPR, new urban and suburban land uses should be precluded in the vicinity surrounding the resort, except in areas otherwise designated for urban growth or LAMIRDS.

Rationale: MPRs are created to maintain rural character while allowing development to take advantage ~~to~~**of** natural amenities. Additional urban or suburban land uses around an MPR will diminish the rural character and should be directed to other areas designated for those types of uses, and as required by RCW 36.70A.362(2).

Policy LU 1~~5~~**3**.9: An existing resort may be included or expanded as an MPR when consistent with the provisions for a new MPR, critical areas and other regulations.

Rationale: The impacts of the existing resort on the surrounding area should have been mitigated in a prior process. The expansion of a resort may create new impacts that must be identified and mitigated with the MPR process prior to approval.

XV. Environmental Justice Goals and Policies

The 2024 GMA legislation and updated Commerce guidance requires that counties that are fully planning under the GMA give special consideration to achieving environmental justice goals and policies, including efforts to avoid creating or worsening environmental health disparities (RCW 36.70A.070(1)). The term "Environmental Justice" is defined by RCW 70A.02.010 as "as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to development, implementation, and enforcement of environmental laws, regulations, and policies. Environmental justice includes addressing disproportionate environmental and health impacts in all laws, rules, and policies with environmental impacts by prioritizing vulnerable populations and overburdened communities and the equitable distribution of resources and benefits." In this context, the term "overburdened communities" refers to the geographic area where vulnerable populations face combined, multiple environmental harms and health impacts, and includes but is not limited to communities impacted by fossil fuel pollution, by natural disasters, or a community located in census tracts that are fully or partially on Tribal land.

The Environmental Justice sub-element is consistent with the definition provided by the Washington State Department of Health that defines environmental health disparities as the increasing combination of social, medical, and environmental factors that cause more sickness, disease, pollution, and other problems and that affect communities with more economic needs. Goals and

policies proposed in this sub element prioritize increased levels of health and wellness for all communities to benefit from clean air, clean water, and a healthy environment.

GOAL LU 16: Encourage the implementation of land use strategies and efforts that work to avoid creating or worsening environmental health disparities.

Rationale: Consistent with RCW 36.70A.070(1), as amended, this helps ensure that environmental benefits (e.g., access to services, and natural and recreational areas) are equitably distributed among all communities, including those with existing health disparities, and that no population is subject to disproportionate adverse effects.

Policy LU 16.1: Consider using geospatial analysis or other techniques that help identify overburdened communities within Chelan County to inform policies, plans, and distribution of funding that promote environmental justice and avoid creating or worsening environmental health disparities.

Rationale: Identifying geographic areas where vulnerable populations face combined, multiple environmental harms and health impacts, including communities impacted by fossil fuel pollution, by natural disasters, or a community located in census tracts that are fully or partially on Tribal land is the first step to guaranteeing meaningful involvement of all populations in development, implementation, and enforcement of environmental laws, regulations, and policies.

Policy LU 16.2: Encourage investments that meet the needs of current and future residents and employers, including overburdened communities.

Rationale: Residential and employment opportunities for all communities, including overburdened communities, contribute to the access to services by reducing economic and spatial barriers that could create or worsen environmental health disparities.

Policy LU 16.3: Reduce disparities in access to opportunity for all residents through inclusive community planning.

Rationale: Access to clean air and water, safe housing, green infrastructure, and park leads to improvements in the quality of life of all communities and reduces the potential for environmental health disparities.

Policy LU 16.4: Encourage the development of livable communities for those who live, work, and recreate in Chelan County by directing growth into urban areas that are accessible, walkable, and transit oriented; preserving and creating open spaces; and protecting resource and rural lands.

Rationale: Accessible, walkable, and transit oriented developments, in addition to preserving and creating open spaces and protecting resource and urban lands, could improve the quality of life of all communities by removing barriers to benefiting from resources and services offered in the County.



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CHAPTER 3

RURAL ELEMENT

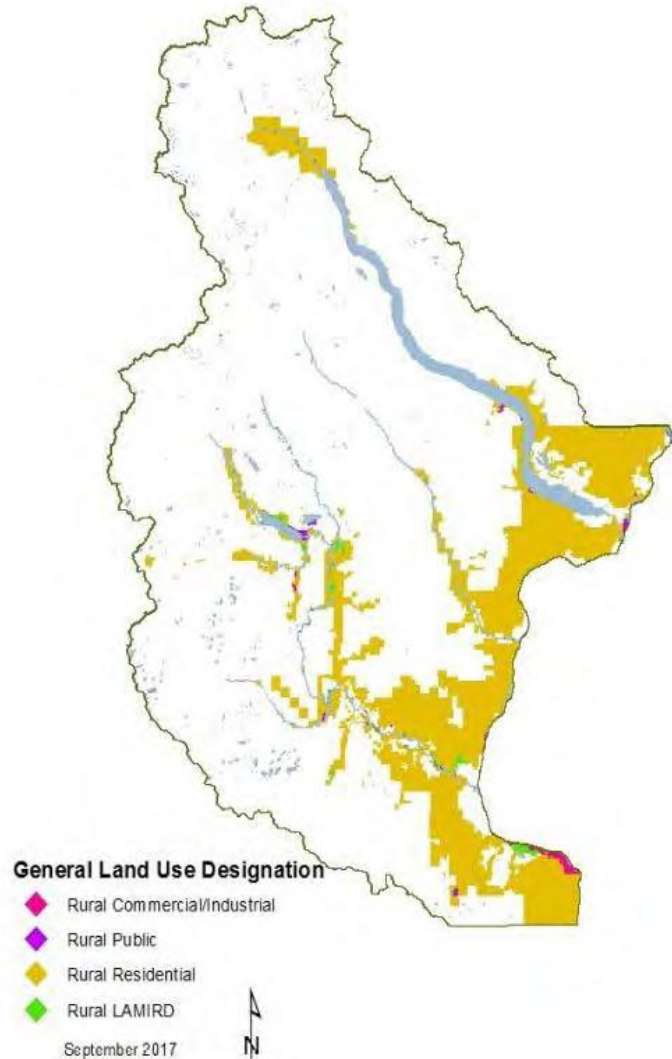
I. Introduction

The ~~Growth Management Act (GMA)~~ requires a Rural Element in the County's comprehensive plan. The Rural Element contains goals and policies to guide the development of rural land including the identification of the general types of uses to be permitted. Rural lands are all lands not designated for urban growth, or agriculture, forest or mineral resource lands.

The GMA recommends ~~providing for~~ providing a variety of residential densities at levels that are consistent with the preservation of rural character and the requirements of the Rural Element. The Rural Element provides guidance on appropriate land uses and densities for Chelan County's rural areas. Rural governmental services should be provided at a level necessary to support and sustain the land use pattern planned for rural areas. Rural governmental services should not provide the

level of service which promotes growth or sprawl in rural areas. The ~~Growth Management Act~~ provides the following definitions of rural development, rural character and rural governmental services:

- A. Rural development refers to development outside ~~of the urban growth area~~UGAs and outside agricultural, forest, and mineral resource lands designated pursuant to RCW 36.70A.170. ~~Rural~~ This type of development can consist of a variety of uses and residential densities, including clustered residential development, at levels that are consistent with the preservation of rural character and ~~other requirements and the requirements of the rural element.~~ Rural development does not refer to agriculture or forestry activities that may be conducted in rural areas.
- B. Rural governmental services or rural services include those public services and public facilities historically and typically delivered at an intensity usually found in rural areas, and may include domestic water systems, fire and police protection services, transportation and public transit services, and other public utilities associated with rural development and normally not associated with urban areas. Rural services do not include storm or sanitary sewers, except as otherwise authorized by RCW 36.70A.110(4).
- C. Rural character refers to the patterns of land use and development established by a county in the rural element of its comprehensive plan:
1. In which open space, the natural landscape, and vegetation predominate over the built environment;
 2. That foster traditional rural lifestyles, rural-based economies, and opportunities to both live and work in rural areas;



3. That provide visual landscapes that are traditionally found in rural areas and communities;
4. That reduce the inappropriate conversion of undeveloped land into sprawling, ~~low density~~ low density development;
5. That generally do not require the extension of urban governmental services; and
6. That are consistent with the protection of natural surface water flows and ground water and surface water recharge and discharge areas.

II. Intent

It is the intent of this Rural Element to preserve the rural character and way of life in the rural area, and to protect private property rights while considering impacts to the environment of Chelan County.

As noted in the Land Use Element, ~~the majority of~~ most land within the County is in Federal or State ownership, and is therefore considered unbuildable within the planning horizon of this plan.

As documented in the Parks and Recreation Element, the Federal and State lands provide the County with ~~one of the~~ largest rural and natural park lands, these include: Glacier Peak Wilderness, Lake Chelan Sawtooth Wilderness, Wenatchee National Forest, Alpine Lakes Wilderness, Henry M. Jackson Wilderness, North Cascades National Park, and Lake Chelan National Recreation Area. These very large wilderness and park areas are not expected to develop but rather enhance the character of the County as a recreation and natural resource to locals and visitors.

In addition to Chelan County's rural character being dominated by park lands, Chelan County has a history of agricultural uses—primarily orchards of various sizes, residential rural living; forest practices, rural industrial activities, mining and small town settlements. Over the last ~~20~~ ten years, some areas have transitioned to vineyards, wineries, smaller-scale agricultural production and agricultural and recreational tourism.

Within the Land Use Element each region of the County has been defined by ~~the~~ its unique characteristics and rural character, including innovative tools for development. The goals and policies in the Rural Element are to guide land use activities in and surrounding rural lands. Goals and policies have been developed for the preservation of the rural character by:

- Containing or otherwise controlling rural development;
- Assuring visual compatibility of rural development with the surrounding rural area;

- Reducing the inappropriate conversion of undeveloped land into sprawling, low-density development in the rural area;
- Protection of critical areas, surface water and ground water resources; and,
- Protecting against conflicts with the use of agricultural, forest, and mineral resource lands of long-term commercial significance, see Resource Element.

The County land use designations can be grouped as Rural, limited areas of more intensive rural development (LAMIRD), Resource, and Urban Growth AreaUGA. This Element addresses the siting criteria and Goals and Policies of the Rural and LAMIRD designations. Additionally, each designation is broadly defined with intended uses and densities under the siting criteria. Services for ~~the~~ rural lands are addressed in the Capital Facilities and Utilities Elements.

*Rural designations include:
Rural Residential/Resource 2.5, 5, 10
and 20 LAMIRD designations include:
Rural Waterfront; Rural; Rural Village;
Rural Recreational/Residential; Rural
Commercial; and, Rural Industrial*

III. Goals and Policies – Rural Designations

GOAL RE 1: Maintain a balance between human uses and the natural environment in rural areas of the County.

Rationale: Residents who choose to live in ~~the rural~~rural areas need to realize that their lifestyle has an impact on the natural environment and efforts need to be made to find and maintain a balance between human activity and the natural environment.

Policy RE 1.1: Rural development ~~shall~~should avoid and mitigate impacts to critical areas, which have value as wildlife habitat and open space and protect developed areas from natural disasters.

Rationale: Wildlife habitat and open space ~~are all land uses which~~ are typically located in rural areas and are an important part of the reason why people choose to live in a rural setting. Therefore, development may occur when suitable mitigation is provided to address impacts to Critical Areas existing in rural lands.

Policy RE 1.2: Uses not specifically addressed or prohibited in the comprehensive plan are not automatically allowed and should be reviewed on their own merits for compatibility with existing goals and policies.

Rationale: Should there be a new land use or an innovative technique towards the management of growth, they can be reviewed during the annual review process to analyze their compatibility with existing goals and policies of the plan.

Policy RE 1.3: Establish a variety of rural land use designations that would accommodate a wide variety of rural uses and densities consistent with the County's rural character.

Rationale: The rural areas of Chelan County contain a variety of land uses and densities that comprise the rural character of the area. Continuing this pattern, will help to maintain and enhance this rural character.

Policy RE 1.4: Essential public facilities and/or services should be sited and developed in a manner that maintains the rural character of the area. Essential public facilities and/or services are appropriate for location in rural areas when suitable mitigation is provided.

Rationale: Essential public facilities and/or services should not compromise the goal of the Rural Lands.

Policy RE 1.5: Provide adequate stormwater infrastructure focused on regional systems (e.g., developing new and expanded pump stations and new stormwater facilities) where financially feasible and in circumstances shown to be necessary to protect basic human health and safety of the environment.

Rationale: Promote stormwater best practices to mitigate or cleanse discharges that may pollute waters of the state. Stormwater infrastructure should not compromise the goal of Rural Lands.

Policy RE 1.6: Where financially feasible and necessary to protect basic human health and safety of the environment, provide adequate wastewater infrastructure including new and upgraded pump stations to accommodate growth, with opportunities for private development to construct new and/or improve existing pump stations.

Rationale: Promote wastewater best practices to mitigate or cleanse discharges that may pollute waters of the state. Wastewater facilities and infrastructure should not compromise the goal of Rural Lands.

Policy RE 1.7: Encourage coordination with state and federal partners to evaluate long-term impacts to watershed hydrology, including the provisions of sufficient streamflow for salmonids, and identify mitigation options.

Rationale: Coordination with state and federal partners ensures that local policies align with broader water management, and habitat protection goals. Promoting efficient irrigation reduces infrastructure demands. Expanding water supplies for firefighting enhances public safety and reduces wildfire damage to watershed resources, protecting both communities and natural systems.

Policy RE 1.8: Where financially feasible and necessary to support and protect basic human health and safety of the environment, incentivize development that utilizes Low Impact Development (LID) practices, which improve stormwater quality and control runoff flow beyond minimum standards.

Rationale: Incentivizing LID and minimizing impervious surfaces reduces stormwater runoff, flooding risks and water quality degradation and do not compromise the goal of rural lands.

GOAL RE 2: Maintain natural environment features that support and enhance natural resource-based economic activities, wildlife habitats, traditional rural lifestyles, outdoor recreation, and open space.

Rationale: -Conserving ecological functions, open space, landscapes, fish and wildlife habitat, and sustaining the environmental qualities that define traditional rural lifestyles supports long-term economic vitality. By maintaining natural environmental features, the County ensures that rural development proceeds at intensities compatible with surrounding resource lands and ecological constraints, preventing the creation of urban or suburban patterns in rural areas. There is value in rural lands that have in the economic vitality, rural lifestyles, and healthy environments.

Policy RE 2.1: Review rural development applications to determine the potential for groundwater contamination.

Rationale: Preventing groundwater contamination is necessary to avoid exorbitant costs, hardships, and potential physical harm.

Policy RE 2.2: Rural development should not preclude use of rural lands for agriculture and timber production and should avoid or mitigate impacts on existing agriculture or timber operations.

Rationale: Productive agriculture and timber lands exist in ~~the~~ rural areas. Potential negative impacts to these lands from more intense land uses should be avoided through the application of appropriate mitigation measures and/or the use of innovative techniques.

Policy RE 2.3: Ensure that rural development (residential, commercial and industrial) near designated resource lands occurs in a manner that minimizes potential conflicts and reduces conversion of farm and forest land to non-resource uses. Develop mitigating measures to provide adequate protection against potential conflicts.

Rationale: The close proximity of rural lands to resource lands is unavoidable. The presence of these resource activities such as forests and agricultural production adds to the character of these rural lands. However, many activities which take place on these resource lands are not compatible with other activities, especially residential uses. Since the conservation of these resource lands may be jeopardized by development which is not sensitive to the activities that characterize a resource based land use; it is important to ~~provide~~ implement mitigating measures that will provide an adequate transition area between potentially conflicting land uses.

Policy RE 2.4: Encourage the preservation and protection of unique, rare and fragile natural features, ~~scenic vistas~~, unstable bluffs, and culturally significant features.

Rationale: These features contribute to the character and attractiveness of the rural area. Their preservation enhances the openness and aesthetic quality of the area. The use of voluntary incentives including the Chelan County Public Benefit Rating System used in evaluating applications for current use taxation of property under the Open Space Program and clustering provisions will help to encourage the preservation and protection of these areas.

Policy RE 2.5: When open space areas are provided in a development, provisions ~~shall~~ should be made to identify: who owns the open space, what uses or activities will be permitted on it, how the area will be maintained, and whether public access will be provided. This information ~~shall~~ should be contained on the face of the plat or binding site plan.

Rationale: One of the drawbacks of providing open space is determining how it should be managed. It is important to establish this at the design ~~stage~~ phase, so everyone is clear on their responsibilities. When the information is noted on the face of the plat or binding site plan, all subsequent property owners will be aware of the open space provisions.

Policy RE 2.6: To achieve a variety of rural densities and uses, allow for ~~development~~ clustering, density transfer, design guidelines, conservation easements, and other innovative techniques to accommodate growth consistent with rural character.

Rationale: The amount of privately owned developable land in the County is limited. Innovative techniques can ~~provide for~~ allow rural development while protecting the rural character of the County.

Policy RE 2.7: Protect local environmental and visual resources in hillside areas by encouraging development to locate on existing benches and terraces and by applying appropriate development standards and performance criteria.

Rationale: Hillside residential development offers a number of potential advantages, if properly established. If hillsides are to be both used and enjoyed by present and future residents of the area, development policies must include soundly based standards and performance criteria, yet have sufficient flexibility to fit varied environmental conditions.

Policy RE 2.8: Protect hillside areas from erosion by requiring development to adequately capture storm drainage and avoid duplication of road systems.

Rationale: Road cuts impact on the visual quality of hillsides and are a source of erosion and ~~shall~~ should be minimized.

LU 11.1: The Stemilt-Squilchuck area should actively preserve and promote agricultural and outdoor recreational land uses as key element of local identity, economy, and land use pattern through zoning protections, the use of TDRs and the Landscape Conservation and Local Infrastructure Program (LCLIP), incentives for agricultural viability, and limitations on non-agricultural encroachment.

Rationale: Agriculture is both a cultural heritage and an economic asset for the community. Retaining agricultural land ensures food security, environmental sustainability, and preserves the rural character that defines the area. Encouraging agricultural uses supports local producers and prevents sprawl. Additionally, designating and enforcing the zoning code will prevent non-agricultural encroachment.

GOAL RE 3: Develop at densities such that demands will not be created for urban levels of public services and facilities in rural areas.

Goal Rationale: Development in rural areas should not be at densities which require urban levels of service. Development at lower densities will also help protect the rural quality of life.

Policy RE 3.1: Provide government services in non-urban areas at a limited level appropriate to the rural setting, including police, fire, roads, and general utilities.

Rationale: Limited public facilities and services will be provided to persons living and working in rural areas. Urban levels of services should not extend beyond ~~urban-growth-area~~UGAs, except where provided for under the Growth Management Act.

Policy RE 3.2: Permit development of rural areas adjacent to ~~urban-growth-area~~UGAs at densities that will allow for orderly extension of urban utilities and services as ~~urban-growth-area~~UGAs expand in the future.

Rationale: Land that is immediately adjacent to an ~~urban-growth-area~~UGA is unique in that it has a greater potential to eventually develop at higher densities. Therefore, it is appropriate that these lands develop at an appropriate rural density so that when they do obtain the opportunity to develop in an UGA, they will permit the orderly extension of public utilities.

Policy RE 3.3: Promote orderly expansion of urban facilities and infrastructure by including rural areas adjacent to ~~urban-growth-area~~UGAs with capital facilities and transportation plans. These plans should try to anticipate, where appropriate, where future additional infrastructure and facilities will be sited.

Rationale: Anticipation of future siting needs for facilities and infrastructure will help ensure the orderly expansion of ~~urban-growth-area~~UGAs.

Policy RE 3.4: Promote use of innovative site designs that employ alternatives to conventional ~~onlot~~ on-site wastewater disposal systems.

Rationale: Innovative site designs can take advantage of alternative wastewater systems such as community drain-fields within open space areas which may be effective in reducing potential failures and contamination of water sources.

Policy RE 3.5: Where consistent with State and local requirements, encourage innovative site designs that utilize community water systems.

Rationale: Innovative site designs can provide an affordable option for rural residential development since many of the site improvement costs and restrictions associated with individual wells can be distributed equally between all the home sites.

Policy RE 3.6: Develop fire protection standards for all commercial, industrial and residential development in rural areas, including, but not limited to, use of fire retardant building materials,

access to on-site water bodies (lake, ponds, cisterns, pools, etc), and ~~firewise~~ Firewise program consistent vegetation removal or fire breaks.

Rationale: Rural development depends upon adequate safety standards to reduce wildfire risk and protect life and property in rural areas.

Policy RE 3.7: Seek input from rural fire districts and the County Fire Marshal on design standards for adequate ingress and egress to new developments to address fire safety and evacuation issues.

Rationale: To provide adequate escape routes for residents and emergency vehicles.

Policy RE 3.8: Appropriate rural densities and designations should be applied which maintain the rural character, accommodate rural population projections and can be provided with rural services within the constraints of the County Budget and Capital Facility Plan.

Rationale: ~~In order to~~ To plan for and fund the proper size and extent of supporting public facilities, utilities and services, the density and extent of future development areas must be specified.

Policy RE 3.9: ~~Allow~~ Where feasible, allow the infill, development, and redevelopment of existing intensely developed rural areas where consistent with the goals and policies of the comprehensive plan, including recreational, ~~residential~~, mixed-use, ~~and~~ shoreline developments, and residential developments for different income categories, including moderate, low, very low, and extremely low-income households.

Rationale: Rural recreational developments provide the opportunity for residential development, multiple uses of a recreational area, and innovative techniques to meet the needs and desires of the public to live and recreate in rural areas, with access or ~~close~~ proximity to natural amenities.

Policy RE 3.10: Necessary public facilities and public services may be provided for the development, infill, and redevelopment of existing intensely developed residential, mixed use, shoreline, commercial and industrial areas outside of ~~urban-growth-area~~ UGAs. Provision of such services ~~shall~~ should not be provided in a manner which permits low density sprawl outside of the boundary of the designation area.

Rationale: This policy recognizes the existence of intensely developed areas in rural lands and provides for the provision of necessary public facilities and services.

Policy RE 3.11: Encourage rural subdivision designs that cluster development in appropriate locations in order to protect critical areas, maintain open space, and preserve rural character.

Rationale: This approach reduces land fragmentation, protects critical areas, and maintains opportunities for agricultural and forestry activities, while offering more affordable options outside UGAs without compromising the goal of rural lands.

Policy RE 3.12: Urban governmental services that pass through rural areas when connecting urban areas should not constitute an extension of urban services into a rural area provided those public services are not provided in the rural area. Sanitary sewer service may be provided only if it:

- a. Is necessary to protect basic public health and safety and the environment;
- b. Is financially supportable at rural densities; and
- c. Does not permit urban development.

Rationale: Providing sanitary services when feasible and following the criteria above improve public health and safety without compromising the goal of Rural Lands.

Policy RE 3.13: Establish and coordinate rural levels of service that reflect the diverse needs and service capacities of different rural areas, ensuring adequate public facilities while maintaining rural character. Levels of service may vary across the rural area, and the County should encourage coordination between private and public service providers to document and align appropriate service standards.

Rationale: Rural communities have diverse needs and varying service capacities, and a uniform level of service standard would not reflect local conditions or community expectations. Allowing varying levels of service recognizes these differences while maintaining consistency with GMA requirements for adequate public facilities. This approach addresses the needs of individual rural communities and supports fiscally responsible planning without compromising the rural character of Chelan County.

GOAL RE X: Identify, protect and enhance rural communities and natural areas at potential risks from the effects of natural disasters, including wildfires and flooding.

Goal Rationale: Development in rural areas should not be planned in areas vulnerable to flooding and wildfire. The County should identify, protect, and enhance existing rural communities and natural areas located in risk areas.

Policy X.1: Identify and prioritize rural areas vulnerable to flood hazards in alignment with the Multi-Hazard Mitigation Plan, Shoreline Master Program and Critical Areas Ordinance, and apply appropriate land use tools, development standards, and public education to all populations to reduce hazard exposure and protect rural property, infrastructure, and public safety.

Rationale: The Rural Element aims to reduce and mitigate the risk to lives and property posed by floodings by using available tools and support local, state, and federal efforts to reduce exposure of rural communities and property to areas prone to flooding.

Policy RE X.2: Reduce and mitigate the risk to all rural populations and property posed by wildfire in the wildland urban interface area by developing building, engineering, and maintenance standards consistent with the Firewise program, separating human development from wildfire prone landscape with open space, and protecting existing residential development through community wildfire preparedness and fire adaptation measures.

Rationale: The Rural Element aims to reduce and mitigate the risk to lives and property posed by wildfire by using land use planning tools and through wildfire preparedness and fire adaptation measures.

Policy RE X.3: New subdivisions and individual structures in wildland and rural residential areas should be provided with fire apparatus access roads in accordance with the International Wildland Urban Interface Code (WAC 51-55).

Rationale: Compliance with updates to the International Wildland Urban Interface Code and amended WAC 51-55 ensures that development in wildfire-prone areas includes public safety and emergency response capacity. Adequate access supports timely firefighting, evacuation, and medical response, which reduces risks to human life, property, and natural resources.

Policy RE X.4: Wildland-urban interface areas should be recorded on maps available for inspection by the public and be reevaluated and modified on a 3-year basis or more frequently as deemed necessary by the legislative body.

Rationale: Compliance with the International Wildland Urban Interface Code and amended WAC 51-55 ensures that emergency services, developers, and property owners understand the risks associated with wildfire-prone areas. By reevaluating wildlife-urban interface area boundaries at least every 3 years, the County can incorporate new conditions, including wildfire science,

changes in vegetation or land use, and evolving weather patterns. An updated database helps reduce risks and strengthens the County's ability to protect life, property, and natural resources.

GOAL RE 4: Encourage rural economic development consistent with the goals and policies of the Chelan County Comprehensive Plan and the Growth Management Act.

Rationale: The comprehensive plan provides for a range of rural economic activities including: rural agriculture, forestry, and mineral resource industries as well as a range of rural development opportunities consistent with the Growth Management Act.

Policy RE 4.1: Permit rural development of small scale recreational, tourist, and resort uses that rely on a rural location and setting, including commercial facilities to serve such uses, provided they do not include new residential development and are otherwise consistent with other goals and policies of this plan.

Rationale: These uses are appropriate in rural areas when it can be demonstrated that they are compatible with the goals and policies of the comprehensive plan. Public services and public facilities ~~shall~~should be limited to those necessary to serve the recreational or tourist use and ~~shall~~should be provided in a manner that does not permit low density sprawl.

Policy RE 4.2: Additional commercial centers or activities may be considered in existing rural activity centers, villages, hamlets, or crossroad developments in the rural area during the yearly amendment process for the comprehensive plan when consistent with RCW 36.70A.070(5) and the goals and policies of the comprehensive plan.

Rationale: Limited commercial development may be appropriate in some rural areas to meet the needs of residents and visitors.

Policy RE 4.5: Encourage new visitor facilities and services, consistent with the national mandate for recreation and visitors in the Lake Chelan National Recreation Area and in coordination with the General Management Plan for the Lake Chelan National Recreation Area.

Rationale: Growth of the state and all associated areas indicates increased visitor use for Stehekin. Tastefully constructed and environmentally sensitive installations to support the increased number of visitors are required and desired.

Policy RE 4.6: MPRs may be considered within rural areas when consistent with the provisions of the comprehensive plan and RCW 36.70A.360.

Rationale RCW 36.70A.040 requires all land use regulations to be consistent with and implement the adopted comprehensive plan.

GOAL RE 5: Support RCW 17.10 purpose to limit economic loss and adverse effects to Washington’s agriculture, natural, and human resources due to the presence and spread of noxious weeds on all terrestrial and aquatic areas in the State.

Policy RE 5.1: Encourage public awareness and removal of noxious weeds through the Chelan County Noxious Weed ~~Department and~~ Control Board.

IV. Designations/Siting Criteria – Rural:

The following designations apply to the implementation of the Comprehensive Plan through the zoning map. The following purpose and locational guidelines provide a basic understanding of the zoning ~~districts~~ districts’ intent and how they relate to the Comprehensive Plan designations, see the Land Use Element.

A. RR20, Rural Residential/Resource: 1 Dwelling Unit per 20 Acres

Purpose: To allow for low intensity rural development, agricultural and forestry uses which do not require the extension of services or infrastructure. These areas provide greater opportunities for protecting sensitive environmental areas and creating open space typical of a rural setting.

Uses appropriate for these areas include: 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: natural resource support facilities and services; mineral resource activities; 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: One (1) dwelling unit per twenty (20) acres.

Locational Guidelines:

1. Geographical and Geological Characteristics. These areas tend to be remote or have been historically rural in character. Soil characteristics, steep slopes or other physical constraints to development may be present. Large tracts of undeveloped, open space exist.
2. Natural Resources. The area may have agricultural or forest land practices of both small scale and/or commercial significance. The area may also be adjacent to designated resource lands.
3. Public Services. Uses do not require extension or provision of urban level services. In many ~~cases~~ locations, public roads or infrastructure are not available to serve the ~~area, and area and~~ may not be available in the ~~20-year~~20-year planning period.
4. Existing Land Uses. Dispersed single family residences, farms or forest management activities, and other low intensity rural development may be present. Predominant parcel sizes are 20 acres or greater.

B. RR10, Rural Residential/Resource: 1 Dwelling Unit per 10 Acres

Purpose: To allow for rural development, forestry and agricultural uses consistent with the rural character and rural development provisions outlined in the goals and policies of the comprehensive plan. These areas can function as areas of transition between resource lands and areas of more intense rural or urban development. These areas also provide opportunities for protecting sensitive environmental areas and creating open ~~space~~ spaces typical of a rural setting.

Uses appropriate for these areas include: 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: natural resource support facilities and services; mineral resource activities; intensification of existing development or new development of 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 or new development of isolated cottage industries and isolated small-scale businesses that are not principally designed to serve the existing and projected rural population and nonresidential uses, but do provide for job opportunities for rural residents; home occupations; bed and breakfasts; and community facilities.

Density: One (1) dwelling unit per ten (10) acres. Clustering consistent with the underlying densities and the rural character and rural development provisions of the goals and policies of the comprehensive plan may be permitted. Topography, critical areas, other environmental constraints, and compliance with all other applicable development standards shall be considered in the provisions to allow for clustering.

Locational Guidelines:

1. Geographical and Geological Characteristics. The area is predominantly rural in character. Soil characteristics, steep slopes or other physical constraints to development may be present. Significant areas of undeveloped open space may exist.
2. Natural Resources. The area may have agricultural or forest land practices of both small scale and/or commercial significance. The area may also be adjacent to designated resource lands.
3. Public Services. Uses do not require the extension or provision of urban level services. These areas are rural in character and may have access or limited access to rural governmental services and infrastructure. These areas may have the potential to be provided with rural governmental services within the ~~20-year~~20-year planning period.
4. Existing Land Uses. Dispersed single family residences, farms or forest management activities and other rural development may be present. Predominant parcel sizes are 10 acres or larger.

C. RR5, Rural Residential/Resource: 1 Dwelling Unit per 5 Acres

Purpose: Provides opportunities for small scale agricultural activities, and rural development consistent with the rural character and rural development provisions outlined in goals and policies of the comprehensive plan. These areas may provide opportunities for protecting sensitive environmental areas and open spaces typical of a rural setting. RR5 designations adjacent to ~~urban growth area~~UGAs are intended to encourage the preservation of rural areas until such time as they serve as ~~urban-growth-area~~UGAs and urban services become available. RR5 designations can also act as buffers between designated resource lands and more intense rural or urban development.

Uses appropriate for these areas include: 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: natural resource support facilities and services; mineral resource activities; intensification of existing development or new development of 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 or new development of isolated cottage industries and isolated small-scale businesses that are not principally designed to serve the existing and projected rural population and nonresidential uses, but do provide job opportunities for rural residents; home occupations; bed and breakfasts; and community facilities.

Density: One (1) dwelling unit per five (5) acres. Clustering consistent with the underlying densities and the rural character and rural development provisions of the goals and policies of the comprehensive plan may be permitted. Topography, critical areas, other environmental constraints, and compliance with all other applicable development standards shall be considered in the provisions to allow for clustering.

Locational Guidelines:

1. Geographical and Geological Characteristics. The area is predominantly rural in character. Soil characteristics or other physical constraints to development may also be present. Some areas of undeveloped, open space may exist. The area may also be adjacent to designated ~~urban-growth~~ areaUGAs.

2. Natural Resources. The area may have agricultural or forest land practices of both small scale and/or commercial significance. The area may also be adjacent to designated resource lands.

3. Public Services. Uses do not require extension or provision of urban level services. Rural governmental services are available or may be provided ~~for~~ within the 20 _year planning period.

4. Existing Land Uses. Dispersed single family residences, farms or forestry uses, cottage industries and small businesses, and other rural development may be present. Predominant parcel sizes are 5 acres or larger.

D. RR2.5, Rural Residential: 1 Dwelling Unit per 2.5 Acres

Purpose: To maintain the range of rural development opportunities consistent with the rural character and rural development provisions outlined in the goals and policies of this comprehensive plan. These areas can provide buffering or transitions between existing rural developments and areas of higher or lower densities. This designation should not function as an urban reserve area, although these areas may someday be incorporated into ~~an urban growth area~~ UGAs.

Uses appropriate for these areas include: 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 development or new development of 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 or new development of isolated cottage industries and isolated small-scale businesses that are not principally designed to serve the existing and projected rural population and nonresidential uses, but do provide job opportunities for rural residents; home occupations; bed and breakfasts; and community facilities.

Density: One (1) dwelling unit per 2.5 acres. Clustering consistent with the underlying densities and the rural character and rural development provisions of the goals and policies of the comprehensive plan may be permitted. Topography, critical areas, other environmental constraints, and compliance with all other applicable development standards shall be considered in the provisions to allow for clustering.

Locational Guidelines:

1. Geographical and Geological Characteristics The area may have moderate soil limitations and may have other limited physical constraints to development. The area may be immediately adjacent to existing residential or rural developments. The area may be adjacent to ~~urban growth area~~ UGAs.
2. Natural Resources. The area has limited resource management potential. The area may be adjacent to resource lands.
3. Public Services. Uses do not require extension or provision of urban levels of services. Rural governmental services and infrastructure are typically available, planned and ~~or~~ funded for.

4. Existing Land Uses. Single family residences, agricultural uses, cottage industries and small businesses, and other rural development may be present. Predominant parcel sizes are currently 2.5 acres or greater in size but typically less than 5 acres.

E. Rural Public Lands And Facilities (RP):

Purpose: To provide open space, recreational opportunities, sites for necessary public facilities, utilities and services, and protection of critical areas. Encourage joint public/private ventures, ~~where~~ consistent with the rural development and rural character provisions, and goals and policies of this comprehensive plan.

Uses appropriate for these areas include: public facilities and services, open space and developed open space; 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: natural resource support facilities and services; mineral resource activities; intensification of existing or new development of small scale recreational or tourist uses that rely on a rural location or setting but that do not include new residential development; and intensification of development on lots containing isolated nonresidential uses or new development of isolated cottage industries and isolated small-scale businesses that are not principally designed to serve the existing and projected rural population and nonresidential uses.

Locational Guidelines:

1. Geographical and Geological Characteristics: These lands are in public ownership and may contain critical areas. The County has no jurisdiction over federal lands.

2. Natural Resources: Public lands may contain resource lands.

Public Services: Services should be limited to the needs of the public agencies. Extension of public services can be considered for joint public/private ventures if consistent with the provisions of the comprehensive plan. Development in these areas shall not create a need for urban governmental services.

V. Limited Areas of More Intensive Rural Development (LAMIRD)

Introduction

Generally, the rural element is to provide for a variety of rural densities, uses and facilities and services. ~~It is recognized and to recognize~~ that a variety of developments already exist in rural areas. This includes some development that is more compact than the surrounding rural lands, which are ~~considered to be identified as~~ Limited Areas of More Intensive Rural Developments (LAMIRD). There are three distinct types of LAMIRDs that may be designated pursuant to RCW 36.70A.070(5)(d) and WAC 365-196-425. Type 1 can either be commercial, industrial, residential, or mixed-use. Type 2 delineates existing commercial tourist or recreational commercial uses as well as allowing some new commercial tourist uses that rely on a rural location. The Type 3 LAMIRD identifies isolated small-scale businesses. Generally, limited areas of more intensive rural development include necessary public facilities and public services to serve that area.

Intent

LAMIRDs are designated to identify more intense areas of existing development, and to minimize and contain those existing developed areas within the rural lands. LAMIRDs are not intended by the Legislature to be mini-UGAs, suburbs or areas for significant future development. LAMIRDs are rural; they are contained and compact, and, with minor exceptions, were built before July 1, 1990. Though the LAMIRD will recognize existing development, it cannot promote sprawl or low-density growth in the rural area. In designating LAMIRDs, the County has established clear criteria to address each type of LAMIRD. Those criteria generally address the need to contain and control existing development, and the need to preserve the character of the community, its physical boundaries, and prevent abnormally irregular boundaries. The criteria will also determine how public facilities and services will be provided in a manner that does not permit low density sprawl.

General LAMIRD Criteria

LAMIRDs serve the following purposes:

- a. To recognize existing areas of more intense rural development and to minimize and contain these areas to prevent low density sprawl;

- b. To allow for small-scale commercial uses that rely on a rural location;
- c. To allow for small-scale economic development and employment consistent with rural character; and
- d. To allow for redevelopment of existing industrial areas within rural areas.

Lands designated as LAMIRDs will not extend beyond the logical outer boundary of the existing area or use. Existing areas are those that are clearly identifiable and contained and where there is a logical boundary delineated predominately by the built environment, but may also include limited undeveloped lands within the LAMIRD. Generally, future development may occur as infill or redevelopment, although new development can occur in some LAMIRD types.

In establishing the logical outer boundary the County will address (A) the need to preserve the character of existing natural neighborhoods and communities, (B) physical boundaries such as bodies of water, streets and highways, and land forms and contours, (C) the prevention of abnormally irregular boundaries, and (D) the ability to provide public facilities and public services in a manner that does not permit low-density sprawl. The logical outer boundary must be delineated primarily by the built environment as it existed on the date the County became subject to the planning requirements of WAC 365-196-425. Vacant land may be included within the logical outer boundary provided it is limited and does not create a significant amount of new development within the LAMIRD. The County should favor the configuration that best minimizes and contains the LAMIRD to the area of existing development as of the date the County became subject to the planning requirements of WAC 365-196-425. The County should determine how much new growth will occur at build out and determine if this level of new growth is consistent with rural character and can be accommodated with the appropriate level of public facilities and public services.

Upon the initiation or update of a community and/or sub-area plan in the rural areas of the County, future LAMIRDs will be evaluated and existing LAMIRD designations will be updated as necessary to be consistent with the Growth Management Act provisions in RCW 36.70A.070(5) for Limited Areas of More Intensive Rural Development (LAMIRDs).

Type 1 LAMIRD – commercial, industrial, residential, or mixed-use.

Type 1 LAMIRDs are described as rural development consisting of existing and potential infill of commercial, industrial, residential, or mixed use, whether characterized as shoreline developments, villages, hamlets, rural activity centers, or crossroads developments. These LAMIRDs must meet the general criteria listed above, and must be principally designed to serve the existing and projected

rural population (with the exception of industrial LAMIRDs and/or industrial uses within a mixed use LAMIRD, which are not required to meet this standard). It is also important that these designations are consistent with the character of the existing uses, particularly in terms of building size, scale, use or intensity. Changes in use from vacant land or some previous use may be allowed, provided the new use complies with these above requirements.

Type 2 LAMIRD – existing commercial tourist or recreational commercial uses as well as some new commercial tourist uses in a rural location.

Type 2 LAMIRDs are an intensification of development on lots containing, 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 and setting. This type of LAMIRD designation is not required to only serve the existing and projected rural population, but it also may not include new residential development. Public services and public facilities are limited to those necessary to serve the recreation or tourist use and will be provided in a manner that does not permit low-density sprawl.

Type 3 LAMIRD – isolated non-residential, cottage industries and small-scale businesses.

Type 3 LAMIRDs are the intensification of development on lots containing isolated nonresidential uses or new development of isolated cottage industries and isolated small-scale businesses. This type of LAMIRD is not principally designed to serve the existing and projected rural population and nonresidential uses, but does provide job opportunities for rural residents. The County may allow the expansion of small-scale businesses ~~as long as if~~ those small-scale businesses conform with the rural character of the area as defined by the County through a process consistent with RCW 36.70A.030(14). The County may also allow new small-scale businesses to utilize a site previously occupied by an existing business ~~as long as if~~ the new small-scale business conforms to the rural character of the area as defined by the County. Public services and public facilities are limited to those necessary to serve the isolated nonresidential use and will be provided in a manner that does not permit low-density sprawl.

VI. Goals and Policies – LAMIRDs

Where applicable, existing policies identified within the Comprehensive Plan which are consistent with LAMIRD designations should be considered when addressing LAMIRD development.

GOAL RE 6: Designate limited areas of more intensive rural development (LAMIRDs) for infill, development or redevelopment of existing commercial, industrial, residential or mixed use areas.

Policy RE 6.1: Development in LAMIRDs, except for industrial areas or industrial sites within mixed use areas, should be principally designed to serve the existing and projected rural population.

Rationale: Requirements of the Growth Management Act allowing more intense development in rural areas include a provision that these areas serve primarily the existing and projected rural population, generally to ensure rural sprawl does not occur where inappropriate.

Policy RE 6.2: Apply development standards in LAMIRDs (e.g., allowance of infill and development within LAMIRD boundaries) to ensure the design of development or redevelopment is consistent with the character of the existing areas and the proposed use conforms to the intent of this Comprehensive Plan. Building size, scale, use, and intensity should not increase the need for public facilities and utilities to urban levels.

Rationale: Requiring new and/or redevelopment within LAMIRD designations to be consistent with the provisions of this element ensure that the County remains consistent with the requirements of the Growth Management Act with respect to LAMIRD designations. The Rural Element must be consistent with RCW 36.70A.070(5), as amended.

Policy RE 6.3: Encourage business growth in existing LAMIRDs while limiting business growth outside of LAMIRDs.

Rationale: The Rural Element must be consistent with RCW 36.70A.070(5), as amended.

VII. Designations/Siting Criteria – LAMIRDs:

The following designations apply to the implementation of the Comprehensive Plan through the zoning map. Comprehensive Plan Land Use Designation for the Rural areas are identified and discussed in the Land Use Element. The following purpose and locational guidelines provide a basic understanding of the zoning ~~districts~~districts' intent and how they relate to the Comprehensive Plan designations, see the Land Use Element.

A. Rural Waterfront (RW):

This designation is considered an implementation of a Type 1 LAMIRD as described above, consistent with the Growth Management Act.

Purpose: This designation will provide 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. Potential impacts ~~to~~on the surrounding area, critical areas, and water quality shall be addressed. These areas must be clearly identifiable as existing intensely developed rural shorelines; 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. 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 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: May allow for less than 1 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.

Clustering consistent with the underlying densities and the rural character and rural development provisions of the goals and policies of the comprehensive plan may be permitted. Topography, critical areas, other environmental constraints, and compliance with all other applicable development standards shall be considered in the provisions to allow for clustering.

Locational Guidelines:

1. Geographical and Geological Characteristics: Parcels are located on or near shorelines identified by the Chelan County Shoreline Master Program. The area may have moderate soil limitations and may have other limited physical constraints to development.
2. Natural Resources: This designation shall not be applied on resource lands of long term commercial significance.
3. Public Services: Necessary public facilities and public services to serve the development, redevelopment or infill of these areas may be provided. There may be some existing urban governmental services. Rural governmental services are typically available, planned and ~~or~~ funded for.
4. Existing land uses: Seasonal and year-round residences, tourist and recreational activities and other rural development may be present. Predominant parcel sizes are 1 acre or smaller.

B. Rural Recreational/Residential (RRR)

This designation is considered an implementation of a Type 1 LAMIRD as described above, consistent with the Growth Management Act.

Purpose: This designation will provide 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 this comprehensive plan. These areas provide a distinct rural lifestyle closely associated with the many natural amenities found within Chelan County. Potential impacts ~~to~~on the surrounding area, critical areas, and water quality shall be addressed. 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. 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 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: May 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~~low-density sprawl or urban type development outside of the designation boundary.

Clustering consistent with the underlying densities and the rural character and rural development provisions of the goals and policies of the comprehensive plan may be permitted. Topography, critical areas, other environmental constraints, and compliance with all other applicable development standards shall be considered in the provisions to allow for clustering.

Locational Guidelines:

1. Geographical and Geological Characteristics: Developments are closely associated with natural amenities found within Chelan County. The area may have moderate soil limitations and may have other limited physical constraints to development.
2. Natural Resources: This designation shall not be applied on resource lands of long term commercial significance.
3. Public Services: Necessary public facilities and public services to serve the development, redevelopment or infill of these areas may be provided. Rural governmental services are typically available, planned and/or funded for.
4. Existing land uses: Seasonal and year-round residences, tourist and recreational activities and other rural development may be present. Predominant parcel sizes are 1 acre or smaller.

C. Rural Village (RV):

This designation is considered an implementation of a Type 1 LAMIRD as described above, 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. This designation will provide 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. Potential impacts to the surrounding area, critical areas, and water quality shall be addressed. 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 these areas 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: 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.

Clustering consistent with the underlying densities and the rural character and rural development provisions of the goals and policies of the comprehensive plan may be permitted. Topography, critical areas, other environmental constraints, and compliance with all other applicable development standards shall be considered in the provisions to allow for clustering.

Locational Guidelines:

1. Geographical and Geological Characteristics: The area may have moderate soil limitations and may have other limited physical constraints to development. The area may be adjacent to a variety of rural development, and areas with varying residential densities. The area may be adjacent to ~~urban-growth-areas~~UGAs.
2. Natural Resources. The area has low resource management potential. The area may be adjacent to resource lands.
3. Public Services: Sewer service is typically not available. Rural governmental services and infrastructure are typically available, planned and/or funded for. Necessary public facilities and public services to serve the development, redevelopment, or infill of these areas may be provided.
4. Existing Land Uses. Single family residences and other rural development may be present. Predominant parcel sizes are less than 2.5 acres.

E.D. Rural Commercial (RC):

This designation is considered an implementation of a Type 1 LAMIRD as described above, consistent with the Growth Management Act where it is applied to existing ~~mixed-use~~mixed-use areas. Additionally, this designation is considered an implementation of Type 2 and Type 3 LAMIRDs as described above, consistent with the Growth Management Act where the existing uses consist of only commercial activities, whether general retail or tourist recreational in nature.

Purpose: To provide 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. This designation will provide 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. Potential impacts to the surrounding area, critical areas, and water quality shall be addressed. 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 these 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.

Locational Guidelines:

1. **Geographical and Geological Characteristics:** The area may have moderate soil limitations and may have other limited physical constraints to development. The area may be adjacent to a variety of rural development.
2. **Natural Resources.** These areas have low resource management potential. The area may be adjacent to resource lands.
3. **Public Services:** Rural governmental services and infrastructure are typically available, planned and/or funded for. Necessary public facilities and public services to serve the development, redevelopment or infill of these areas may be provided.
4. **Existing Land Uses.** Commercial, or higher intensity residential uses may be present, in addition to other rural development.

FE. Rural Industrial (RI):

This designation is considered an implementation of a Type 1 LAMIRD as described above, consistent with the Growth Management Act.

Purpose: To recognize the need for rural industrial and resource based industrial activities within the rural areas. This designation will provide 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. Potential impacts ~~to~~on the surrounding area, critical areas, and water quality shall be addressed. These areas must be clearly identifiable as existing rural industrial developments or former industrial sites; where a logical boundary can be delineated and set by the built environment. Such a boundary shall not permit or encourage new industrial development outside of these boundaries.

Uses appropriate for these areas 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. 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: 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~~UGA and have the potential to receive urban services.

Locational Guidelines:

1. Geographical and Geological Characteristics: The area may have moderate soil limitations and may have other limited physical constraints to development. The area may be adjacent to a variety of rural development.
2. Natural Resources. Existing rural industrial sites have low resource management potential. The area may be adjacent to resource lands. Future industrial sites may be located in areas with agricultural or forestry uses if consistent with the criteria outlined in RCW36.70A.365.
3. Public Services: Rural governmental services and infrastructure are typically available, planned and/or funded for. Necessary public facilities and public services to serve the development, redevelopment, or infill of these areas may be provided. Some industrial sites may currently

have sewer service. Industrial sites designated pursuant to RCW 36.70A.365, as ~~urban-growth~~
~~area~~UGAs, would have access to urban services.

4. Existing Land Uses. Industrial developments currently exist or the area may have been utilized in the past for an industrial use. Areas identified as having potential for infill for industrial uses may be currently utilized for a variety of rural development and resource activities. Future industrial sites designated pursuant to RCW 36.70A.365, may presently have a variety of rural development and resource activities.



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CHAPTER 4

RESOURCE ELEMENT

I. Introduction

This Resource Element provides a concise overview of the Agricultural, Forest and Mineral Resources and critical areas within Chelan County consistent with the Goals of the Growth Management Act, in accordance RCW 36.70A, WAC 365 and with the County-Wide Planning Policies. Furthermore, it has been integrated with all other planning elements to ensure consistency throughout the comprehensive plan.

The goals and policies contained in the Resource Element form the basis of the land use strategy to support long-term resources:

- Providing for a supply and distribution of land use types to accommodate the population and employment growth projected for the planning area;
- Reducing development pressures and patterns of sprawl within rural areas;

- Conserving agricultural, forest and mineral resource lands of long-term commercial significance; and
- Preserving and protecting critical areas and areas of rural character.

II. Overview of Chelan County

Chelan County is divided by mountains and rolling hills which form several valley and basin areas where agricultural and mineral resources compete with growing rural and urban land uses. It is not uncommon for development and resource lands to be intermixed or in close proximity to each other.

This Element summarizes the current resource lands, provides guidance for locating and protecting resources, and identifies specific goals and policies for managing these resources to “assure that the use of lands adjacent to agricultural, forest, or mineral resource lands shall not interfere with the continued use of these designated lands for the production of food, agricultural products, or timber, or for the extraction of minerals.”³

Overall, two key issues, land ownership and access, currently restrict the County for accessing the vast potential for resources. First, as discussed in the Land Use Element, most of Chelan County is in federal or state ownership. Ownership has less of an impact on Forest/Timber resource management than on Agriculture and Mineral Resources.

Secondly, as discussed in the Transportation Element, the road network provides major trucking routes which support related resources industries. Hauling routes are limited, in part, due to topography. For the three types of resources reviewed in this Element, mineral, agriculture and forestry, the current primary economic resource exports are agriculture and forestry products.

The State legislature found that it is in the public interest to identify and provide long-term conservation of those productive natural resource lands that are critical to and can be managed economically and practically for longterm commercial production of food, fiber, and minerals. Successful achievement of the natural resource industries' goal set forth in RCW 36.70A.020 requires the conservation of a land base sufficient in size and quality to maintain and enhance those industries and the development and use of land use techniques that discourage uses incompatible to the management of designated lands.

³ RCW 36.70A.060

III. Chelan County Agricultural Lands

Chelan County contains agricultural lands that are important to the local economy ~~of the area~~. It must be recognized that in order to continue to exist, orchards must remain profitable. In an attempt to encourage existing and future agricultural development as a viable land use and a significant economic activity within the County, agricultural lands of long term commercial significance have been designated according to the U.S. Soil Conservation Service's classification for prime and unique farmland soils, and criteria outlined in WAC 365-190-050. These areas have been identified on the land use map designated as Commercial Agricultural Lands (AC). The Growth Management Act defines "long term commercial significance" to include the growing capacity, productivity, and soil composition of the land for ~~long term~~ long-term commercial production, in consideration with the land's proximity to population areas, and the possibility of more intense uses of the land.

Typically, the most successful agricultural land conservation programs in the United States have been ones that combine incentive and regulatory techniques chosen according to the needs and conditions of a community. The opportunity for differential tax assessment for orchardists in Chelan County, helps to provide landowners an incentive to remain in ~~an~~ agricultural use. Buffers, parcel size, and ~~a~~ clustering development ~~option~~ provide regulatory techniques to retain agricultural land. This combination of conservation techniques provides property owners the flexibility for some non-farm development, helps reduce conflict between non-farm development and agricultural operations, and preserves farmable orchard parcels in support of retaining a viable orchard industry.

Chelan County participates in the Voluntary Stewardship Program (VSP) program. The VSP is an optional, incentive-based approach to protecting critical areas while promoting agriculture. The VSP is allowed under the Growth Management Act (RCW 36.70A.700-760) as an alternative to traditional approaches to critical areas protection, such as "no touch" buffers. Chelan County is one of 28 counties that has "opted in" to participate in VSP. A VSP Work Plan was published in 2017 outlining the County's approach to implementing VSP, including monitoring, reporting, and adaptive management.

Land Use Designation/Siting Criteria: Commercial Agricultural Lands

~~Purpose:~~ To Land use designations and siting criteria of agricultural property are applied in the County to assure the long-term conservation of commercial agricultural lands; to protect and preserve the farmers ability to farm; encourage existing and future agricultural land uses as a viable

land use and a significant economic activity within the community; and, to protect agricultural land of ~~long-long~~-term commercial significance not already characterized by urban development from encroachment and incompatible uses.

Uses appropriate for these areas include: agriculture; open space; residential; 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: natural resource support facilities and services; mineral resource activities; intensification of existing small scale recreational or tourist uses that rely upon a rural setting but that do not include ~~A-a~~ new residential component; intensification of development on lots containing existing isolated nonresidential uses; home occupations; bed and breakfasts; and community facilities.

Density: One (1) dwelling unit per 10 acres. Clustering consistent with the underlying densities and the rural character and rural development provisions of the goals and policies of the comprehensive plan may be permitted. Topography, critical areas, other environmental constraints, and compliance with all other applicable development standards shall be considered in the provisions to allow for clustering.

Locational Guidelines:

1. Geographic and Geological Characteristics: The area contains farmland soils classified as prime or unique by the Natural Resource Conservation Service. Soil characteristics, ~~moderate~~ **Moderate** slopes or other physical constraints to development may be present. The area should not be adjacent to intensive urban or incompatible rural development. The predominant land use in the area is agriculture.
2. Natural Resources: The area should contain or have the potential to contain agricultural or agriculture support activities. The area should meet the criteria under WAC 365-190-050, as agricultural lands of ~~long-term~~ **long-term** commercial significance.
3. Public Services: Uses should not require extension or provision of urban level services. These areas may have access to rural governmental services and infrastructure or have the potential to be provided with rural governmental services within the ~~20-year~~ **20-year** planning period. Urban services should not be present.
4. Existing Land Uses: The prevailing land use pattern consists of agricultural operations and agricultural support facilities and services. Dispersed single family residences and low intensity rural uses may be present. The predominant parcel size is typically 5 acres or larger.

Agricultural Resource Lands: Goals & Policies

While developing goals and policies and designating agricultural resource lands, many issues and concerns were identified during the public participation process and addressed during the development of the goals and policies for the agricultural section of the Land Use Element including: aAgricultural e-vs. residential development. These concerns included the following:

- ~~Who is responsible~~Responsibility for mitigation measures (developer of incompatible use)
- ~~Where should development occur~~ Location of future development
- Recognize agriculture as a significant economic activity
- Agricultural uses vs. compatible and incompatible uses
- Availability of irrigation water
- Protecting farmers options
- Periodic ~~re-examination~~evaluation of ~~the~~ Commercial Agriculture designations

Areas not designated as agricultural resource lands of ~~long-term~~long-term commercial significance that do not meet the designation criteria can still play an important part in the local agricultural industry. Rural designations and buffers between orchards and non-farm development may be beneficial in retaining much of the rural area's current orchards. Future expansion of ~~long~~ term~~long-term~~ agriculture into rural undeveloped areas is a possibility, but will heavily depend upon the availability of water, water rights, and market conditions.

GOAL AL 1: Support the viability of agriculture and encourage the continued use of rural and resource lands for agriculturally related land uses.

Goal Rationale: The County benefits from a commercially significant and viable agricultural industry.

Policy AL 1.1: Encourage air quality standards and policies that accommodate necessary agricultural practices.

Rationale: Agricultural practices vary depending on local and specific conditions. In contexts where burning is necessary, such activities should implement best practices and follow local standards. Burning is essential to orchard renewal.

Policy AL 1.2: The farmer shall have the right to farm, consistent with appropriate local, state and federal requirements.

Rationale: Agriculture plays a significant role in the welfare of the County and its ~~residents, and~~ residents and should be supported.

Policy AL 1.3: Encourage the maintenance of agricultural lands in current use property tax classification consistent with RCW 84.34, the Open Space Taxation Act.

Rationale: Open space taxation allows property owners to be assessed at current use rather than highest and best use. This provides an incentive for the property owner to continue to use land for resource production.

Policy AL 1.4: Conserve agricultural lands for productive economic use by identifying and designating agricultural resource lands whose principal and preferred land use is commercial agricultural resource management.

Rationale: Activities in designated agricultural resource lands should be discouraged that would limit or eliminate the ability to continue agricultural operations.

Policy AL 1.5: Agricultural resource lands should be classified and designated based on the criteria and procedures established in WAC 365-190-040, and 050, with special consideration given to long-term viability of commercially significant agricultural land.

Rationale: Agricultural Resource lands should be identified based on the best available information at the time of the designation.

Policy AL 1.6: Support public and private programs and efforts to ensure the viability and sustainability of the agricultural industry.

Rationale: Strong agricultural markets and a supportive regulatory environment are two of the necessary components of a healthy agricultural industry. Attempts to secure these will be beneficial to the general welfare of the County.

Policy AL 1.7: In rural and resource lands, permit facilities and services that support Chelan County's natural resource industries, provided such facilities are compatible with surrounding uses and potential impacts can be mitigated.

Rationale: The agricultural industry in Chelan County is a significant economic activity. Necessary support services and facilities should be accommodated.

Policy AL 1.8: Protect the economic viability of the agricultural industry by supporting the construction of agricultural worker housing near orchard areas. Where permitted by state agencies, consider the reduction of site development and fire protection standards for temporary housing units for migrant workers.

Rationale: This will assist the agricultural industry to remain economically viable, reduces transportation needs, and provides adequate housing for agricultural workers.

Policy AL 1.9: Develop regulations promoting agriculture-related accessory uses on existing farms to supplement farm income, improve farming efficiency, and provide employment for farm family members.

Rationale: Regulatory opportunities for limited enterprises such as direct marketing of unprocessed and ~~value-added~~ value-added agricultural products and agriculturally related small scale tourist operations can help supplement the agricultural industry and maintain the primary use of agriculture.

Policy AL 1.10: Through the Voluntary Stewardship Program and other programs, encourage agricultural producers to implement sustainable farming practices that anticipate future conditions and ensure adequate water supply and conservation, voluntary implementation of ecological enhancements in vulnerable areas, and other strategies to increase resilience.

Rationale: Soil health strategies, water conservation, cover crops and no till farming, and other conservation practices can increase resilience to changing conditions.

GOAL AL 2: Conserve agricultural lands of long-term significance by controlling encroachment of incompatible uses.

Goal Rationale: Limiting the encroachment of incompatible uses will help to ~~insure~~ ensure that agricultural lands remain viable.

Policy AL 2.1: All plats, short plats, binding site plans, development permits and building permits issued for development activities on or within five hundred feet of lands designated as agricultural resource lands, ~~shall~~ should contain a notice that the subject property is within or near designated agricultural resource lands. The notice ~~shall~~ should further state that a variety of commercial activities may occur on these designated lands that are not compatible with the development.

Rationale: Such notification will help property owners and purchasers to make educated decisions.

Policy AL 2.2: Encourage clustering of residential development on lands adjacent to agricultural resource lands, provide open space buffers between uses and address incompatibility issues.

Rationale: Clustering can provide for open space adjacent to the resource use and may help to minimize conflicts.

Policy AL 2.3: Require new non-farm development in rural areas, adjacent to an existing orchard operation, to provide appropriate buffers and/or mitigation measures to minimize potential conflicts.

Rationale: Orchard operations in rural lands account for a significant amount of the agriculture within Chelan County. It is important to protect the farmer's ability to continue to farm by minimizing potential conflicts.

Policy AL 2.4: Development on or adjacent to designated agricultural resource lands, including plats, short plats, and binding site plans, should avoid and minimize potential conflicts with agricultural operations through appropriate siting and mitigation measures, such as buffers, screening, dust control, and pest control.

Rationale: Buffers can reduce the potential for conflicts between agricultural operations and other land uses.

Policy AL 2.5: Designated agricultural resource lands should be protected from inappropriate infrastructure improvement assessments. Deferral programs or other measures should be considered that would protect the farmer's ability to continue farming.

Rationale: Additional taxes would impact the viability of agricultural operations. Infrastructure improvements or assessments inconsistent with the comprehensive plan should not be supported.

Policy AL 2.6: The retention of small forest operations, crop and specialty farming, livestock-based farm operations, and hobby farms should be encouraged in rural areas.

Rationale: Maintaining and enhancing small forest operations, crop and specialty farming, livestock-based farm operations, and hobby farms is consistent with RCW 36.70A020(8) and encourages the conservation of productive forestlands and productive agricultural lands and discourages incompatible uses.

Policy AL 2.7: Resource-dependent tourism and recreation-oriented uses such as commercial horse stables, guide services, golf courses, and group camps should be allowed on a conditional use basis in rural areas provided they do not adversely impact adjoining rural uses.

Rationale: This type of tourism offers support to local economies while encouraging the conservation of productive agricultural lands while discouraging incompatible uses.

Policy AL 2.8: Resource-based industries that help sustain rural communities, require only rural levels of service, support the conservation of natural resource lands, and complement rural character should be promoted in rural areas.

Rationale: Encouraging resource-based industries that conserve natural resources, maintain existing levels of service, and complement rural areas discourage incompatible uses.

Policy AL 2.9: Non-resource dependent tourism-related uses such as motels and restaurants serving rural and resource areas should be located within commercial zones.

Rationale: Allocating these uses to designated zones discourages incompatible uses.

IV. Chelan County Mineral Lands⁴

Chelan County has a Mineral Resource Lands Overlay (MRLO) which identifies and protects lands that have the potential to contain mineral resource deposits of long-term commercial significance, to recognize the importance of preserving mineral lands to ensure the future supply and to ensure compatibility between mineral resource lands and surrounding land uses.

Mineral resources in Chelan County are classified into two tiers of commercial importance. This MRLO focuses on Primary resources:

Primary: Sand, gravel, and rock/stone (either solid or crushed for use in aggregate). The Mineral Resource Lands Overlay (MRLO) is generally applied to areas of existing production and those rural lands with high potential for production. It should be noted that large areas of potential mineral production are under federal ownership and therefore not considered available or mapped but may be designated if the site meets the MRLO criteria.

⁴ Mineral Resource data contained within this Element reflects work completed by BERK Consulting, Inc with grant funds from the Department of Commerce, July 26, 2017.

Secondary: All other metallic, non-metallic, and petroleum mineral resources occurring in Chelan County. Historically, mining was a major component of the regional economy, including extraction of copper, zinc, silver and gold. The MRLO is not generally applied to areas where these resources occur, but property owners may apply for designation if the site meets the MRLO criteria.

Surface Mineral Extraction Sites

In ~~2017~~ 2026, the Washington State Department of Natural Resources (DNR) records documented ~~eleven~~ eight active surface mining sites in Chelan County. ~~Three of these mines are rock/stone quarries, and the remaining eight are sand and gravel extraction sites. Morrill Asphalt and Paving, the recorded owner of two pits in Wenatchee, appears to be out of business, reducing the number of active permitted surface mining sites in the County to nine.~~

In addition to DNR-permitted surface mines, mineral extraction also occurs in Chelan County at smaller scales. Mines with surface disturbance of less than three acres or a depth of less than 30 feet may operate without a DNR surface mining permit, and DNR does not track these operations. The Chelan County Assessor documents an additional ~~42-19~~ locations with a current land use classification of "Mining Activities." Of these, ~~one is~~ six are owned by a land conservation organization, ~~and four~~ seven are owned by the federal government, ~~and one appears to be a single-family residence.~~

Mining operations occur near agriculture, forestry, manufacturing/industrial, single-family residential, government service, and undeveloped land, ~~by~~ according to the County Assessor records. Of the ~~eleven-eight~~ active mines in the County, ~~five~~ some are adjacent to or located on land classified as single-family residential. This is consistent with Exhibit 1, which identifies high-potential mineral sources lands within the Rural Residential/Resource zoning district, covering nearly 57,000 acres. Current and potential impacts ~~to~~ on residential development may occur should mining be proposed and should be reflected in mitigation measures applied through either environmental review or special use permitting.

The most recent comprehensive study of mineral resource lands was completed with the 2017 Comprehensive Plan update. That study showed that most of the mines have capacity to continue extraction for a number of years; estimating annual production is difficult because mining (especially sand and gravel) relies so heavily on local demand.

Current Mining Operations

A review of DNR permits, in 2017, indicated that five of the 11 permits estimated a total lifetime deposit sizes between 1 million and 1.5 million cubic yards of material. Tunnel Hill Granite estimated their lifetime extraction volume at 3 million cubic yards, and R&P Rock estimated theirs at 6 million cubic yards. Three producers, Wenatchee Rock Products, Morrill Asphalt, and Chelan Concrete, had much smaller deposits at 660,000 cubic yards, 200,000 cubic yards, and 150,000 cubic yards, respectively. Public information on the acreage permitted for mining and permitted depth indicates that a volume of approximately 71,987 acre-feet (116,138,787 cubic yards) is permitted for mining in Chelan County; this is inclusive of overburden and any other waste material that must be excavated to access the mineral deposits themselves.

Demand

Past sales⁵ indicate that during most of the previous decade, sales associated with mining varied between \$300,000 and \$600,000, but sales dipped slightly in 2009 before rising again, likely due to effects of the recent recession. The average annual sales between 2006-2015 were approximately \$454,000.⁶

Making detailed predictions about future mineral product demand from this data would be difficult, but the information available provides an estimate of baseline mineral product production value in Chelan County and reinforces the idea that the mineral products market is potentially subject to periodic spikes in demand.

Mineral Resource Lands Overlay

Based on review of available mineral resources data, information gained from local businesses and agencies, the requirements of the Growth Management Act, and designation frameworks employed by other jurisdictions, the Mineral Resource Lands Overlay (MRLO), shown on Exhibit [4.1](#), covers the following areas:

- Properties housing active mining operations and adjacent parcels under unified ownership;
- Lands classified by NRCS as “good” sources of sand, gravel, or road fill material; and

⁵ Taxable Retail Sales data from the Washington State Department of Revenue

⁶ Washington Department of Revenue, 2017

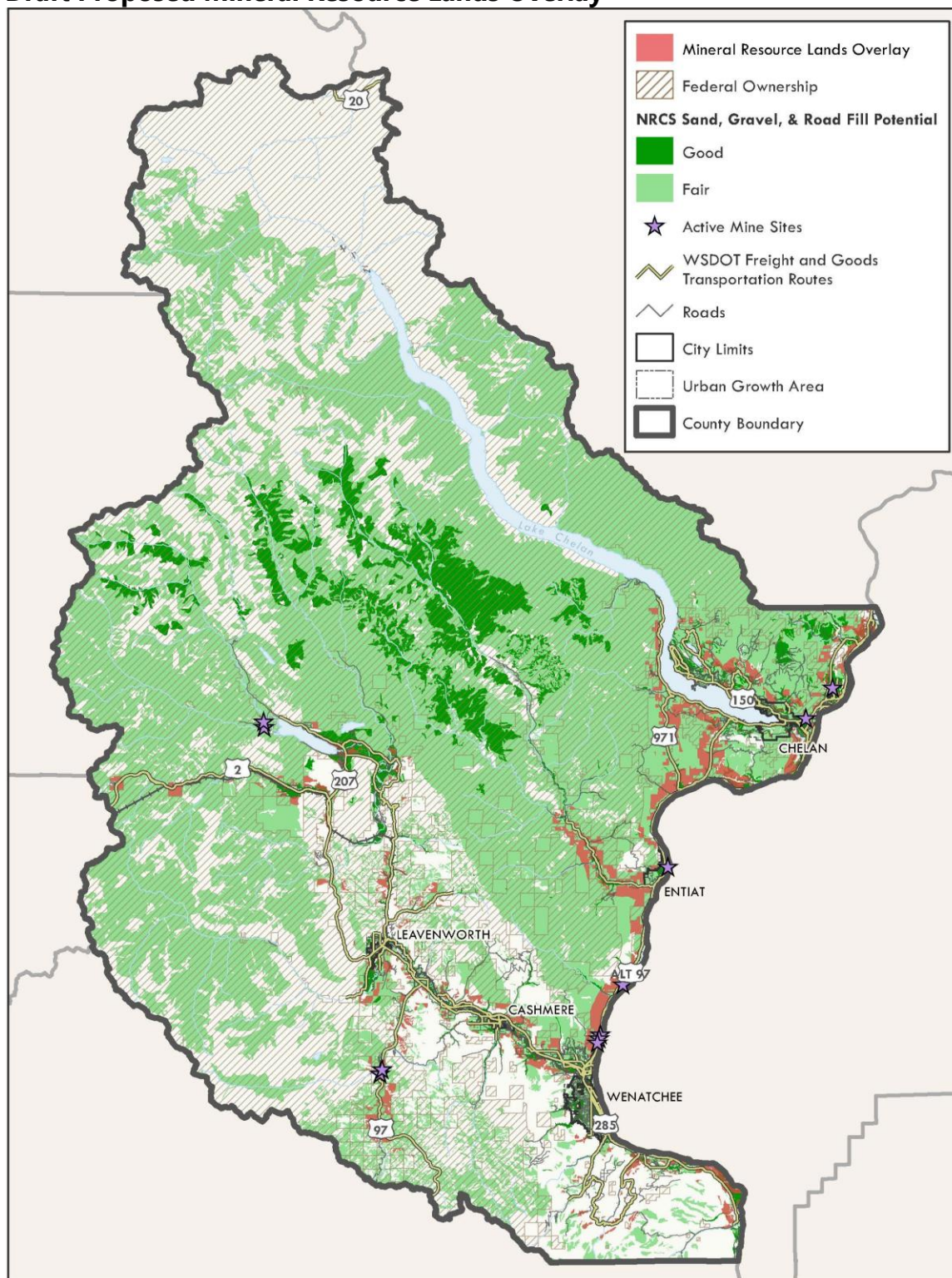
- Lands classified by NRCS as “fair” sources of sand, gravel, or road fill material and which are located outside cities and urban growth areas.

The following areas are excluded from the overlay:

- Properties currently developed for single-family residential or commercial uses.
Rationale: Mining on or near these lands poses a possibility of adverse impacts that must be mitigated.
- Properties zoned for commercial or residential uses at urban intensities.
- Land zoned for a minimum lot size smaller than 10 acres.
- Developed properties less than 20 acres in size.
Rationale: Large properties are better able to accommodate buffers from surrounding uses.
- Properties under Federal ownership.
- Lands designated as Natural by the Chelan County Shoreline Master Program.
Rationale: The SMP prohibits mining activities in these areas for the protection of valuable shoreline natural resources.
- Lands more than one mile from a designated WSDOT Freight and Goods Transportation route.
Rationale: WAC 365-190 requires consideration of the availability of roads and public infrastructure, as well as the distance from mineral deposits to market. Mining operations have the potential to generate significant truck traffic, which will require roads designated to handle high volumes of freight trips.

Exhibit 4.1

Draft Proposed Mineral Resource Lands Overlay



Land Use Designation/Siting Criteria: Commercial Mineral Lands

The following purpose and locational guidelines provide a basic understanding of the zoning districts intent and how they relate to the Comprehensive Plan designations.

Designation Guidelines:

1. Geographic and Geologic Characteristics: The designated property should be at least 20 acres in size, and the estimated deposit size should be sufficient to meet both of the following:
 - a. Depth of overburden should be no more than 25 feet, and
 - b. The ratio of the amount of resource to be extracted to the amount of overburden to be removed should be at least 3:1.
2. Natural Resources: The designated property does not contain environmentally critical areas, including wetlands, riparian areas, threatened or endangered species, geological hazards, and critical aquifer recharge areas, or adequate mitigation can be provided.
3. Transportation Infrastructure: Extraction and processing sites have adequate access to the regional transportation network:
 - a. Mineral Resource Lands should be located within one mile of a designated WSDOT Freight and Goods Transportation System route; and
 - b. Truck haul routes from the site should avoid areas of residential development or employ appropriate mitigation measures to avoid impacts to residences.
4. Existing Land Uses: Adjacent land uses are generally compatible with mineral extraction and processing activities – examples include mining, agriculture, commercial forestry, industrial development, and undeveloped land. Designation of land adjacent to large-lot residential (no more than 1 dwelling per 5 acres) is conditional on mitigation of impacts from any future mineral extraction or processing activities on nearby residences.

Mineral Resource Lands: Goals & Policies

GOAL ML 1: Protect Chelan County's mineral resource lands of long-term commercial significance and allow for short-term mineral resource extraction opportunities in unincorporated areas, where appropriate.

Rationale: Conservation of these resources must be assured through measures designed to prevent incompatible development in or adjacent to designated mineral resource lands, and to mitigate impacts of mineral extraction activities on adjacent land uses.

Policy ML 1.1: Conduct a comprehensive countywide analysis when classifying, designating, and de-designating natural resource lands to maintain and enhance natural resource-based industries and discourage incompatible uses.

Rationale: Because of the significant amount of time needed to review natural resource lands and potential impacts from incompatible uses, frequent, piecemeal de-designations of resource lands should not be allowed. Site-specific proposals to de-designate natural resource lands should be deferred until a comprehensive countywide analysis is conducted.

Policy ML 1.2: Review and update designations and development regulations for mineral resource lands to reflect the most current information available. Updates should include the data and model development regulations prepared by the State Department of Natural Resources, Department of Commerce, or the Washington State Association of Counties.

Rationale: Pursuant to RCW 36.70A.131, incorporating new data from the Department of Natural Resources helps protect valuable mineral resources by accurately identifying deposit locations and preventing incompatible land uses. Using updated model regulations from state and county associations promotes consistency across jurisdictions and provides best practices for balancing mineral extraction with community interests.

Policy ML 1.3: Designate mineral resource lands in locations proximate to their likely end-use areas to preserve access to valuable mineral deposits, reduce the risk of resource loss due to incompatible development, and minimize costs associated with extraction and transport.

Rationale: It is expected that mineral resource lands will be depleted of minerals over time. Planning for their appropriate location ensures efficient use of the resource while safeguarding future opportunities for future land uses once mining activities are complete.

Policy ML 1.~~14~~: Assure conservation of designated mineral resource lands through land use regulations that prevent incompatible development on or adjacent to mineral resource lands.

Rationale: Mineral resource extraction, such as sand and gravel, pits are typically incompatible with residential and other types of land uses due to noise, dust and heavy equipment traffic. Therefore, it is important to develop appropriate land use regulations that protect mineral resource lands as well as adjacent land uses.

Policy ML 1.~~25~~: Require the reclamation of land after the completion of gravel and mineral extraction.

Rationale: Effective reclamation of mining sites can insure future redevelopment of the site and prevent impacts from erosion and visual impacts.

Policy ML 1.36: Require mining and extraction operations to be sited and designed to avoid and mitigate conflicts with surrounding land uses. Screening, buffers, the provision of open space and other mitigation measures should be considered and required where necessary.

Rationale: The careful design and siting of mining operations can prevent or minimize impacts to surrounding land uses.

Policy ML 1.74: Require mining sites to be served by roadways, adequate to handle industrial traffic and not endanger public health and safety.

Rationale: Transportation system impacts and public health and safety issues must be addressed.

Policy ML 1.85: Encourage development ~~locating~~ adjacent to designated mineral resource lands to incorporate screening, buffers, open space, or other design features to prevent conflicts with existing or future mineral resource extraction activities.

Rationale: The minimization of potential conflicts helps to maintain the viability of mineral resource extraction operations.

Policy ML 1.96: Protect water quality and prevent sedimentation through use of settling ponds, retaining basins, ditches, diking and re-vegetation of slopes and other measures for mining and production operations.

Rationale: Water resources must be protected.

Policy ML 1.710: Surface mining should not lower the ground water table of surrounding properties in a manner that directly impacts their use.

Rationale: Lowering of the ground water table could have serious effects on domestic water supplies.

Policy ML 1.811: Clustering of residential development on adjacent non-resource lands is encouraged.

Rationale: Clustering will provide for open space adjacent to the resource use and will minimize conflicts.

Policy ML 1.9~~12~~: Designated mineral resource lands not included in urban growth areas should be protected from infrastructure improvement assessments such as, but not limited to, local improvement districts and local utility districts with deferral programs or other measures.

Rationale: Additional taxes would pressure the property owner into converting resource land into other uses.

Policy ML 1.1~~03~~: Support the maintenance and development of mineral resource extraction that is consistent with the comprehensive plan to provide necessary materials for the development of roads, structures and other projects.

Rationale: Materials provided by mineral extraction operations are vital to the community, and are a significant economic activity and supports broader economic development.

Policy ML 1.1~~14~~: Protection of mineral resources under the MRLO ~~shall~~should occur in two tiers:

- Lands actively being mined for commercial production of sand, gravel, or rock/stone are designated as mineral resource lands of long-term commercial significance. Owners of these properties may request an amendment to remove the MRLO once mineral production has permanently ceased.
- For lands not currently in active mineral production, the MRLO ~~shall~~should act as an interim measure to protect mineral resources until the presence of a commercially viable mineral deposit can be verified through a geologic study. Property owners who wish to finalize designation of their property and undertake mining activities may submit a study by a qualified geologist indicating the presence of commercially significant, accessible mineral resources. Likewise, property owners may request removal of their property from the MRLO by submitting a study from a qualified geologist confirming the absence of such resources.

Rationale: Sand, gravel, and rock are the primary mineral products in Chelan County and are therefore given the highest protection. Mineral resources not currently under production can be evaluated and added to the overlay as more detailed information becomes available.

Policy ML 1.1~~52~~: Inclusion of a property under the MRLO does not imply approval for a specific mineral extraction activity and does not substitute for any necessary local or state mining permit required.

Rationale: The MRLO is designed to protect and preserve mineral lands, but permitting is necessary to ensure mineral extraction is conducted consistent with applicable laws and regulations.

Policy ML 1.1~~63~~⁷⁴: As part of the periodic comprehensive plan update process under the Growth Management Act, the County ~~shall~~^{should} regularly review the criteria for economic viability of a mineral resource and update the criteria for designation as appropriate.

Rationale: Economic conditions, market trends, and demand for mineral products can change over time, and the MRLO designation criteria may need to be periodically revised to reflect current conditions. The regular GMA plan review cycle is an appropriate time to review this information.

Policy ML 1.1~~74~~⁸⁵: All plats, short plates, development permits, and building permits issued on properties within 500 feet of lands designated as part of the MRLO ~~shall~~^{should} include a notice to that effect. The notice ~~shall~~^{should} disclose that development of the nearby MRLO lands may include uses and activities that are not compatible with residential development.

Rationale: This notice is required under the Growth Management Act (RCW 36.70a.060(1)(b)). Additionally, such notification will allow potential real estate purchasers to make educated decisions.

Policy ML 1.1~~85~~⁹⁶: Mineral extraction and processing activities in the MRLO ~~shall~~^{should} be required to implement best management practices (BMPs) to avoid, reduce, or mitigate environmental impacts associated with mining activities. Such BMPs ~~shall~~^{should} be designed to protect the natural environment, adjacent land uses, and the long-term viability of mineral lands.

Rationale: Mineral resource extraction operations are intensive land uses that can involve large amounts of ground disturbance, noise, dust, and heavy equipment traffic. BMPs are necessary to prevent unnecessary impacts on sensitive natural resources and nearby development.

Policy ML 1.1~~96~~¹⁸⁷: Once mining activities have commenced on a MRLO-designated property, development of said property under the rules of the underlying zoning may apply in conjunction with the restoration of the mining activities.

Rationale: Postponing development of any part of the site until after reclamation is complete ensures that the property is safe for use and that no incompatible land uses are introduced while mining operations are ongoing.

Policy ML 1.1~~187~~¹⁹⁶: At the time of permitting, the County should coordinate with property owners and the Department of Natural Resources to identify post-reclamation uses for MRLO properties that are consistent with the County's comprehensive plan and zoning code, both for the mine site itself and for planned adjacent uses.

Rationale: Coordination on future use of the property will help ensure that County plans recognize post-mining conditions in these areas and reduce the potential for future development that is incompatible with surrounding uses.

V. Chelan County Forest/Timber Lands

Forestland is defined as “land primarily devoted to growing trees for long-term commercial timber production on land that can be economically and practically managed for such production...and has longterm commercial significance,” RCW 36.70A.030.

Timber harvesting is a type of natural resource industry with a long history in Chelan County. The following outlines the declining trend of timber harvesting, as documented by the Department of Natural Resources.⁷ The following table denotes “thousand board feet” of harvested timber.

Year	1990	1995	2000	2005	2010	2015
Ownership						
Private Industrial	5,710	18,192	1,800	-	-	19,820
Private Large		7,486	636	9,482	1,866	-
Private Small	866	31,286	6,698	2,780	882	2,374
Private Unknown					186	719
Total Private	6,576	56,964	9,134	12,262	2,934	22,913
State	7,989	5,921	897	2,455	1,100	43
Federal	68,382	6,703	8,990	15,913	6,200	-
Other Public	13,035	9,708		588	-	9,091
Total Public	89,406	22,332	9,887	18,956	7,300	9,134
Total All:	95,982	79,296	19,021	31,218	10,234	32,047

Year	1990	1995	2000	2005	2010	2015	2017 ⁸
Ownership							
<u>Private Industrial</u>	<u>5,710</u>	<u>18,192</u>	<u>1,800</u>	<u>-</u>	<u>-</u>	<u>19,820</u>	<u>11,170</u>
<u>Private Large</u>	<u>-</u>	<u>7,486</u>	<u>636</u>	<u>9,482</u>	<u>1,866</u>	<u>-</u>	<u>-</u>
<u>Private Small</u>	<u>866</u>	<u>31,286</u>	<u>6,698</u>	<u>2,780</u>	<u>882</u>	<u>2,374</u>	<u>1,852</u>

⁷ Industry – companies and individuals operating wood, using plants; private large – non-industrial companies and individuals not operating wood-using plants but with statewide holdings totaling 1,000 or more acres; private small – non-industrial companies and individuals not operating wood-using plants and owning less than a total of 1,000 acres.

<u>Year</u>	<u>1990</u>	<u>1995</u>	<u>2000</u>	<u>2005</u>	<u>2010</u>	<u>2015</u>	<u>2017⁸</u>
<u>Private Unknown</u>	=	=	=	=	<u>186</u>	<u>719</u>	=
<u>Total Private</u>	<u>6,576</u>	<u>56,964</u>	<u>9,134</u>	<u>12,262</u>	<u>2,934</u>	<u>22,913</u>	<u>13,022</u>
<u>State</u>	<u>7,989</u>	<u>5,921</u>	<u>897</u>	<u>2,455</u>	<u>1,100</u>	<u>43</u>	=
<u>Federal</u>	<u>68,382</u>	<u>6,703</u>	<u>8,990</u>	<u>15,913</u>	<u>6,200</u>	=	<u>35</u>
<u>Other Public</u>	<u>13,035</u>	<u>9,708</u>	=	<u>588</u>	=	<u>9,091</u>	<u>2,989</u>
<u>Total Public</u>	<u>89,406</u>	<u>22,332</u>	<u>9,887</u>	<u>18,956</u>	<u>7,300</u>	<u>9,134</u>	<u>3,024</u>
<u>Total All</u>	<u>95,982</u>	<u>79,296</u>	<u>19,021</u>	<u>31,218</u>	<u>10,234</u>	<u>32,047</u>	<u>16,046</u>

Notes:

Source: DNR, Washington State Timber Harvest Reports.

The Timber Harvest Report was put on indefinite hold at the beginning of the COVID-19 pandemic due to funding constraints. As of January 2026, considerations are underway whether to reinstate it.

Land Use Designation/Siting Criteria: Commercial Forest Lands

The growth management process requires identification of forest lands of long-term commercial significance as part of the growth management process. The identification of these lands is an attempt to conserve and encourage existing and future forest practice land uses as a viable, permanent land use and a significant economic activity within the County. Forest land also provides recreational opportunities, scenic value and wildlife habitat. In addition, the identification and land use regulations of the commercially significant forest lands will provide protection for forest lands from encroachment and incompatible land uses. The Growth Management Act defines "long term commercial significance" to include the growing capacity, productivity, and soil composition of the land for long-term commercial production, in consideration with the land's proximity to population areas, and the possibility of more intense uses of the land.

The following purpose and locational guidelines provide a basic understanding of the zoning districts intent and how they relate to the Comprehensive Plan designations.

Purpose: To assure the long-term conservation of commercial forest lands; to preserve and encourage existing and future forest land uses as a viable, permanent land use and a significant economic activity within the community; and to protect forest lands of long term commercial significance not already characterized by urban development from encroachment of incompatible uses.

Uses appropriate for these areas include: forestry, open space; residential; and agriculture. 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: natural resource support facilities and services; mineral resource activities; intensification of existing development or the development of new small scale recreational or tourist uses that rely upon a rural setting but that do not include new residential development; intensification of development on lots containing existing isolated nonresidential uses; home occupations; bed and breakfasts; and community facilities.

Density: One (1) dwelling unit per 20 acres.

Locational Guidelines:

1. Geographic and Geological Characteristics: Soil characteristics, steep slopes or other physical constraints to development may be present. The area should not be adjacent to intensive urban or incompatible rural development. Large tracts of land oriented to forest resource management exist.
2. Natural Resources: The area should contain or have the potential to contain commercial forest resource management operations and commercial forest support facilities and services. The area should meet the criteria under WAC 365-190-060, as forest resource lands of ~~long-term~~long-term commercial significance.
3. Public Services: Uses should not require extension or provision of urban level services. These areas may have access to rural governmental services and infrastructure or have the potential to be provided with rural governmental services within the ~~20-year~~20-year planning period. Urban services should not be present.
4. Existing Land Uses: The prevailing land use pattern consists of commercial forest resource management operations and commercial forest support facilities and services. Dispersed single family residences and low intensity rural uses may be present. The predominant parcel size is typically 20 acres or larger. Recreational and ~~small-scales~~small-scale tourist commercial opportunities may be present.

Forest/Timber Resource Lands: Goals & Policies

GOAL FL 1: Conserve forest lands of ~~long-term~~long-term commercial significance. Encourage sustainable timber production in rural and resource lands as a viable, permanent land use, ~~and~~ a significant economic activity within the community, and a means to improve forest health and reduce wildfire risk.

Goal Rationale: Timber production remains an important aspect of the County's economy.

Policy FL 1.1: Conserve forest lands for productive economic use by identifying and designating forest resource lands where the principle and preferred land use is commercial resource management.

Rationale: Timber production remains an important aspect of the County's economy and the productive capacity of area forests cannot be ignored. Activities in designated forest resource lands that would limit or eliminate the ability to continue commercial forest resource management should be discouraged.

Policy FL 1.2: Promote multiple uses of forest resource lands where such uses do not eliminate or limit commercial forest resource management.

Rationale: Forest resource lands provide unique opportunities and locations for land uses such as natural resource extraction and open space and recreation development.

Policy FL 1.3: Protect designated forest resource lands from inappropriate infrastructure improvement assessments through deferral programs or other measures that would protect the ability to continue long-term commercial forest resource management.

Rationale: Additional taxes would impact the viability of commercial forest resource management operations. Infrastructure improvements or assessments inconsistent with the comprehensive plan should not be supported.

Policy FL 1.4: Classify and designate forest resource lands based on the criteria and procedures established in WAC 365-190-040, and 060 with special consideration given to the determination of whether forest resource lands considered for designation are viable as long term commercial significant forest resource lands.

Rationale: Resource lands should be identified based on the best available information at the time of the designation.

Policy FL 1.5: Support maintenance of forest lands in timber and current use property tax classification consistent with RCW 84.28, 84.33, and 84.34.

Rationale: Open space taxation assists the property owner in maintaining property in commercial forest production.

Policy FL 1.6: Promote cooperative resource management between government agencies and private entities.

Rationale: This policy would ~~provide for~~ provide equal representation and efficient management regarding forest issues.

Policy FL 1.7: Use the permit review process to promote implementation of forest management practices that minimize the potential for catastrophic wildfires. In partnership with state and federal agencies and property owners, proactively address fire resiliency through activities such as: pre-fire monitoring, forest treatment, thinning, prescribed fire, and managed natural fire.

~~Policy FL 1.7: Use the permit review process to promote implementation of forest management practices that minimize the potential for catastrophic wildfires.~~

Rationale: The potential for catastrophic forest fires should be reduced. Coordination with other state and federal entities is necessary as most forest land is in federal or state hands. The Community Wildfire Protection Plan addresses several resiliency efforts.

Policy FL 1.8: Recognize that state and national forest lands and orchard lands accommodate carbon sequestration, having a positive effect on carbon emissions in the region.

Rationale: Chelan County contains extensive forest lands and agricultural lands that can absorb carbon emissions.

Policy FL 1.9: Support local industry that can process harvested, thinned, and salvaged timber into value-added products that support regional markets, such as lumber, mass timber, and engineered wood products.

Rationale: Supporting local wood-processing industries creates markets for thinned and salvaged timber, making forest restoration and wildfire risk-reduction efforts more feasible while strengthening the regional economy. Local value-added processing creates jobs, keeps economic

benefits in the community, reduces transportation impacts and costs, and supports sustainable forest management in heavily timbered areas.

~~Rationale: The potential for catastrophic forest fires as in 1994 should be reduced.~~

GOAL FL 2: Icicle River Valley: Where appropriate, encourage sustainable timber production in the Icicle Valley.

Goal Rationale: Timber production remains an important aspect of Chelan County's economy, and the productive capacity of forest in the Icicle Valley cannot be ignored. Consideration of visual management to maintain the scenic quality of the Icicle Valley should be encouraged, while at the same time providing for the growing, management, and harvesting of timber resources.

Policy FL 2.1: Promote timber production in the Icicle Valley, subject to appropriate conditions for protection of the area's scenic qualities and water resources.

Rationale: It is important to maintain the environmental and scenic qualities of the Icicle Valley.

Policy FL 2.2: Protect the visual character of the Icicle Valley by discouraging clear cutting, except where such cuts can be designed in the form of small, irregular patch cuts that take advantage of natural variations in the vegetation and topography.

Rationale: Such measures will help ~~to~~ mitigate the visual impact of clear cutting.

Policy FL 2.3: Minimize logging road construction; approval of new logging roads should be conditional on evaluation of visual and environmental impacts.

Rationale: Minimizing the construction of logging roads will help to preserve the environmental quality of the area.

Goal FL 3: Build community resilience and support forest management that reduces wildfire risk.

Policy FL 3.1: In partnership with state and local entities, build awareness of increasing wildfire and smoke risk, encourage mitigation and preparedness, and create fire adapted communities.

Rationale: Chelan County can play a role in sharing information and coordinating strategies to prepare communities for resilience to wildfires. The Chelan County Community Wildfire Protection Plan identifies area-specific wildfire preparation and protection strategies.

Policy FL 3.2: Enhance safety and develop fire safe places in fire-prone areas through wildland urban interface policies and codes.

Rationale: Chelan County implements fire and building standards as new or altered development is proposed, and continues to monitor and apply newer codes to development in hazard areas.

Policy FL 3.3: Work with partners to integrate potential future conditions into hazard response plans. Coordinate emergency preparedness systems, increase early detection capabilities and communication. Respond to emerging health and safety threats. Assist the most vulnerable people and communities in preparing for and responding to wildfire and post-fire hazards.

Rationale: The County Sherriff's Emergency Management Office produces the Comprehensive Emergency Management Plan (CEMP) providing mitigation, preparedness, response, and recovery activities for wildfire and other emergencies and provides it to a range of state, regional, and local agencies. The County develops the CEMP on behalf of the cities of Cashmere, Chelan, Entiat, Leavenworth, and Wenatchee through an interlocal agreement.

Policy FL 3.4: Work in partnership with federal, state, and local entities to test relevant forest management scenarios to understand combined benefits for fire fuels reduction, snowpack retention, summer streamflow, and water supply.

Rationale: Snowpack accumulation and melt rates are related to forest structure as well as climate. Forest management practices could increase snow water storage, change the timing of snowmelt, and support stream flow and fish habitat.

VI. Chelan County Natural Systems/Critical Areas

The Growth Management Act states that counties should "protect critical area." Critical areas include the following areas and ecosystems: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.

The County has completed the planning process for developing these goals and policies and corresponding regulations following an extensive citizen participation process.

Natural Systems: Critical Area Goals & Policies

GOAL CL 1: Use best available science to identify and protect critical areas from adverse environmental impacts while providing for reasonable use of private property.

Goal Rationale: Preservation of critical areas will help protect the environment and maintain and enhance the quality of life. Implementation regulations should provide ~~for~~ reasonable use of private property. The use of best available science helps to identify and protect critical areas by applying current and best practices.

Policy CL 1.1: Promote residential, commercial, and industrial development regulations that protect the availability of potable water by preventing contamination of ground-water sources.

Rationale: The maintenance of a safe potable water supply is vital to the County.

Policy CL 1.2: Encourage restoration of contaminated ground-water sources.

Rationale: The restoration of contaminated ground water helps to meet County needs for potable water and is beneficial to the environment and rural property owners that use wells.

Policy CL 1.3: Classify, designate and protect all critical areas, including frequently flooded areas, wetlands (as defined in 36.70A.030), fish and wildlife habitat conservation areas, aquifer recharge areas and geologically hazardous areas using best available science, pursuant to RCW 36.70A.172, WAC 365-190-040, and WAC 365-1950, and WAC 365-196-830.

Rationale: Critical areas add to the quality of life within a community, as well as performing important natural functions that assist with protecting private property from damage from natural disasters and events. Identifying critical areas and protection measures for those areas in alignment with best available science (WAC 365-195) are important steps in ensuring that those functions and values are preserved for future generations' enjoyment and protection. WAC 365-190-040 outlines the process to classify and designate natural resource lands and critical areas.

Policy CL 1.4: Regulate development in floodplains to protect property and mitigate the loss of floodplain storage capacity.

Rationale: The loss of floodwater storage results in a potentially greater level of destruction to downstream properties from the resultant higher flood elevations and water flow velocities.

Policy CL 1.4.1: Improve flood warning and information dissemination. Assess risk management, and prepare for rapid response during the flood event.

Rationale: In the future, both the frequency and magnitude of floods in and around Chelan County are predicted to increase. The Flood Control Zone District is tasked with flood warning and emergency response, but other agencies also support.

Policy CL 1.4.2: Evaluate and improve stormwater management and infrastructure for high-intensity rainfall events.

Rationale: In the future, more winter precipitation is predicted to fall as rain rather than snow, increasing winter runoff and streamflow volumes.

Policy CL 1.4.3: Seek funding for measures to protect and restore fish and wildlife habitats and ecosystem function to support resilience in response to flood events. Plan for post-flood replanting and restoration to increase infiltration and slow movement of water and to stabilize ecosystems.

Rationale: As a result of increased flooding, effects on habitat could include greater mortality of juvenile fish and eggs and reduced slow-water habitat.

Policy CL 1.4.4: Relocate, upgrade, or protect critical facilities from wildfire and flooding.

Rationale: Wildfire and floods can affect facilities and services important to emergency response. The County has mapped critical facilities in its Natural Hazard Mitigation Plan, Community Wildfire Protection Plan, and Comprehensive Flood Hazard Management Plan.

Policy CL 1.5: Discourage development on unstable soils or steep slopes and in areas susceptible to landslide, flood, or avalanche.

Rationale: Discouraging development in natural hazard areas helps to protect the public health, safety, and general welfare.

Policy CL 1.6: Adopt an excavation and grading ordinance to regulate excavation, grading and earthwork construction activities.

Rationale: Uncontrolled filling and grading can cause erosion and siltation of streams, rivers and ponds. These activities can also be detrimental to adjacent properties.

Policy CL 1.7: Support the purchase of critical areas by public or private organizations for purposes of preservation, restoration, or conservation.

Rationale: This option allows interested private and public organizations to purchase lands they wish to put into a long-long-term conservation or preservation programs.

Policy CL 1.8: Critical area regulations shall-should not preclude reasonable use of property or affect a taking in violation of the U.S. Constitution, the Constitution of the State of Washington, or substantive due process.

Rationale: Private property rights must be protected.

Policy CL 1.9: Allow for open space and recreational use of critical areas where such use does not negatively impact critical areas.

Rationale: Open space and recreational use of critical areas may provides an opportunity for residents and visitors to enjoy the natural amenities of the County.

Policy CL 1.10: When reviewing development proposals, the County shall-should apply appropriate conditions to avoid or mitigate negative impacts to critical areas, including the no net loss of critical areas functions and values. Proposal review should also include evaluation of the cumulative impacts of development proposals in critical areas.

Rationale: It is important to take a comprehensive approach to development in a critical area since there is often a compounding effect resulting from changes to natural systems. Consistent with WAC 365-196-830(4), if development regulations allow harm to critical areas, they must require compensatory mitigation of the harm to avoid a net loss of the functions and values of the ecosystem that includes the impacted or lost critical areas.

Policy CL 1.11: Protect water quality and fish habitat by requiring dredging and filling activities to minimize introduction of suspended solids, leaching of contaminants, or habitat disturbance.

Rationale: Uncontrolled dredging and filling activities can negatively impact fish habitat and water quality.

Policy CL 1.12: Encourage the restoration and enhancement of critical areas.

Rationale: The enhancement and restoration of critical areas improves the functions and values they provide.

Policy CL 1.13: Encourage the use of innovative techniques to protect critical areas, such as purchase of development rights, transfer of development rights, clustering, conservation easements, land trusts, and the Public Benefit Rating System.

Rationale: Innovative techniques can benefit the public, land owner, and help to protect critical areas.

Policy CL 1.14: In designating and protecting critical areas, the County ~~shall~~should use best available science to develop policies and development regulations. The County should also give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries.

Rationale: Inclusion and consideration of best available science ensures that the best available information and protection measures are utilized.

Policy CL 1.15: Critical areas regulations and designations ~~shall~~should be reviewed when adopting a comprehensive plan under RCW 36.70A.040 and implementing development regulations under RCW 36.70A.120 and may be altered to ensure consistency. In addition, subsequent studies and information will be reviewed when drafting development regulations.

Rationale: Consistency between the comprehensive plan and development regulations is required. Additional studies may constitute best available science.

Policy CL 1.16: The goals and policies of the Chelan County Shoreline Master Program, as amended, are considered an element of the comprehensive plan, and are included by reference as if fully set forth herein.

Rationale: The goals and policies of the Shoreline Management Act, as set forth in RCW 90.58.020, are considered one of the goals of the Growth Management Act. The Growth Management Act requires that shoreline master programs be integrated as an element of the comprehensive plan.

Policy CL 1.17: Support ongoing watershed planning efforts.

Rationale: Watershed planning is essential to address a variety of issues including endangered and threatened species listings and water quantity issues.

Policy CL 1.18: Continue to build partnerships across state, federal, and local agencies to monitor and respond to vulnerabilities in forested and shrub-steppe lands as conditions change. Monitor exotic

and invasive species and prioritize detection, control, and eradication. Coordinate ecological recovery programs for public and private areas subject to fire in forested and shrub-steppe lands.

Rationale: The effects of changing conditions could include habitat loss and more invasive species, especially in shrub-steppe ecosystems. In the future, Chelan County may face a higher risk of wildfire, and with that natural hazard, a need to recover habitat, reduce erosion, and restore ecological conditions.

Policy CL 1.19: Encourage watershed-scale community building to adapt to changing streamflow and snowpack within the watershed.

Rationale: Spring snowpack in the Washington Cascades has declined in recent decades and is expected to further decline with warming in the future. Watershed scale community building efforts can help local communities understand and respond to the effects of change to streamflow and snow pack. Community-building could address a range of resiliency measures such as: forest practices, riparian enhancement restoration addressing stream temperatures and flow patterns, management of invasive or non-native aquatic species, irrigation efficiencies, and prioritization of water use as snowpack decreases. An example of community building is the Icicle Work Group, a joint effort between Chelan County and the Washington State Department of Ecology. Within these community building efforts, the County could develop priorities and strategies to proactively implement adaptation measures for the most vulnerable and underserved populations.

Policy CL 1.20: Increase the resilience of aquatic systems through improvement of in-stream habitats and floodplain connectivity.

Rationale: The effects of drought on aquatic systems include warmer stream temperatures during low flow periods, reduced habitat quantity due to lower summer flows, reduced aquatic habitat quality, and more favorable conditions for invasive fish and other aquatic species.

Policy CL 1.21: Identify locations where changes in surface and groundwater flow could result in new or greater releases of toxic substances to the environment.

Rationale: Through hazard management planning the County can identify locations at risk of toxic release due to larger floods, erosion, or fire.

Policy CL 1.22: Identify opportunities to expand habitat protection and improve habitat quality and connectivity to foster resilience using conservation area designations, easements, buffers, and open space corridors.

Rationale: Protecting and connecting habitat areas helps maintain healthy ecosystems that support wildlife, water quality, and habitat function. As development and infrastructure interrupt natural landscapes, strategically designated conservation areas, buffers, easements, and open space corridors reduce habitat loss, allow species movement, and sustain ecological processes.

Natural Systems: Air Goals & Policies

GOAL NS 1: Protect and maintain air quality.

Goal Rationale: The protection of air quality is important for the public health, the local economy, the environment, and helps to maintain the high quality of life enjoyed by County residents and visitors alike.

Policy NSL 1.1: Support future and ongoing air quality monitoring programs.

Rationale: Monitoring of air quality helps to determine the impacts of growth and development ~~teon~~ air quality. Should air quality problems arise, determining the sources of air quality degradation, and educational and regulatory tools to maintain or improve air quality would be necessary.

Policy NS 1.2: Promote industrial development that meets air quality standards and is compatible with adjacent property uses.

Rationale: Air pollution can cause health problems, obscure visibility, create unpleasant odors and damage animal and plant life.

Policy NS 1.3: Support public awareness of air quality standards and safety, including wildfire smoke, woods, and burning restrictions as adopted by the Department of Ecology.

Rationale: Federal and state agencies set air quality standards for outdoor air. The purpose of these standards is to prevent air pollution from reaching levels that hurt human health. When an area does not meet an air quality standard, the state must develop a plan to clean up the air.

Policy NS 1.4: Leverage funding with partners and facilitate proper placement of facilities that collect local climate data including precipitation, wind velocity, temperature, humidity, sunshine, etc.

Rationale: To support an understanding of snowpack, stream flows, wildfire risk, and other conditions important for resiliency, watershed planning, emergency management, etc., the County

could support collection of local relevant data, including but not limited to, federal and state agencies adding stream gages, weather stations, SNOTEL, and other facilities on public lands including forest lands.

~~Policy NS 1.3: Support public awareness of air quality, including wood stove standards and burning restrictions as adopted by the Department of Ecology.~~

~~Rationale: Federal and state agencies set air quality standards for outdoor air. The purpose of these standards is to prevent air pollution from reaching levels that hurt human health. When an area does not meet an air quality standard, the state must develop a plan to clean up the air.~~

Natural Systems: Icicle Valley Goals & Policies

GOAL NS 2: ICICLE RIVER VALLEY: Encourage retention of the scenic character and environmental quality of the Icicle Valley.

Goal Rationale: The preservation of the scenic and environmental qualities of the Icicle Valley, ensures the retention of significant open space and recreational opportunities, and critical areas.

Critical Area Policy CL 2.1: Continue to utilize the Icicle Valley Design Review Overlay District or design guidelines to retain the scenic and environmental qualities of the Icicle Valley.

Rationale: The Icicle Valley Design Review Overlay District provides additional standards to ensure that development does not negatively impact the scenic and environmental qualities of the Icicle Valley.

Critical Area Policy CL 2.2: Residential development should occur at a very low density, and in a scattered, diffused pattern in the Icicle Valley Design Review Overlay District.

Rationale: Dispersed very low density development will help to limit negative visual and environmental impacts.

Critical Area Policy CL 2.3: Implement visual quality standards within the Icicle Valley Design Review Overlay District to protect scenic resources.

Rationale: These standards will allow for continued recreational use of the Icicle Valley and avoid or mitigate visual and environmental impacts.

Critical Area Policy CL 2.4: Private property within the Icicle Valley Design Review Overlay District should continue to be designated as an environmentally sensitive area under the provisions of the State Environmental Policy Act.

Rationale: This designation helps ~~assure~~ensure that environmental aspects are properly considered.

Critical Area Policy CL 2.5: Protect both wilderness values and reserved rights within the Alpine Lakes Wilderness so that clean and reliable water resources and water supply continue into the future.

Rationale: A variety of users, including wilderness recreationists and water suppliers (municipal, irrigation and fish hatchery) rely on the cold, clean and clear water resources of the Icicle Valley for people, farms and fish.



Photo credit: Anchor QEA

CHAPTER 5 HOUSING ELEMENT

I. Introduction

The Housing Element of this Comprehensive Plan provides a comprehensive analysis of housing conditions, challenges, and opportunities within Chelan County. The forecasts and data focus on the unincorporated areas of the county wherever possible, however, in many cases the data includes both the incorporated areas and unincorporated areas by default. This housing element serves as a guide for future housing development and addresses housing affordability through 2046.

A healthy housing ecosystem is characterized by a market in equilibrium, where housing supply meets the community's demand. Key factors in measuring housing supply and demand include the number of housing units, vacant and developable parcels, employment levels, and income levels.

The following sections analyze data on Chelan County's housing market and use population and housing forecasts to assess future demand.

The chapter is organized as follows:

Section I: Executive Summary & Introduction:

Key highlights from the assessment

Section II: Gaps and Barriers Analysis:

Affordability gaps for renting and homeownership residents

Section III: Land Capacity Analysis:

Study of land supply and demand for housing development

Section IV: Demographics & Socioeconomic Trends:

Overview of underlying socioeconomics affecting housing demand and affordability characteristics

Section V: Housing Trends:

Overview of owner- and renter-occupied housing, including affordability dynamics

Section VI: Policies and Programs:

Overview of relevant policies and programs the City has implemented or uses to provide more affordable housing

Expectations of Data Accuracy

Rural geographic areas, such as the Stehekin County Subdivision (CCD), are prone to challenges in data accuracy and forecasting. Any users of public data should be aware of the challenges and methodological limitations of demographers and statisticians working on such processes. It is easy to fall into the mindset of wondering why the numbers are “wrong,” but those expectations need to be reset. Statisticians are not simply tallying up values from a perfect and esoteric spreadsheet, they are modeling an array of data sources, tabulating untold different metrics, across inconsistent geographies, using diverse methods, and non-consistent time periods. Not only that but the amount of data points that they have to work with in neighboring densely populated municipalities greatly outweighs the amount of data for rural, sparsely populated municipalities. Hence, some margin of error should not only be tolerated, but expected.

In this chapter, PC provides the full gamut of population and socioeconomic estimates, from a range of geographic areas. We do not expect these data to be perfect; however, our main goal is to accurately estimate current land use and forecast demand in future years, and we will ensure those

inputs and assumptions are as accurate as possible. Many of the statistics presented in this chapter are for regional context and inference but are not serving as direct inputs into that model.

Executive Summary

Chelan County is a uniquely diverse region in the heart of Washington state. Its scenic lakefronts, forested hillsides, and rural farmland make it both a desirable place to live and a popular destination for visitors. This distinctive mix creates a unique housing market as the County strives to maintain its character and ensure continued access to affordable housing for residents from all walks of life.

Housing Situation

Population growth in Chelan County has outpaced national growth over the past decade and is expected to continue at a similar pace. As a result, housing demand will keep rising. While over half of county residents (63%) are homeowners, affordability will continue to be a growing concern for both renters and prospective buyers. At the time of this assessment, a majority of Chelan County's first-time homebuyers (84%) could not afford an average-priced home. Even lowest-tier homes remain unaffordable for 66% of first-time homebuyers, and 49% of all households.

Rental burdens are also present, although they are lower in the County than in the state or nation overall. Still, 34% of renter households spend more than 30% of their income on housing and are therefore considered cost-burdened. Among low-income renter households, over half (53%) are cost-burdened.

One unique aspect of Chelan County's housing supply goes hand in hand with its vibrant tourism industry. Because many tourists are attracted to Chelan County, especially in the summer months, a portion of its housing stock has been reserved for tourists and seasonal residents. Points Consulting (PC) identified approximately 1,726 active STRs within Chelan County. This represents about 4% of the County's housing stock.

Chelan County contains approximately 38,968 housing units. Of these units, 19% are vacant. Roughly 78% of vacant homes are for seasonal, recreational, or occasional use. Of the occupied units, the majority (67%) are single-family detached homes. This share is slightly above the state (63%) and national (63%) averages. Buildings with 10 or more units, as well as mobile homes and other housing types, each make up another 10% of the housing stock. This mix signals a relatively higher level of housing diversity in Chelan County, which can support affordability across multiple income levels.

Over the past decade, housing prices and rents have risen rapidly, especially in the wake of COVID-19 and rising inflation. Since 2014, housing prices have increased 150%. This is more than double (and nearly triple) the growth of local incomes, which rose by 54% over the same period. Rents have also climbed sharply, nearly doubling with a 92% increase since 2014.

Demographics

Since 2013, Chelan County's population has grown 9%. State forecasts predict continued growth over the next 20 years. A growing population signals increased demand for housing as more people move into the area.

Age plays a key role in housing needs. Older populations typically require more space per person than younger ones. Younger households often compromise on unit size, lot size, or even homeownership due to budget constraints. In Chelan County, 31% of the population is under age 25, 36% are prime-working age adults, and 21% are age 65 or older. This reflects a sizable young population; however, there is also a relatively large senior population compared to state and national averages. The result is a smaller proportion of working-age adults in the community.

Income levels play a crucial role in housing affordability and demand. Chelan County's median household income is nearly equal to the national median (\$75.3K versus \$75.5K). However, despite similar income levels, Chelan County's poverty rate (9%) is well below the United States poverty rate (12%).

Economy

The regional economy of Chelan County has grown over the past decade, with employment up 9% since 2014 and wages up 74%. In contrast, the number of establishments has declined 6.6%. This seems to be due to a sharp drop between 2021 and 2023. Overall, Chelan County has lagged behind both the state and nation in employment growth, and well behind the nation in establishment growth. Unemployment in the County stands at 4.7%. This is only slightly above the state rate of 4.5%.

The three largest employment sectors in Chelan County are Health Care & Social Assistance, Retail Trade, and Agriculture, Forestry, & Fishing.

Forecast

Given its current housing supply, Chelan County anticipates approximately 1,806 units will be needed in the rural county area and Manson UGA to accommodate projected population growth from 2027

to 2046. The estimated number of housing units needed at each Area Median Income (AMI) level is as follows:

- 0–30% AMI: 611 units
- 30–50% AMI: 476 units
- 50–80% AMI: 375 units
- 80–100% AMI: 151 units
- 100–120% AMI: 132 units
- 120%+ AMI: 62 units

Additionally, Chelan County anticipates a need for 85 additional units of temporary and emergency housing within the rural county area and Manson UGA.

Land Capacity Analysis

While Chelan County has some challenges related to affordable housing, it has a plentiful supply of land that the County can leverage for future development. PC's land capacity analysis indicates that rural Chelan County and the Manson UGA have enough vacant land in appropriately zoned districts to accommodate about 6,669 new housing units.

II. Gaps & Barriers Analysis

There is often an imbalance between supply and demand in the housing market. This imbalance can manifest as either an undersupply of housing or as housing that is unaffordable. For this Gaps and Barriers Analysis, Points Consulting (PC) measured affordability gaps experienced by both renters and homeowners.

Renter Challenges

Chelan County renters are less likely to be cost-burdened than other renters in Washington or the United States. This holds true for both moderate and severe cost-burden. In Chelan County, 14.9% of renting households are severely cost-burdened, meaning they spend 50% or more of their household income on housing. By contrast, 20.7% of renting households in Washington fall into this

category (Table 2.15-1). Additionally, 18.7% of Chelan County renters are moderately cost-burdened (spending 30–50% of income on housing), compared to 22.8% in the state.⁸

Altogether, 33.6% of Chelan County renters experience a housing cost burden to some degree. This is roughly 10 percentage points lower than the rates observed in the state and nation (43.5% and 43.9%, respectively).

Table 2.15-1
Renters' Housing Cost Burden by Region

Region	Renting Households	Severely Cost-Burdened	Moderately Cost-Burdened	Total Cost-Burdened	Not Cost-Burdened
Chelan County	10,880	14.9%	18.7%	33.6%	66.4%
Washington	1.1M	20.7%	22.8%	43.5%	56.5%
United States	44.2M	22.2%	21.7%	43.9%	56.1%

Source: HUD Comprehensive Housing Affordability Strategy Data, 2017-2021

PC also measured affordability issues by various Area Median Income (AMI) levels. Please note these data use 2021 AMI levels. The five AMI categories are:

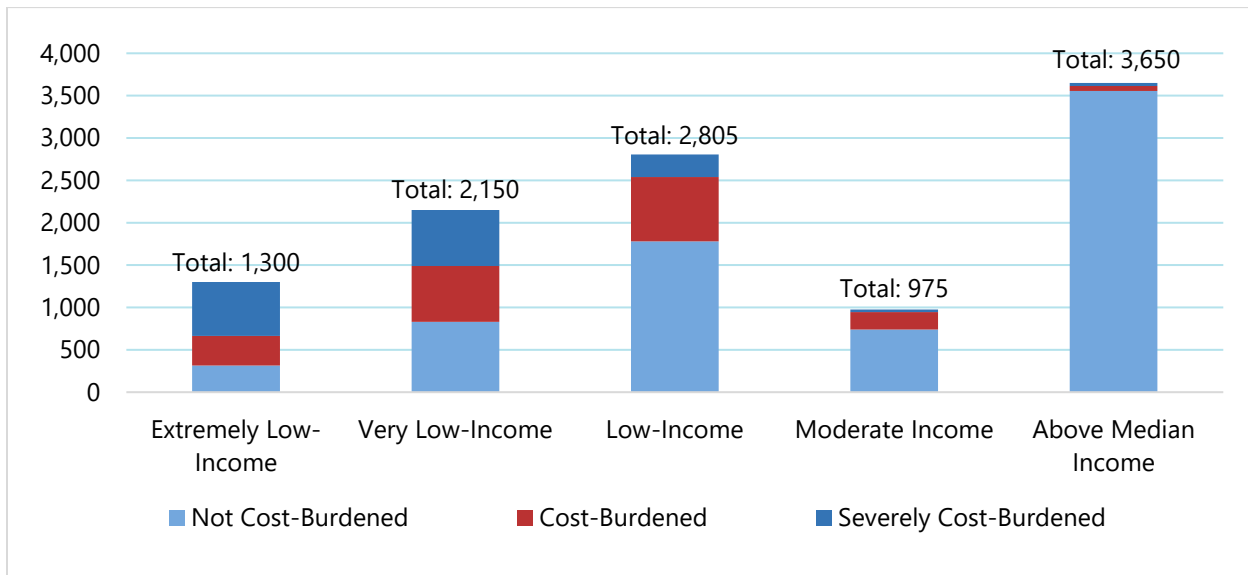
- **Extremely low-income:** Less than 30% of AMI
- **Very low-income:** 30–50% of AMI
- **Low-income:** 50–80% of AMI
- **Moderate income:** 80–100% of AMI
- **Above median income:** 100%+ of AMI

Figure 2.5-1 compares levels of cost burden across these income levels. In Chelan County, renters categorized as Extremely Low-Income are the most likely to be severely cost-burdened, with 48.8% of households in this category affected. Households with above-median incomes experience minimal moderate or severe cost burdens, while moderate- and low-income renter households face smaller (but still notable) shares of cost burden.

⁸ By HUD definitions, “housing costs” include only rent or mortgage payments and generally exclude utilities such as water, sewer, refuse removal, and internet, which are typically not included in most leases. In short, if these additional housing-related costs were included, the reported cost-burdened statistics would be even higher than those presented here.

Figure 2-5-1

Chelan County Renters' Housing Cost Burden by Income Level



Source: HUD Comprehensive Housing Affordability Strategy Data, 2017-2021

Homeownership Challenges

Many homeowners are also cost-burdened and may be at risk of foreclosure. In Chelan County, about 11.3% of homeowners are moderately cost-burdened, while 7.1% are severely cost-burdened.

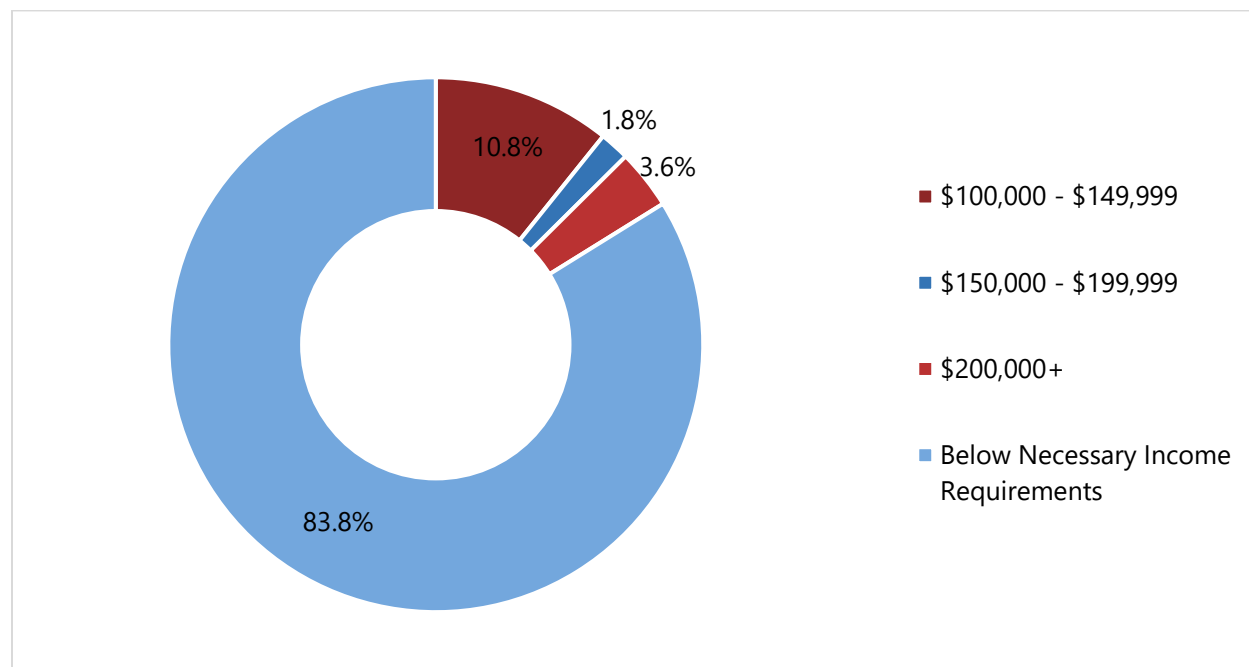
Some of these homeowners were likely able to purchase their homes years ago, when prices were lower. This suggests that new buyers today face greater cost burdens due to higher home values and mortgage rates. Considering current income levels, regional home prices (as of November 2025), and average current mortgage rates, PC estimated the share of potential, first-time homebuyers able to afford a home. The model assumes an average credit rating and a conventional 30-year mortgage.

PC's estimates indicate that most potential first-time homebuyers in Chelan County cannot afford an average-priced home. Figure 2-5-2 shows which income cohorts can afford an average-priced home and their respective shares of total households in the County.

In Chelan County, the median home value is \$535,000. Based on PC's assumptions and calculations, this would mean a monthly payment of \$2,655. In order to spend less than 30% of their income on housing, a household would need an income of approximately \$106,000 to afford the mortgage on an average-priced home. By comparison, the median household income in the County is about

\$78,000. This means an average household would need to earn roughly \$28,000 more per year to afford an average-priced home. As a result, 83.8% of potential first-time homebuyers in Chelan County cannot afford this purchase today (Figure 2.5-2).

Figure 2.5-2
First-Time Home Buyers who Can Afford to Buy an Average-Priced Home in Chelan County



Source: U.S. Census Bureau Table S2503 5-Year Estimates, Realtors Property Resource, Realtor.com

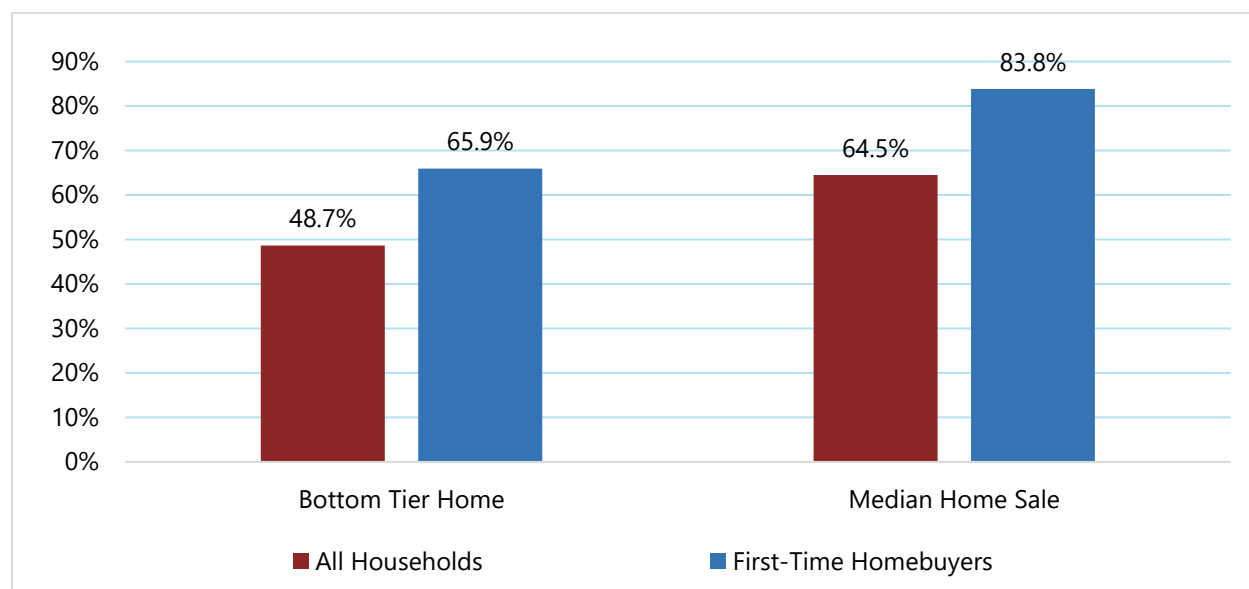
While PC's estimates focus on households that do not currently own homes, the majority of households in the County are homeowners. What would affordability look like if these households attempted to purchase a home today? Figure 2.5-3 compares all households with first-time homebuyers under current market conditions.

Excluding the equity homeowners could access by selling their current homes, current homeowners would fare better: 64.5% of all households would be unable to afford an average-priced home, compared with 83.8% of potential first-time homebuyers.

The average-priced home is not the only option for prospective buyers. Figure 2.5-3 also shows the percentage of households unable to purchase a bottom-tier home in the County. For this metric, PC used the 25th percentile home value for Chelan County: \$377,000. Both first-time homebuyers and

all households fare considerably better in this scenario, with only 65.9% of first-time homebuyers unable to afford a bottom-tier home. However, households pursuing this option may face a higher risk of ending up in substandard housing.

Figure 2.5-3: Comparison of Households that Cannot Afford to Buy an Average-Priced Home



Source: U.S. Census Bureau Table S2503 5-Year Estimates, Realtors Property Resource, Realtor.com

III. Land Capacity Analysis

This section provides a summary of the findings of the Land Capacity Analysis. For full methodology and details see the Chelan County 2025 Land Capacity Analysis.

Future Housing Demand

The Housing for All Planning Tool (HAPT) was developed under House Bill 1220 (HB 1220), a revision to the Growth Management Act (GMA). HAPT helps counties plan for population growth by estimating housing needs across different income levels.

Estimated Housing Supply by Income Level and Region

The Comprehensive Planning Update covers a 20-year growth period, but the HAPT model produces housing demand estimates for 2020 to 2046. To align with the 20-year planning horizon, housing supply is first estimated for 2021 to 2026. These estimates were then subtracted from total demand (2021–2026) to determine the remaining housing need for 2027 to 2046.

Housing supply estimates for 2021 to 2026 are based on permit data collected by the University of Washington's Center for Real Estate Research (WCRER) for number of housing units produced, and residential sales data from Realtors Property Resource (RPR) for the distribution of income levels these properties would fall into.

Residential Permits Issued, 2021–2024

WCRER housing permit data include the number of permits issued by local jurisdictions for 2021 to 2024. These values were used to estimate the total number of housing units constructed during that period. RPR residential sales and tax assessment data for the time period was used to assess the value of the single-family homes built from 2021–2024. Since the RPR database does not contain all houses built during this period, the distribution of home values was applied to the number estimated from the WCRER permit count to approximate the number of homes built at each AMI level. Multi-family units values were pulled from the WCRER data.

Estimating Housing Supply, 2025–2026

A three-year moving average of dwelling units built from 2021 to 2024 was used to forecast housing production in subsequent years. Specifically, the 2022–2024 average estimates 2025 production, and the 2023–2025 average is applied to the 2026 projection.

Estimated Housing Supply, 2021–2026

Figure [3.45-4](#) shows the estimated total housing supply by affordability level for 2021 to 2026. The graph indicates that developers are expected to build the majority of housing in the rural areas of the County during this period.

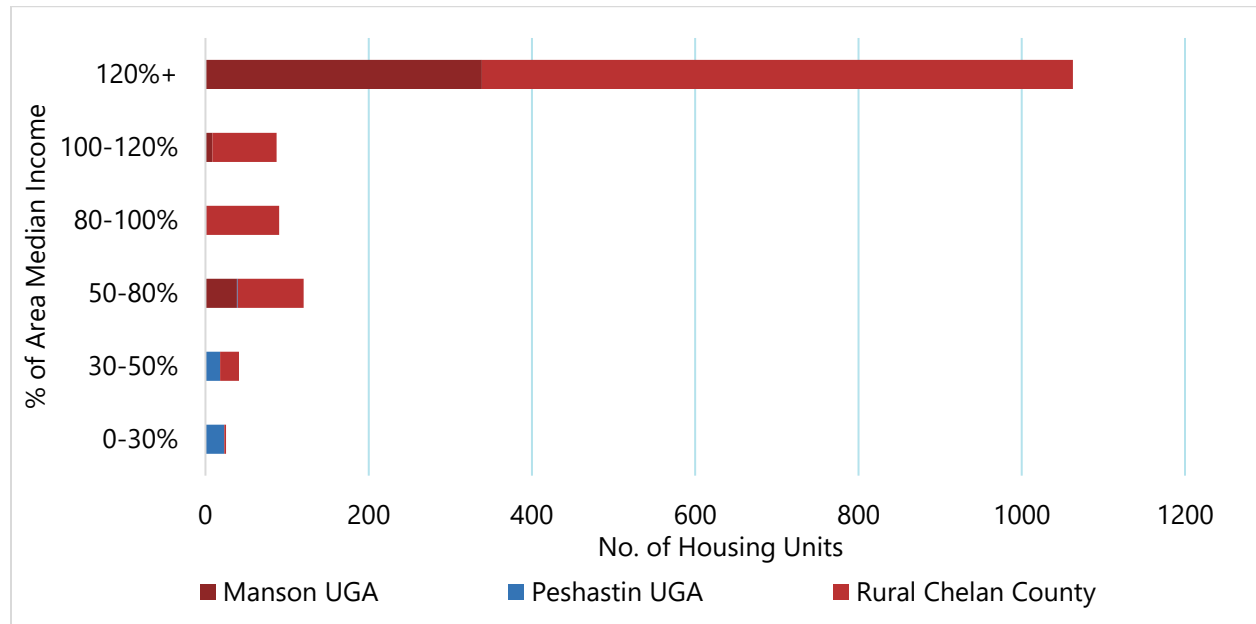
Determining Affordability of the Estimated Housing Supply

To estimate the affordability level of new housing units, the project team used different methods based on housing type. For single-family and two-unit structures, we calculated affordability using mortgage payment estimates. We compared these against income levels derived from the

U.S. Department of Housing and Urban Development’s (HUD) Median Family Income (MFI) data to determine affordability at various Area Median Income (AMI) levels.

For structures with five or more units, we used HUD’s Fair Market Rents (FMRs) to assess affordability.

Figure 3.15-4
Estimated Housing Supply by Region and Income Level, 2021–2026



Source: Housing for All Planning Tool, Method A; WCRER Housing Permit Data; Realtors Property Resource; HUD Area Median Incomes; HUD Fair Market Rents

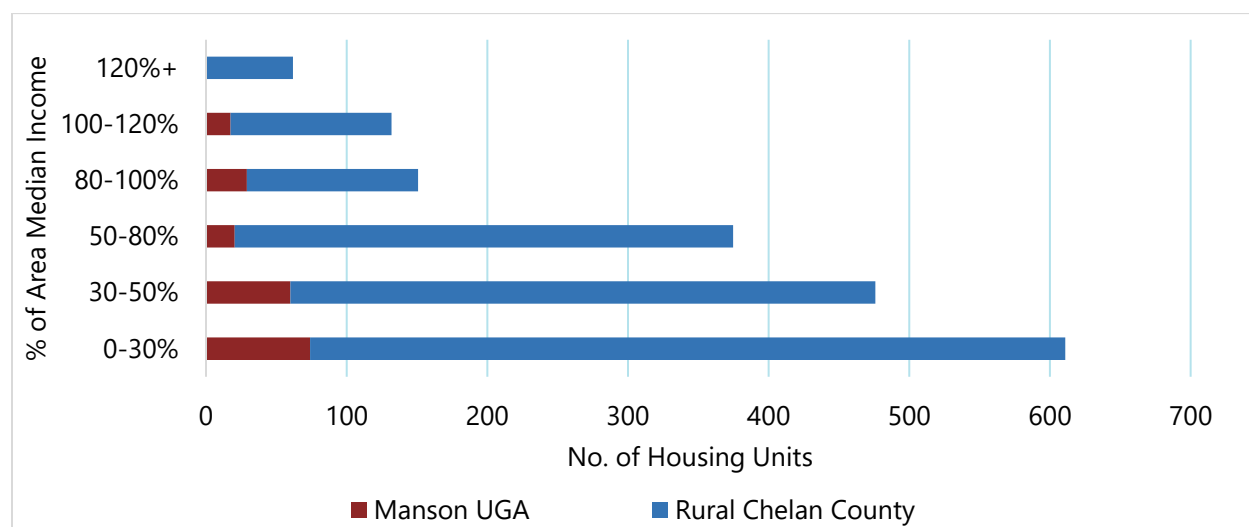
Housing Demand by Income Level 2027–2046

The project team calculated housing demand for the planning period of 2027 to 2046 by subtracting the estimated housing supply built between 2020 and 2026 from the total projected demand for 2020 to 2046. The substantial number of units built in Manson in the 120%+ AMI range during 2021–2026 suggests that this need has been met. Therefore, no additional units in this category are required over the next 20 years.

Based on the current housing supply, Manson will need approximately 134 low-income multifamily units (0-50% AMI) and no single-family units (120%+ AMI) between 2027 and 2046. The remainder of rural Chelan County will require 953 low-income multifamily units and 62 single-family units during the same period (Figure 3.25-5).

Figure 3.25-5

Housing Demand by Region and Income Level, 2027–2046



Source: Housing for All Planning Tool, Method A; WCRER Housing Permit Data; Realtors Property Resource; HUD Area Median Incomes; HUD Fair Market Rents

Temporary Emergency Housing Demand

The HAPT model projected housing unit needs for temporary and emergency housing. According to the model, Chelan County will require 302 additional units by 2046. Approximately 10 of these will be located in the Manson UGA, and 75 will be located in the rural areas of the County.

Land Capacity Analysis

The housing market and its outcomes are determined by two factors: supply and demand. Because land availability is a key driver of supply, Points Consulting (PC) conducted a Land Capacity Analysis (LCA) for Chelan County. The analysis identifies areas in the County's rural zones, as well as the Manson and Peshastin Urban Growth Areas (UGAs), that have the potential to accommodate new or additional residential development over the next twenty years (2027–2046).

By comparing the estimated housing supply in each zoning district with anticipated demand during this period, the analysis highlights potential gaps or surpluses in housing availability. This type of assessment is critical for long-term urban planning, helping ensure that sufficient land is appropriately zoned (and that enough land exists overall) to accommodate population growth and housing needs without overburdening infrastructure or leaving space underutilized.

Relationship between Zoning Districts and Housing Affordability

For the purposes of this study, we assumed that single-family dwellings developed over the next two decades will primarily serve households earning more than 120% of the Area Median Income (AMI). This applies to all zoning districts in the County where only single-family dwellings are permitted, such as UR1 in Manson, R-1 in Peshastin, and RR 2-20 in rural Chelan County.

Similarly, PC assumes that duplex and multifamily dwellings developed during the same period will serve households below 120% of AMI. This includes all zoning districts in the County's urban areas that allow duplexes and multifamily units, such as UR2 in Manson, R-2 in Peshastin, and RV in rural Chelan County.

More specifically, PC expects only two zoning districts in rural areas, UR3 (high-density Manson) and R-3 (upper-medium and high-density Peshastin), to provide affordable housing opportunities for households earning below 50% of AMI and the need for temporary and emergency housing. Additionally, RV in rural Chelan County could serve the needs of those below 50% AMI as well as those from 50-120% AMI. All other zoning districts permitting duplexes and multifamily dwellings are expected to serve households with incomes ranging from 50% to 120% of AMI.

Any government-assisted housing, emergency housing, permanent supportive housing, etc. would also be supported by the RV zone as these are usually placed in areas of higher density.

Findings

This section compares total housing demand with the estimated housing supply that the region can support under current zoning. As shown in Table [3.15-2](#), Table [3.25-3](#), Table [3.35-4](#), Figure [3.35-6](#) and Figure [3.45-7](#), every region and income group has sufficient capacity to meet future housing needs driven by population growth. Note that Peshastin has zero projected housing demand by 2046 and is therefore excluded from these findings.

Table 3.15-2
Housing Demand vs. Supply

Region	Total No. of Dwelling Units Demanded	Total No. of Possible Dwelling Units	Supply Meets Demand?
Manson UGA	201	1,110	Yes
Rural Chelan County	1,605	5,559	Yes

Source: Housing for All Planning Tool Method A; WCRER Housing Permit Data; Realtors Property Resource; HUD Area Median Incomes; HUD Fair Market Rents

Table 3.25-3
Housing Demand vs. Supply by AMI Level, Rural Chelan County

Housing Type	Dwelling Units Demanded	Zones	Possible Dwelling Units	Supply Meets Demand?
Emergency Housing	75	RV	1,630	Yes
0–30% AMI	537			
30–50% AMI	416			
50–80% AMI	354			
80–120% AMI	236			
120%+ AMI	62	RR2, RR5, RR10, RR20, RC, RW, RRR	3,929	Yes

Source: Housing for All Planning Tool Method A; WCRER Housing Permit Data; Realtors Property Resource; HUD Area Median Incomes; HUD Fair Market Rents

Table 3.35-4
Housing Demand vs. Supply by AMI Level, Manson

Housing Type	Dwelling Units Demanded	Zones	Possible Dwelling Units	Supply Meets Demand?
Emergency Housing	10	UR3	258	Yes
0–30% AMI	74			
30–50% AMI	60			
50–80% AMI	20	UR2	672	Yes

Housing Type	Dwelling Units Demanded	Zones	Possible Dwelling Units	Supply Meets Demand?
80–120% AMI	46			
120%+ AMI	0	UR1	180	Yes

Source: Housing for All Planning Tool Method A; WCRER Housing Permit Data; Realtors Property Resource; HUD Area Median Incomes; HUD Fair Market Rents

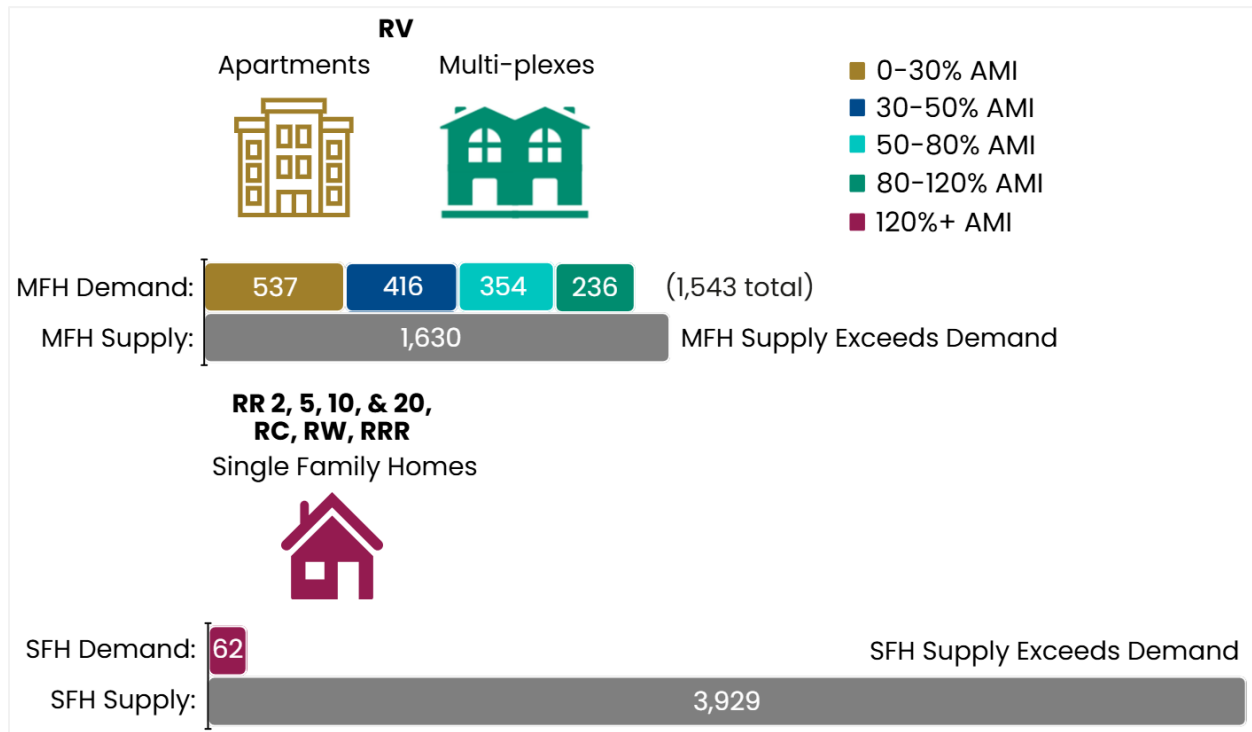
Residential areas in rural Chelan County generally favor single-family, sprawling developments on large lots. However, the Rural Village (RV) zone permits multiplex and apartment-style dwellings. This zone is part of a Limited Area of More Intensive Rural Development (LAMIRD), along with Rural Commercial (RC), Rural Waterfront (RW) and Rural Recreational/Residential (RRR) zones. Outside of the RV zone, the other designations are intended primarily for single-family use, though allowable densities vary.

Given the amount of underutilized space in Rural Village areas, sufficient land is available to meet future housing demand. However, if this underutilized space were unavailable, the demand for multifamily dwellings would not be fully met.

For the purposes of this analysis, RC is considered single-family, as RC land will primarily be developed for commercial rather than residential use.

Figure 3.35-6

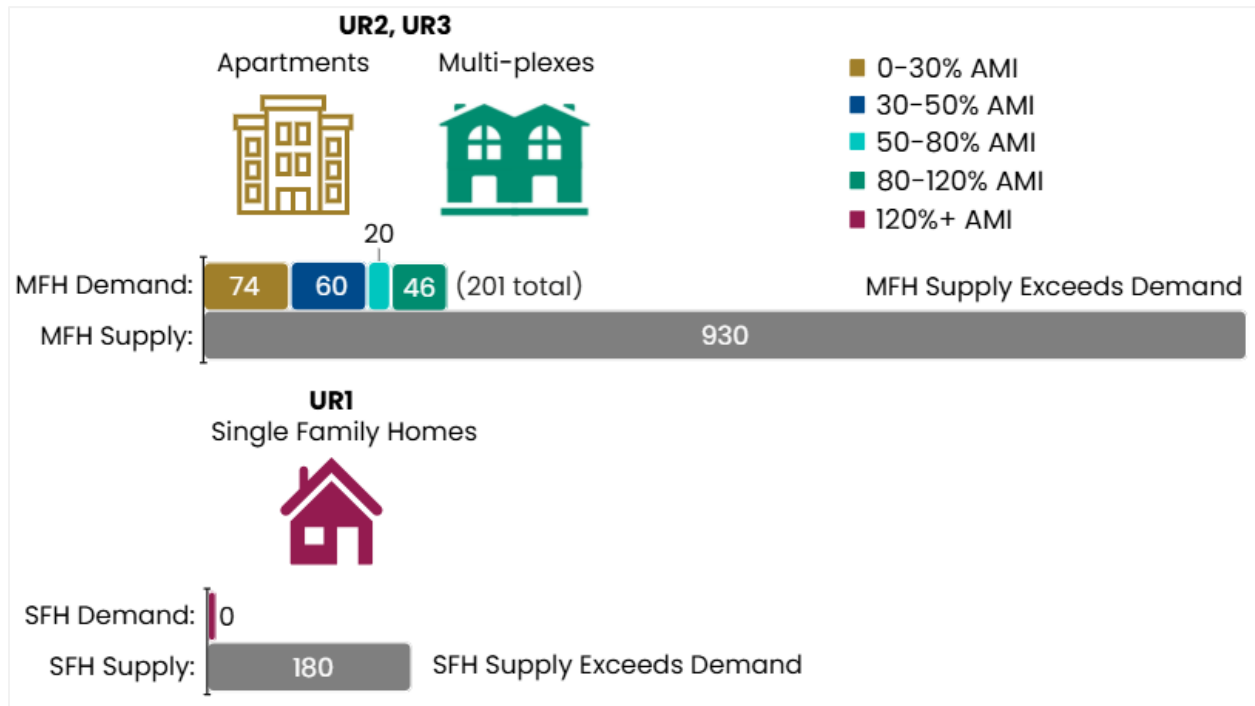
Rural Chelan County Residential Supply and Demand



Source: Washington State Department of Commerce; Housing for All Planning Tool, Method A; WCRER Housing Permit Data; Realtors Property Resource; HUD Area Median Incomes; HUD Fair Market Rents

The Manson UGA area, shown in Figure 3.45-7, meets both single-family and multifamily housing needs. Similar to rural Chelan County, much of the multifamily demand is accommodated by underutilized parcels in the UR2 and UR3 multifamily districts. Additionally, the remaining land categorized as Vacant and Potentially Redevelopable in the UR1 zones satisfies the demand for single-family housing.

Figure 3.45-7
Manson UGA Residential Supply and Demand



Source: Washington State Department of Commerce; Housing for All Planning Tool, Method A; WCRER Housing Permit Data; HUD Area Median Incomes; HUD Fair Market Rents

IV. Demographic & Socioeconomic Trends

Population

Population growth is generally a signal of increased demand for housing. More homes are required as more people move into the area. Since 2013, Chelan County has experienced 8.9% population growth (Table 4.15-5). This is notably higher than the U.S. growth rate (6.7%) but lower than Washington's rate (13.5%). Growth has varied across the County, with the Leavenworth UGA experiencing the largest increase (24.1%), while the Peshastin UGA has declined (2.1%).

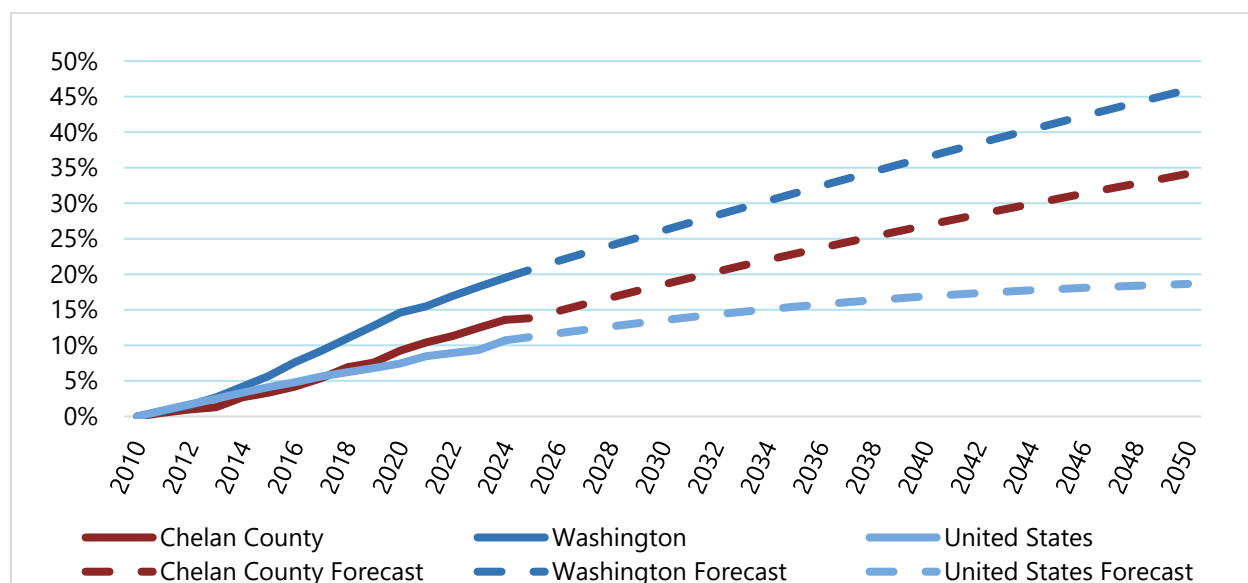
Table 4.15-5
Population Change 2013–2023

Region	2013 Population	2023 Population	Change	% Change
Cashmere UGA	3,911	4,226	315	8.1%
Chelan UGA	4,213	4,786	573	13.6%
Entiat UGA	1,152	1,365	213	18.5%
Leavenworth UGA	2,509	3,114	605	24.1%
Manson UGA	1,897	2,179	282	14.9%
Peshastin UGA	666	652	(14)	(2.1%)
Wenatchee UGA	38,083	41,219	3,136	8.2%
Chelan County	73,047	79,518	6,471	8.9%
Washington	6.8M	7.7M	0.9M	13.5%
United States	311.5M	332.4M	20.9M	6.7%

Source: Washington State Office of Financial Management, Population and Demographics & U.S. Census Bureau

Figure 4.15-8 shows the cumulative population change for Chelan County compared with state and national rates from 2010 to 2024. Projections extend through 2050. Chelan County's population has been growing (and is expected to continue growing) more slowly than the state rate but faster than the national rate.

Figure 4.15-8
Population Growth Estimates and Forecast, 2010–2050



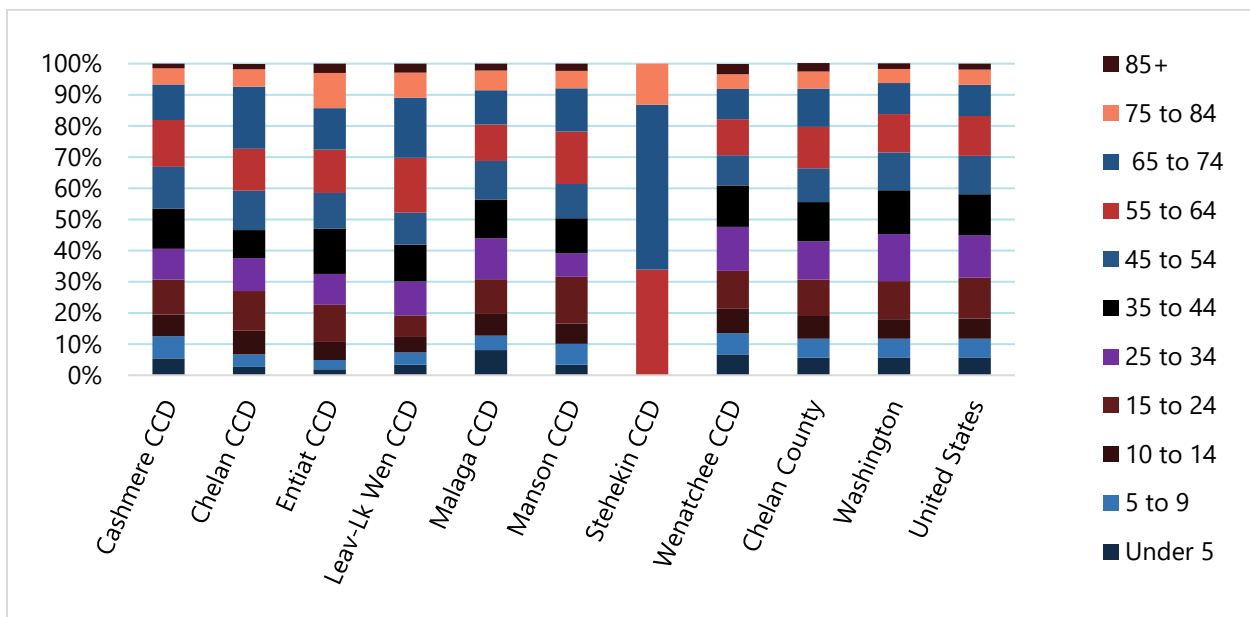
Source: Washington State Office of Financial Management, Population and Demographics

Age

Community age distributions impact local housing needs. Younger residents typically have less time to accumulate wealth and therefore require affordable or starter housing options. Older residents, on the other hand, may be looking to downsize, live with younger family members, or access more supportive care.

As shown in Figure 4.25-9, 30.7% of Chelan County's population is under the age of 25. Prime working-age adults (ages 25 to 54) make up 35.7% of the population, and retirement-aged residents (65+) make up another 20.5%. Figure 4.25-9 and Table 4.25-6 also illustrate how this distribution varies across regions of the County.

Figure 4.25-9
Population by Age, 2023⁹

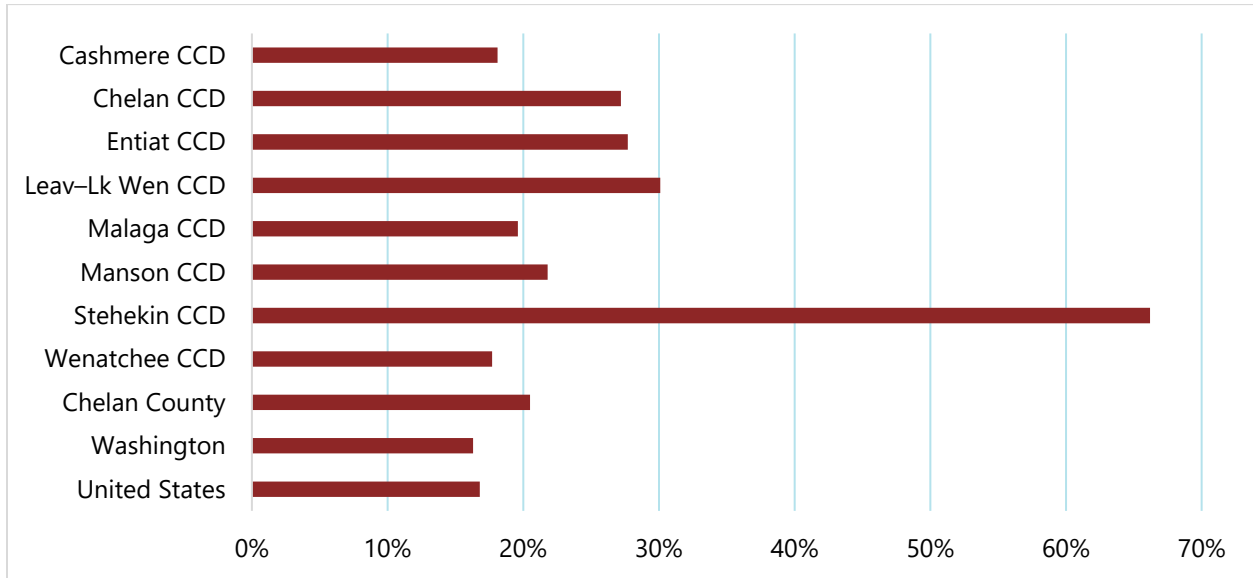


Source: U.S. Census Bureau, American Community Survey 5-year Estimates, S0101, 2023

Chelan County and all regions within it have a higher percentage of residents aged 65 and older than the state or national average (Figure 4.35-10).

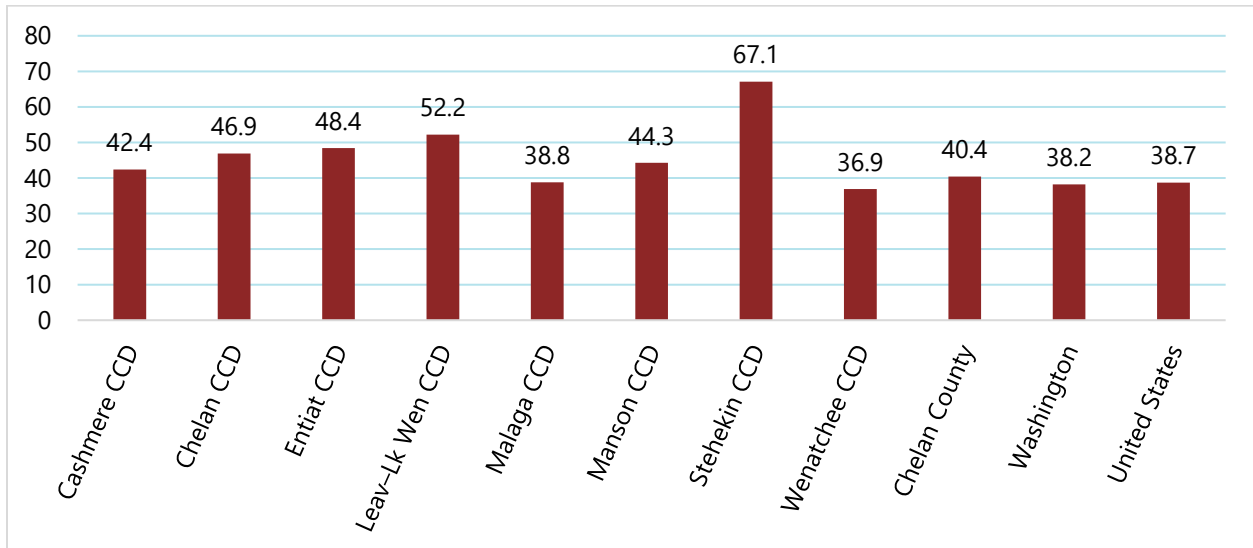
⁹ In the original Census text, Figures 4.2-4.45-9 through 5-11 listed "Leav-Lk Wen CCD" as "Leavenworth-Lake Wenatchee CCD."

Figure 4.35-10
Population Aged 65+, 2023



Source: U.S. Census Bureau, American Community Survey, DP05 5-year, 2023.

Figure 4.45-11
Median Age Comparison, 2023



Source: U.S. Census Bureau, American Community Survey, DP05 5-year, 2023

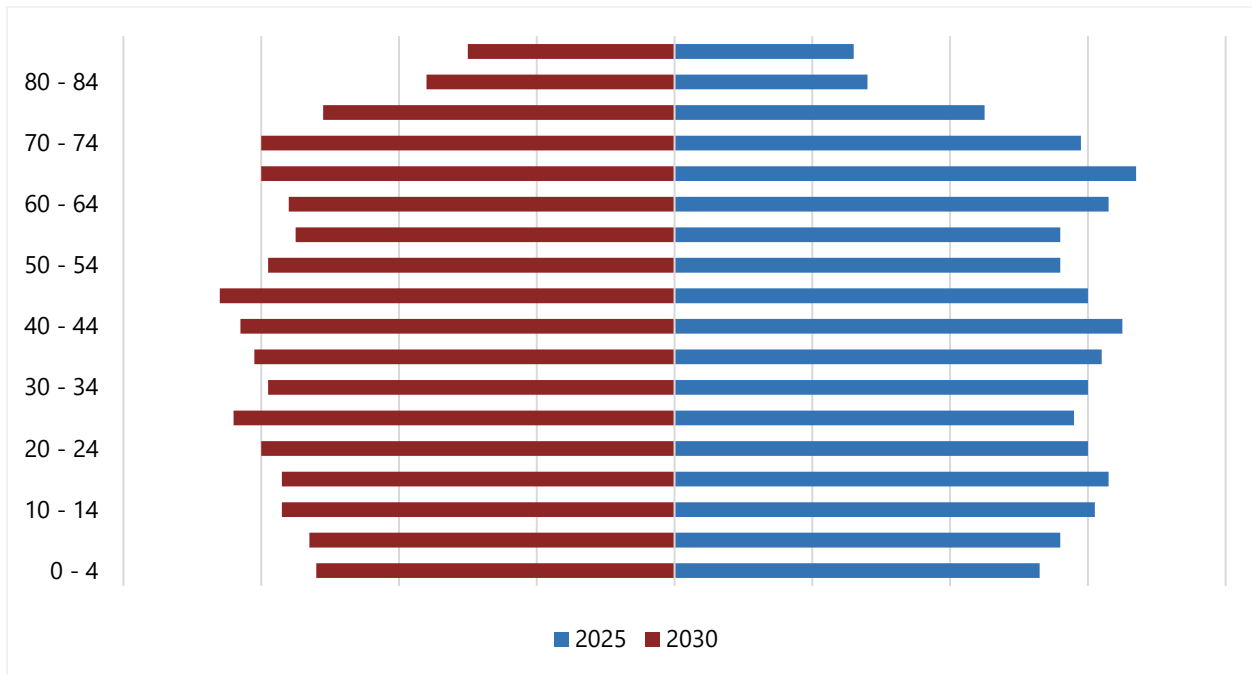
Table 4.25-6
Age Distribution and Median Age, 2023

	< 5	5–9	10–14	15–24	25–34	35–44	45–54	55–64	65–74	75–84	85+	Median Age
Cashmere CCD	5%	7%	7%	11%	10%	13%	14%	15%	11%	5%	2%	42.4
Chelan CCD	3%	4%	8%	13%	11%	9%	13%	14%	20%	6%	2%	46.9
Entiat CCD	2%	3%	6%	12%	10%	15%	12%	14%	13%	11%	3%	48.4
Leav-Lk Wen CCD	3%	4%	5%	7%	11%	12%	10%	18%	19%	8%	3%	52.2
Malaga CCD	8%	5%	7%	11%	13%	13%	12%	12%	11%	6%	2%	38.8
Manson CCD	3%	7%	7%	15%	8%	11%	11%	17%	14%	6%	2%	44.3
Stehekin CCD	0%	0%	0%	0%	0%	0%	0%	34%	53%	13%	0%	67.1
Wenatchee CCD	7%	7%	8%	12%	14%	13%	10%	12%	10%	5%	3%	36.9
Chelan County	6%	6%	7%	12%	12%	13%	11%	13%	12%	6%	3%	40.4
Washington	6%	6%	6%	12%	15%	14%	12%	12%	10%	5%	2%	38.2
United States	6%	6%	7%	13%	14%	13%	12%	13%	10%	5%	2%	38.7

Source: U.S. Census Bureau, ACS 5-Year Estimates, S0101, 2023

Figure 4.55-12 illustrates the age distribution and population projections through 2030. Current trends suggest that Chelan County's population will continue to age but will otherwise maintain a similar distribution.

Figure 4.55-12
Age Distribution in Chelan County, Current and Projected, 2025–2030



Source: Esri Business Analyst, Age by Sex Profile, 2025

Race and Ethnicity

The racial and ethnic composition of a region provides valuable insights into its diversity, which can greatly influence housing needs and market dynamics. Factors such as multigenerational living, income levels, and household size are closely linked to these demographic characteristics. Table 5-7 4.3 presents the racial and ethnic composition of each county subdivision within the County, as well as overall Chelan County, Washington, and the United States.

In Chelan County, 66.2% of residents identify as White. This is slightly higher than the state average and eight percentage points higher than the national average. The second-largest group in Chelan County is Hispanic or Latino, comprising 28.4% of the population. This is also higher than the state and national averages.

Table 4.35-7
Race and Ethnicity Comparison, 2023¹⁰

	Cashmere CCD	Chelan CCD	Entiat CCD	Leav-Lk Wen CCD	Malaga CCD	Manson CCD	Stehekin CCD	Wenatchee CCD	Chelan County	Washington	United States
White	76%	63%	77%	86%	72%	56%	100%	60%	66%	64%	58%
Hispanic or Latino	19%	34%	13%	9%	24%	41%	0%	34%	28%	14%	19%
Black/African American	0%	0%	1%	0%	1%	1%	0%	1%	1%	4%	12%
American Indian & Alaska Native	0%	1%	2%	1%	0%	0%	0%	1%	1%	1%	1%
Asian	1%	1%	3%	1%	0%	0%	0%	1%	1%	9%	6%
Native Hawaiian & Other Pacific Islander	0%	0%	0%	0%	1%	0%	0%	0%	0%	1%	0%
Some Other Race	1%	0%	1%	1%	1%	1%	0%	0%	0%	1%	1%
Two or More Races	2%	1%	4%	3%	2%	2%	0%	4%	3%	7%	4%

Source: U.S. Census Bureau, American Community Survey, DP05 5-year, 2023

Underserved Population

While many population groups can afford their housing needs, more vulnerable populations require special attention. They often lack the financial or social resources to secure market-rate housing. This section highlights key vulnerable groups in the Chelan region.

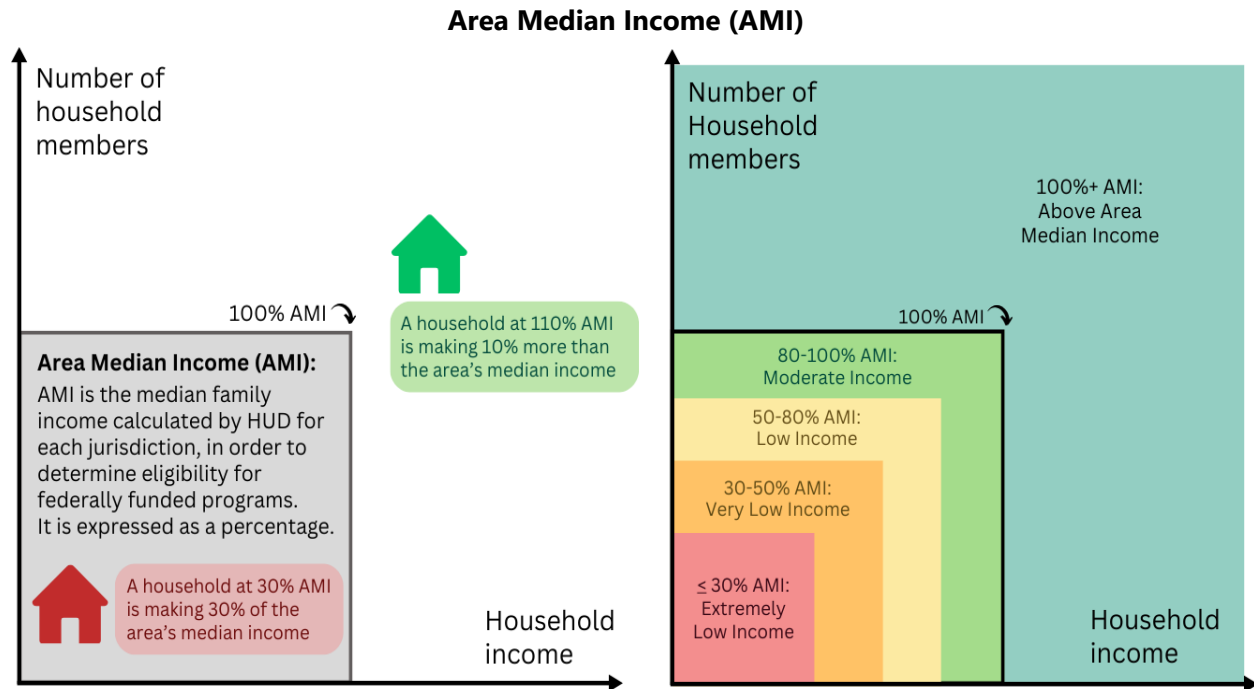
Low-Income Population Groups

The U.S. Department of Housing and Urban Development (HUD) defines a household's income level based on the Area Median Income (AMI). AMI helps determine Fair Market Rents (FMRs) and income limits for HUD programs (Figure 4.65-13).

¹⁰ Totals for some communities may not sum to 100% due to rounding.

Figure 4.65-13

Area Median Income Definitions



Source: Housing and Urban Development (HUD)

Subsidized Housing

Table 4.45-8 contains a list of subsidized housing by type and number of units in Chelan County, divided by county subdivision (CCD). Figure 4.75-14 shows the same using a map.

Table 4.45-8

Subsidized Housing in Chelan County

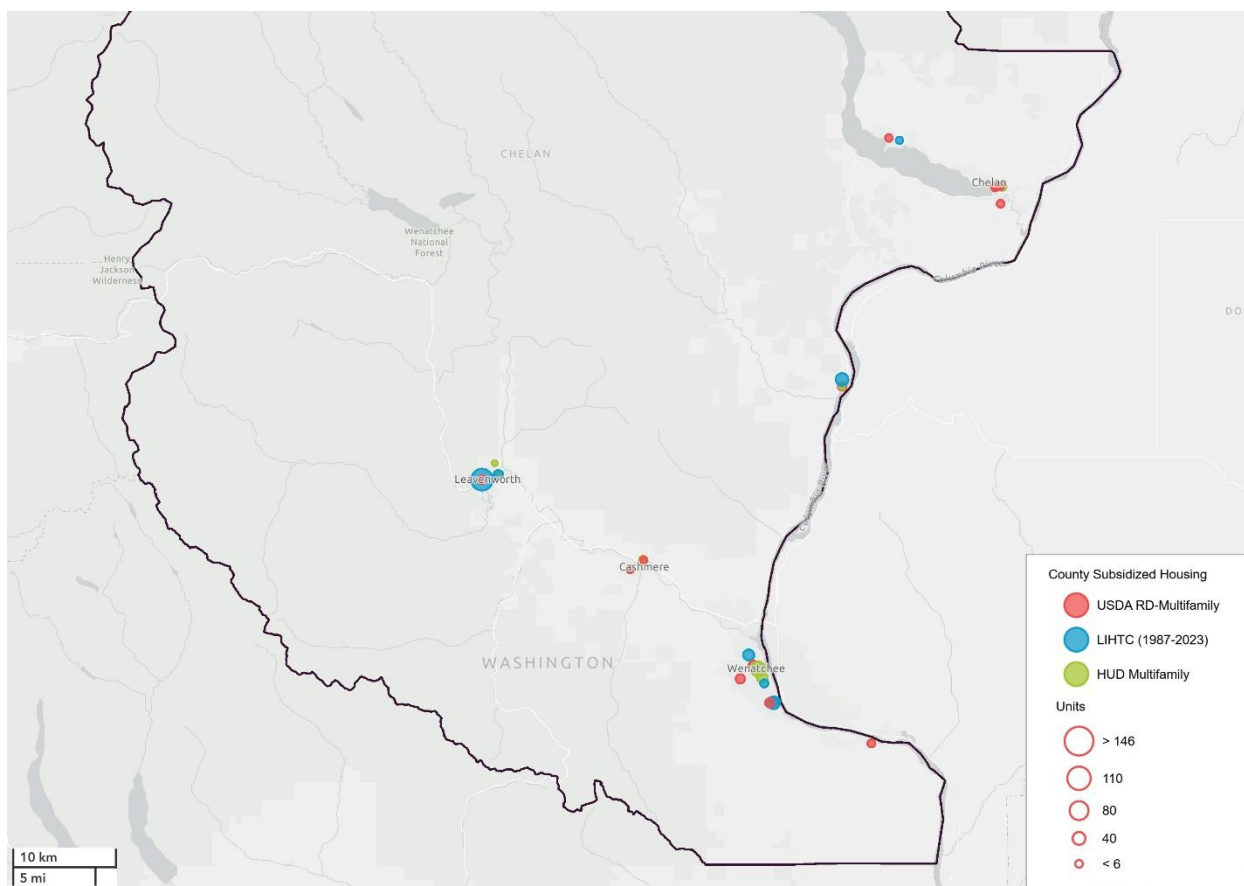
Property Name	Address	Type	Target Population	Units
Cashmere CCD				
Cashmere Manor	100 North St, Cashmere, WA 98815	HUD Multifamily USDA RD-Multifamily	Senior	24
Cashmere Park	302 Fisher St, Cashmere, WA 98815	USDA RD-Multifamily LIHTC (1987-2023)	Senior	24

Property Name	Address	Type	Target Population	Units
River Run	115 E Pleasant Ave, Cashmere, WA 98815	USDA RD-Multifamily	Family	18
Chelan CCD				
Lake Chelan Community Apts.	509 Gibson Ave, Chelan, WA 98816	HUD Multifamily	Senior	25
Bayshore Court	510 Cedar St, Chelan, WA 98816	USDA RD-Multifamily	Senior	24
Chelan Bluff	1135 Bradley St, Chelan, WA 98816	USDA RD-Multifamily	Family	22
Gibson Gardens	309 E Gibson Ave, Chelan, WA 98816	USDA RD-Multifamily	Family	20
Chelan Gardens	210 Gibson Ave, Chelan, WA 98816	USDA RD-Multifamily	Senior	16
Entiat CCD				
Mountainview Housing Dev.	14425 Olin St, Entiat, WA 98822	LIHTC (1987-2023)	Farmworkers	66
Entiat Gardens	2331 Albin Dr, Entiat, WA 98822	HUD Multifamily USDA RD-Multifamily	Family	26
Leavenworth-Lake Wenatchee CCD				
Hopesource II	263 Mine St, Leavenworth, WA 98826	LIHTC (1987-2023)	None	146
Garten Haus Apartments	1300 Commercial St, Leavenworth, WA 98826	HUD Multifamily LIHTC (1987-2023)	Senior	40
Berg Rose Apartments	263 Mine St, Leavenworth, WA 98826	USDA RD-Multifamily	Senior	30
Bavarian Village	330 Prospect St, Leavenworth, WA 98826	LIHTC (1987-2023)	Family	24
Cornerstone Community	12125 Detillion Rd, Leavenworth, WA 98826	HUD Multifamily	Disabled	6
Malaga CCD				
Columbia Pointe	217 Larkspur Ln, Malaga, WA 98828	USDA RD-Multifamily	Family	24
Manson CCD				
Mansun Villa	200 Green Ave, Manson, WA 98831	USDA RD-Multifamily	Senior	21

Property Name	Address	Type	Target Population	Units
Morning Sun Park	345 Madeline Rd, Manson, WA 98831	LIHTC (1987-2023)	Family, Disabled	19
Wenatchee CCD				
Garden Terrace	500 N Emerson Ave, Wenatchee, WA 98801	HUD Multifamily	Senior	86
St Jude's Landing	1545 S Mission St, Wenatchee, WA 98801	LIHTC (1987-2023)	Homeless	67
Maple Street Apartments	1325 Maple St, Wenatchee, WA 98801	LIHTC (1987-2023)	Family, Disabled	52
Wenatchee House	22 S Buchanan St, Wenatchee, WA 98801	HUD Multifamily	Senior	50
Washington Square	125 S Western Ave, Weatchee, WA 98801	USDA RD-Multifamily	Family	36
Emerson Manor Apartments	702 N Emerson Ave, Wenatchee, WA 98801	HUD Multifamily	Senior	35
The Applewood	1555 S Methow St, Wenatchee, WA 98801	USDA RD-Multifamily	Family	35
Wenatchee II	1120 9th St, Wenatchee, WA 98801	USDA RD-Multifamily	Family	34
Deaconess Apartments	300 Okanogan Ave, Wenatchee, WA 98801	LIHTC (1987-2023)	Senior, Disabled	26
Hilltop Apartments	1511 S Mission, Wenatchee, WA 98801	LIHTC (1987-2023)	Family, Disabled, Homeless	26

Source: PolicyMap based on HUD data

Figure 4.75-14
Subsidized Housing in Chelan County



Source: Esri Business Analyst, 2025 using HUD Data

Population in Poverty

Chelan County overall has a poverty rate (9.0%) that is comparable, although slightly lower than, the state average (9.9%). Its poverty rate is over three percentage points below the national rate (12.4%). However, the poverty rate varies across different regions of the County, as shown in Table 5-94.5. The highest concentration of population in poverty is in the Wenatchee CCD, where over 4,500 people live below the poverty line (11.1% of the population). This is followed by the Leavenworth–Lake Wenatchee CCD, with an 8.1% poverty rate. We observe the lowest rates in the Stehekin CCD

(0.0%) and the Entiat CCD (3.4%), which happen to be the two smallest CCDs in terms of population size.¹¹

Table 4.55-9
Population in Poverty, 2023

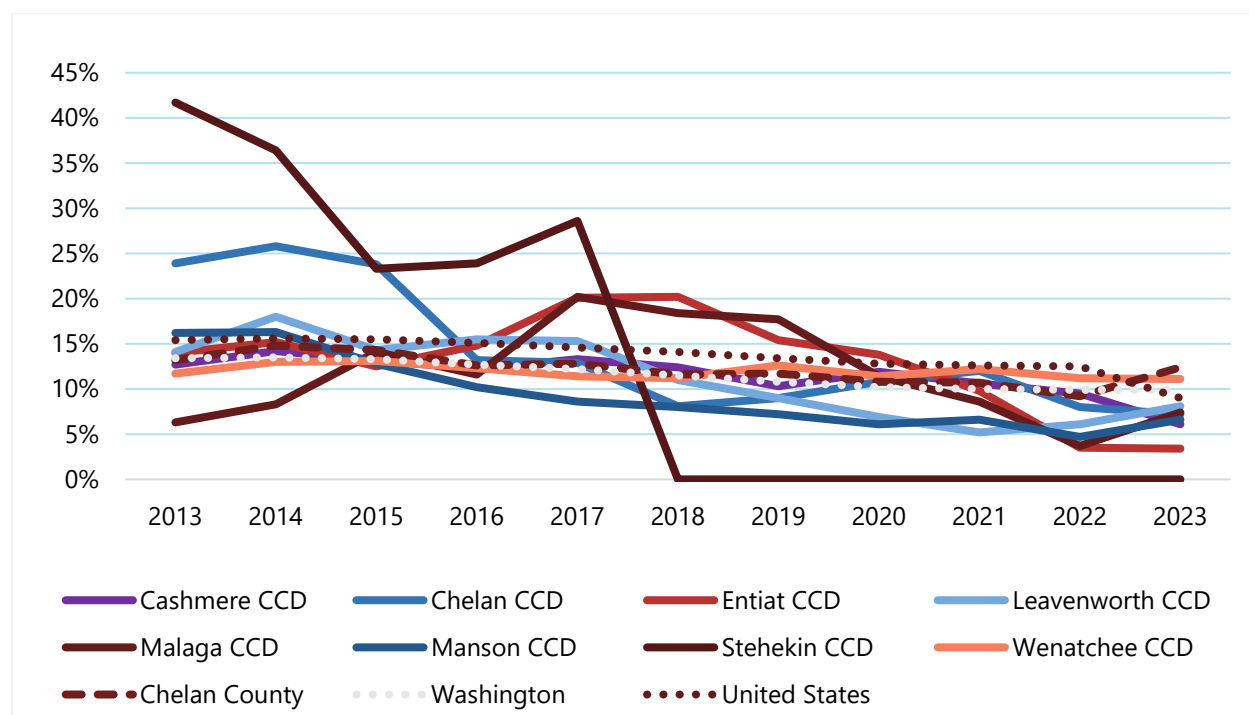
Region	Population in Poverty	Percentage in Poverty
Wenatchee CCD	4,573	11.1%
Cashmere CCD	715	6.1%
Leavenworth-Lake Wenatchee CCD	610	8.1%
Chelan CCD	525	7.2%
Malaga CCD	298	7.4%
Manson CCD	283	6.6%
Entiat CCD	81	3.4%
Stehekin CCD	0	0.0%
Chelan County	7,085	9.0%
Washington	753,455	9.9%
United States	40.4M	12.4%

Source: U.S. Census Bureau, 2023, 5-Year ACS, Table S1701

Figure 4.85-15 illustrates poverty rate trends across each region of the County from 2013 to 2023.

¹¹ Due to the large margin of error from a small sample size in the Stehekin CCD, this and other metrics for the area may be unreliable and could be either higher or lower than reported by the Census.

Figure 4.85-15
Poverty Rate, 2013–2023

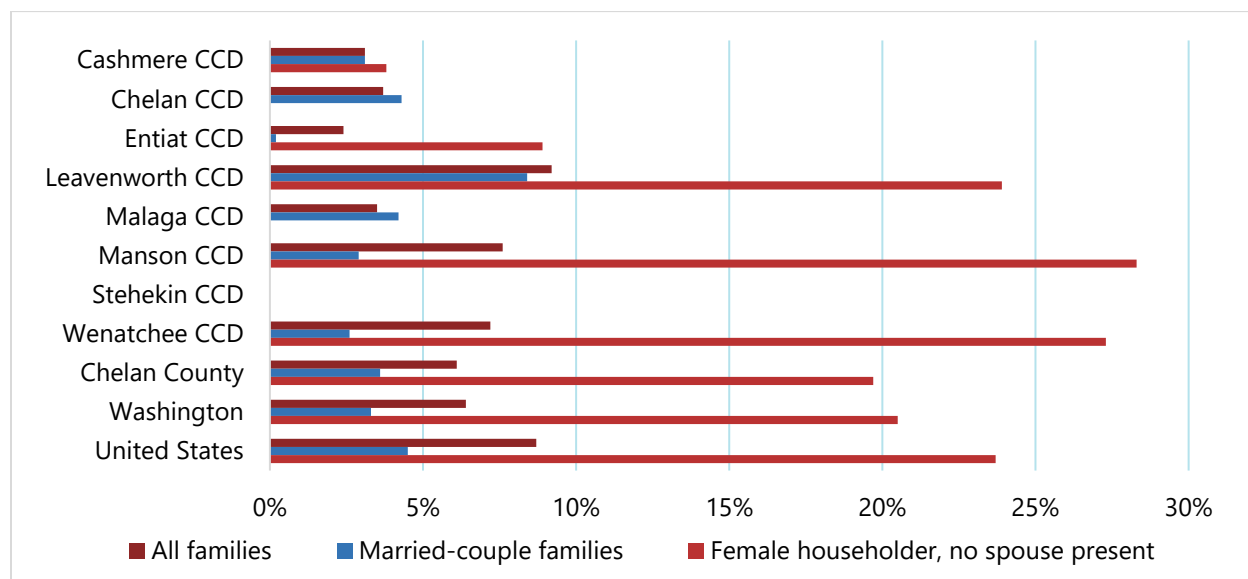


Source: U.S. Census Bureau, 2023, 5-Year ACS, Table S1701

Poverty levels can vary noticeably across demographic groups, as shown in Figure 4.95-16. Female householders with no spouse present tend to have the highest poverty rates. In most regions (except for the Cashmere, Chelan, and Malaga CCDs) the poverty rate among female householders is more than double that of married couples.

Figure 4.95-16

Percentage of Families in Poverty by Household Composition, 2023

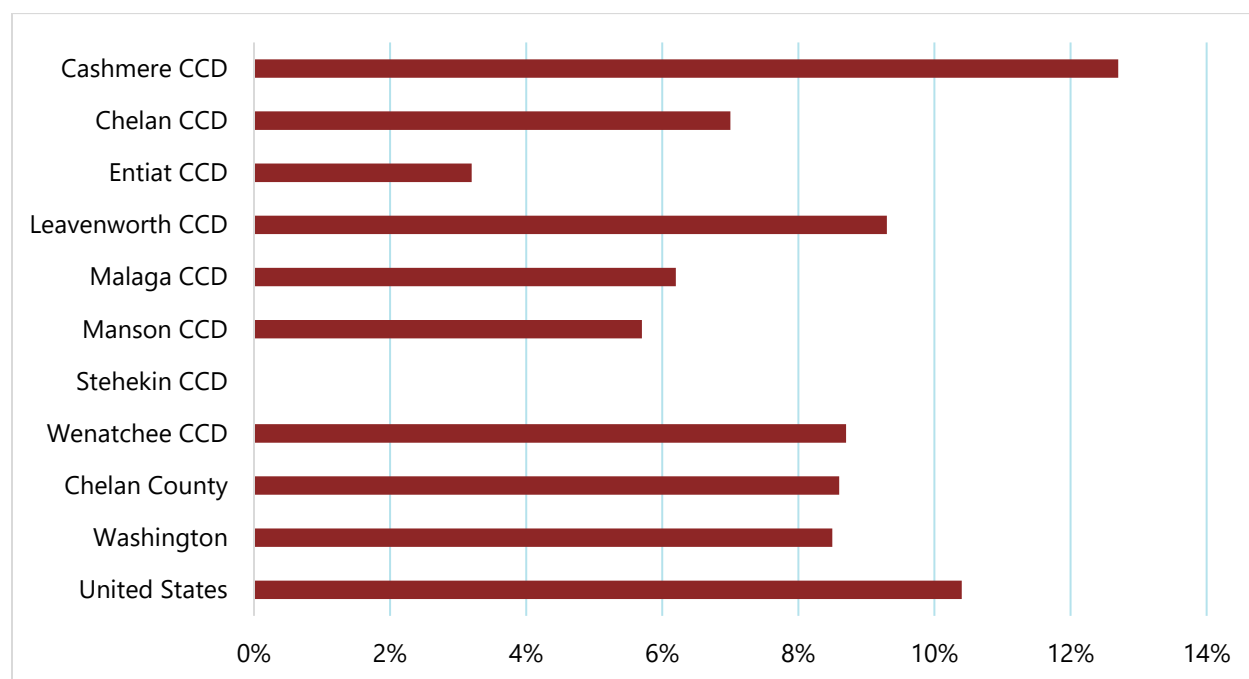


Source: U.S. Census Bureau, 2023, 5-Year ACS, Table S1702

Seniors in Chelan County have a poverty rate nearly two percentage points lower (8.6%) than in the United States (10.4%). This varies across different regions of the County (Figure 4.105-17). The Cashmere CCD has the highest senior poverty rate at 12.7%.

Figure 4.105-17

Percentage of Seniors (65 years+) in Poverty, 2023¹²



Source: U.S. Census Bureau, 2023, 5-Year ACS, Table S1702

Disabilities

Across all CCDs in Chelan County, the disability rate is higher than in the state or nation as a whole. The lowest is in the Leavenworth-Lake Wenatchee CCD at 14.8%, followed by the Chelan CCD at 15.6%. The highest disability rate is in Stehekin CCD at 41.2%, followed by Entiat CCD at 22.8% (Table [5-10-4.6](#) and Figure [4.115-18](#)).

One family member's disability can place significant financial and caregiving burdens on an entire household, further impacting economic stability. These challenges are often worsened by a lack of affordable housing, which makes it even harder for families to find suitable and affordable living arrangements. To better serve this population, communities may need more accessible housing options, such as single-story homes or residences with ramps and other mobility-friendly features.

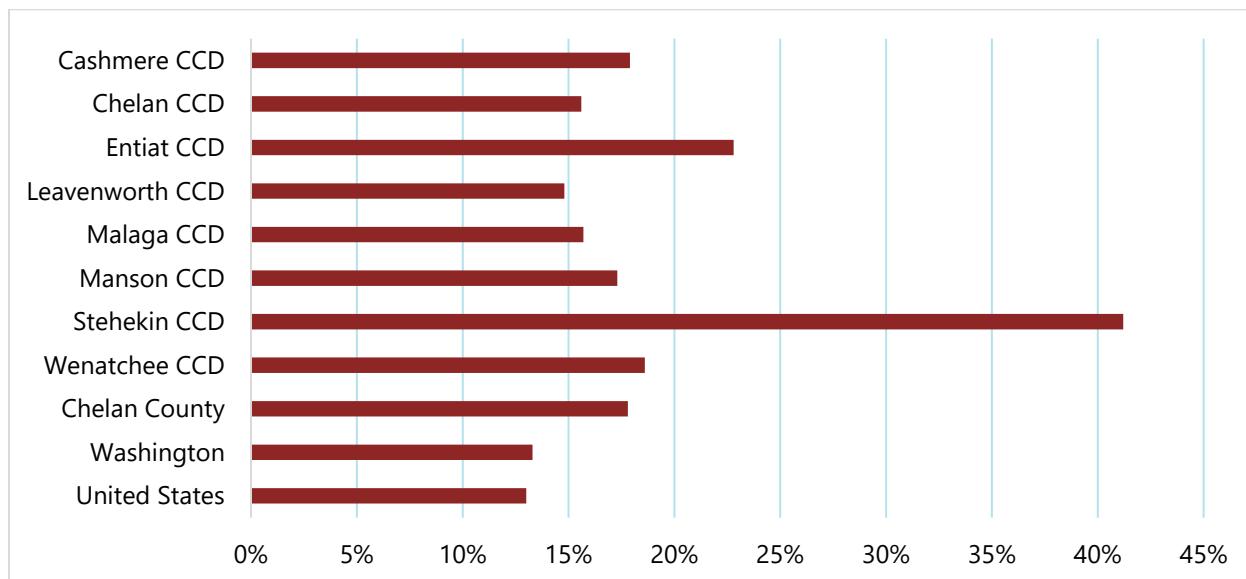
¹² Due to the rural nature of the Stehekin CCD, a large margin of error exists on the data. Therefore the actual value may be higher or lower than what is reported.

Table 4.65-10
Population with Disabilities, 2023

Region	Population with a Disability	Percentage with a Disability
Cashmere CCD	2,125	17.9%
Chelan CCD	1,129	15.6%
Entiat CCD	539	22.8%
Leavenworth-Lake Wenatchee CCD	1,116	14.8%
Malaga CCD	632	15.7%
Manson CCD	749	17.3%
Stehekin CCD	28	41.2%
Wenatchee CCD	7,701	18.6%
Chelan County	14,019	17.8%
Washington	1.0M	13.3%
United States	42.7M	13.0%

Source: U.S. Census Bureau, 5-year American Community Survey, 2023, Table S1810

Figure 4.115-18
Percentage of Population with Disabilities, 2023



Source: U.S. Census Bureau, 2023, 5-Year ACS, Table S1810

Veteran Population

Veterans have faced hardships in the housing market since the First World War. Reintegration into the economy can be challenging for some, often resulting in higher poverty rates and housing affordability issues. In addition, many veterans experience health complications after service. This can further undermine their economic stability. Given these challenges, ensuring access to affordable housing is essential.

In Chelan County, veterans make up 7.2% of the population (Table 4.75-11). This share is slightly lower than the state average (8.1%) but higher than the national rate (6.4%) and varies widely across different regions of the County.

Table 4.75-11
Veteran Population, 2023

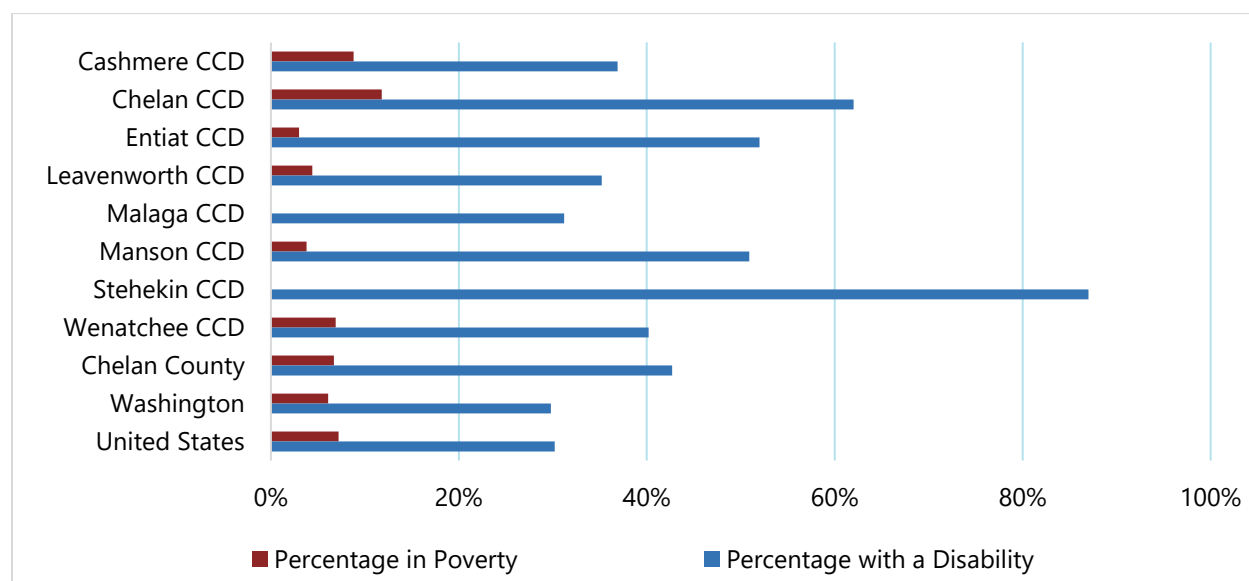
Region	Number of Veterans	Percentage of Veterans
Cashmere CCD	584	6.4%
Chelan CCD	529	8.8%
Entiat CCD	202	9.8%
Leavenworth CCD	523	8.1%
Malaga CCD	205	6.6%
Manson CCD	234	6.9%
Stehekin CCD	23	33.8%
Wenatchee CCD	2,097	6.7%
Chelan County	4,397	7.2%
Washington	0.5M	8.1%
United States	16.6M	6.4%

Source: U.S. Census Bureau, 2023, 5-Year ACS, Table S2101

Focusing on disabled veterans (Figure 4.125-19), Chelan County reports a veteran disability rate more than 10 percentage points higher than the state and national averages. Again, this varies across different regions of the County. Stehekin CCD ranks the highest at 87.0% and Malaga CCD the lowest at 31.2%.

Figure 4.125-19

Percentage of Veterans in Poverty and with Any Disability, 2023



Source: U.S. Census Bureau, 2023, 5-Year ACS, Table S2101

Homeless

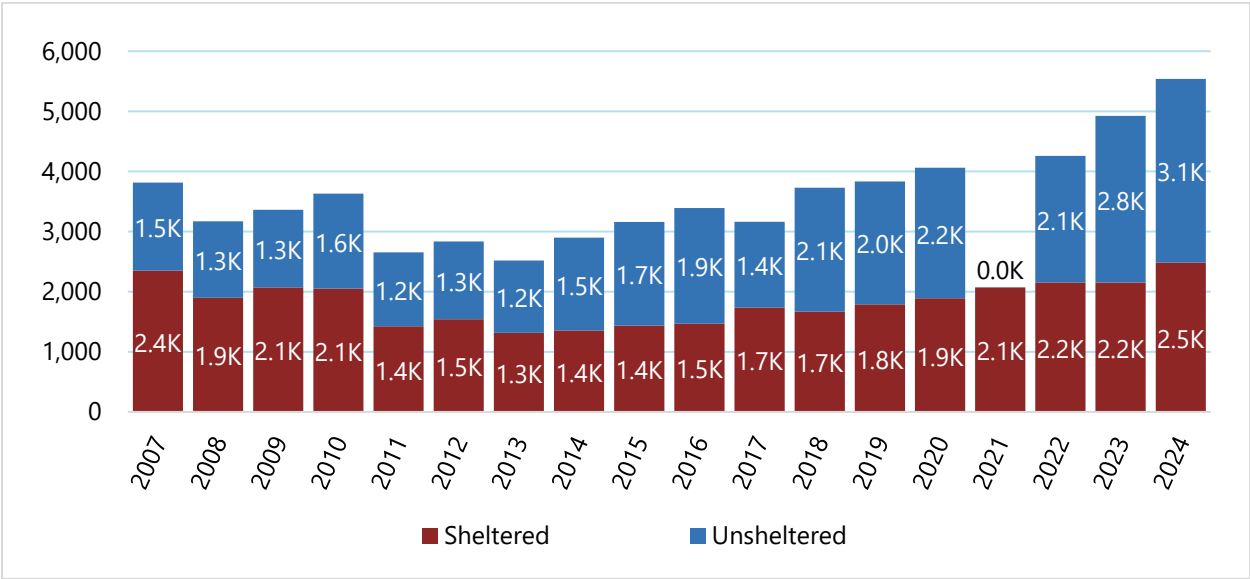
Homelessness is inherently difficult to quantify, particularly in smaller cities and non-metropolitan areas. Individuals experiencing homelessness are often reluctant to disclose their situation. This means the actual extent of homelessness is likely more widespread than statistical analyses suggest.

Most efforts to measure homelessness rely on the HUD Point-in-Time (PIT) Count, which records the number of sheltered and unsheltered people experiencing homelessness on a single night in January each year. This count is conducted for the Washington Balance of State Continuum of Care (BOSCO), which includes all Washington counties except Spokane, Snohomish, King, Pierce, and Clark (each of these counties maintains its own continuum of care). For Chelan County, the most detailed HUD PIT data available is therefore at the Balance of State level.

Because the PIT Count reflects only a single day each year, it does not fully capture the number of people experiencing homelessness over time. Improvements in counting methods have also likely contributed to higher reported numbers in recent years. Even so, 2024 marked the highest total number of homeless individuals recorded in the PIT Count over the past two decades for the Washington BOSCO, with 5,538 individuals. Of these, 55.1% were unsheltered, while 44.9% were sheltered in emergency or transitional housing programs (Figure 4.135-20 and Figure 4.145-21).

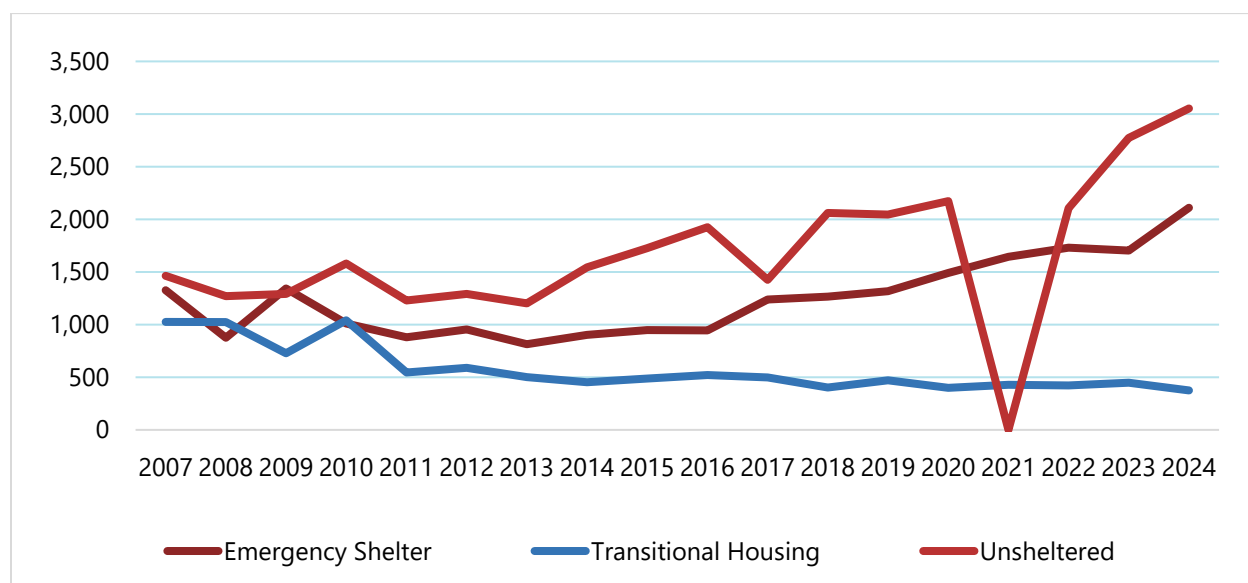
It is worth noting that although January 2020 preceded the full impact of the COVID-19 pandemic, PIT Count efforts in January 2021 may have been affected by lockdowns and social distancing measures. This potentially resulted in a lower overall count that year.

Figure 4.135-20
PIT Homeless Count in the Washington BOSCOC, 2007–2024



Source: HUD 2007-2024 PIT Estimates by CoC

Figure 4.145-21
Shelter Type of Homeless in the Washington BOSCO

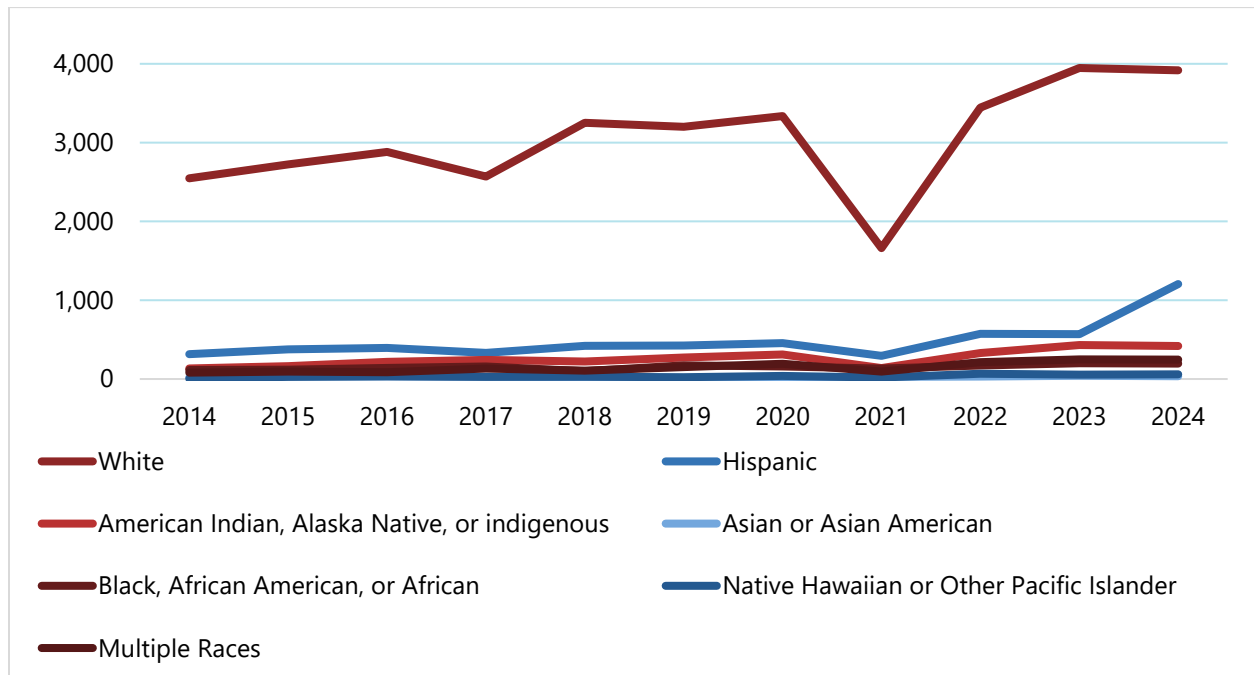


Source: HUD 2007-2024 PIT Estimates by CoC

Among homeless individuals counted in the Washington BOSCO, the Hispanic/Latino group has consistently been the second most represented group after White in every year of the past decade (Figure 4.155-22). In 2024, 19.8% of homeless individuals were identified as Hispanic/Latino (Table 5-12-4.8). This share is higher than in any other year since data collection on ethnicity began in 2014. The next highest level was recorded at 12.4% in 2021.

Figure 4.155-22

Demographics of Homeless in the Washington BOSCOC, 2014–2024



Source: HUD 2007-2024 PIT Estimates by CoC

Table 4.85-12

Demographics of Homeless in the Washington BOSCOC, 2014–2024

Year	White	Hispanic	American Indian, Alaska Native, or indigenous	Asian or Asian American	Black, African American, or African	Native Hawaiian or Other Pacific Islander	Multiple Races
2014	2,547	316	134	19	115	4	81
2015	2,724	376	164	32	118	28	95
2016	2,882	394	217	33	141	33	86
2017	2,569	331	242	30	160	28	133
2018	3,252	420	221	22	99	30	106
2019	3,201	424	272	14	174	23	150
2020	3,337	455	311	21	160	40	194
2021	1,661	294	138	28	132	19	94

Year	White	Hispanic	American Indian, Alaska Native, or indigenous	Asian or Asian American	Black, African American, or African	Native Hawaiian or Other Pacific Islander	Multiple Races
2022	3,445	573	329	32	172	67	214
2023	3,947	569	431	41	200	56	249
2024	3,917	1,205	419	36	196	60	247

Source: HUD 2007-2024 PIT Estimates by CoC

Economic Drivers

This section examines key drivers of local economies. Labor force growth and the establishment of new businesses are essential for economic development. Specific industries with higher levels of employment and wages often serve as powerful economic drivers, partly due to clustering effects. Clusters form when businesses in the same industry benefit from proximity.¹³ This often enhances regional competitiveness.

Strong and expanding economic drivers also contribute to higher housing demand. Since individuals rely on employment and income to afford housing, overall job growth increases the need for additional housing. Differences in earnings create varying demands for housing types.

Labor Force, Earnings, and Establishments

Chelan County, along with Douglas and Okanogan counties, is part of the North Central Washington Economic Development District (NCWEDD). The organization's mission is to foster an innovative and resilient economy in the region through economic strategy development and planning, as well as by fostering collaboration with private and public entities.¹⁴

The following section analyzes employment, establishment, and wage growth rates in the NCWEDD counties from 2014 to 2024. We include state and national trends for comparison.

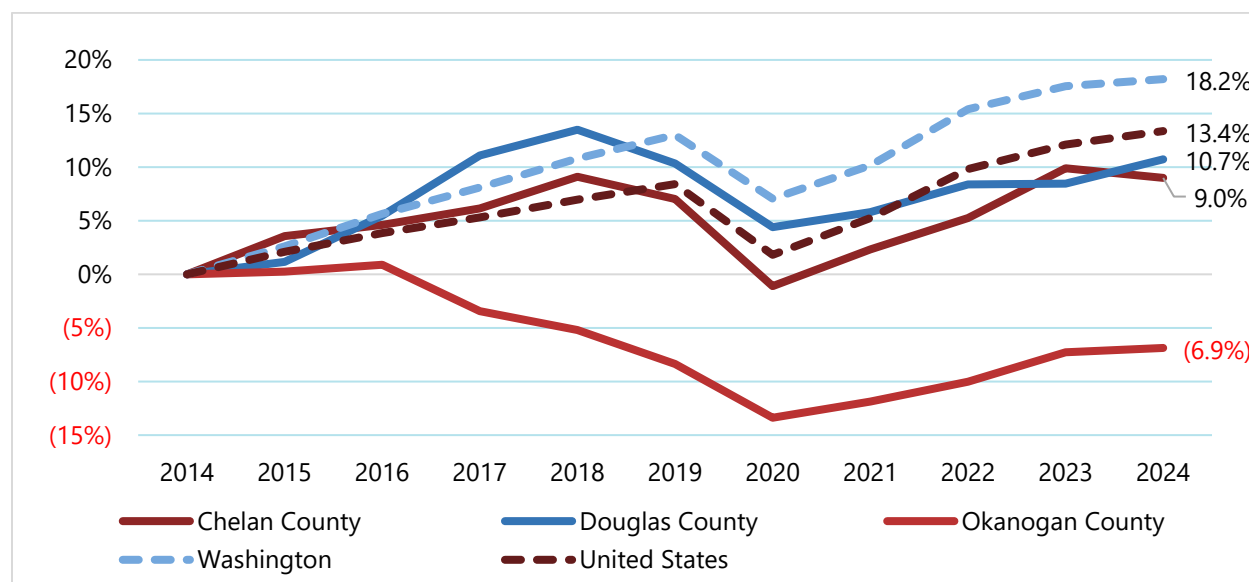
All regions have experienced employment growth since 2020, following the steep decline at the onset of the COVID-19 pandemic. Employment in Chelan and Douglas counties grew 9.0% and

¹³ Joseph Cortright, "Making Sense of Clusters: Regional Competitiveness and Economic Development," The Brookings Institute, March 1, 2006, <https://www.brookings.edu/articles/making-sense-of-clusters-regional-competitiveness-and-economic-development/>.

¹⁴ "Who We Are," NCW Economic Development District, April 18, 2023. <https://ncwedd.com/who-we-are/>.

10.7%, respectively, over the past decade. Growth in both of these counties was slower than the state and national averages. However, Chelan and Douglas counties grew much faster than Okanogan County during the same period (Figure 4.165-23).

Figure 4.165-23
Cumulative Annual Employment Growth Rate, 2014–2024

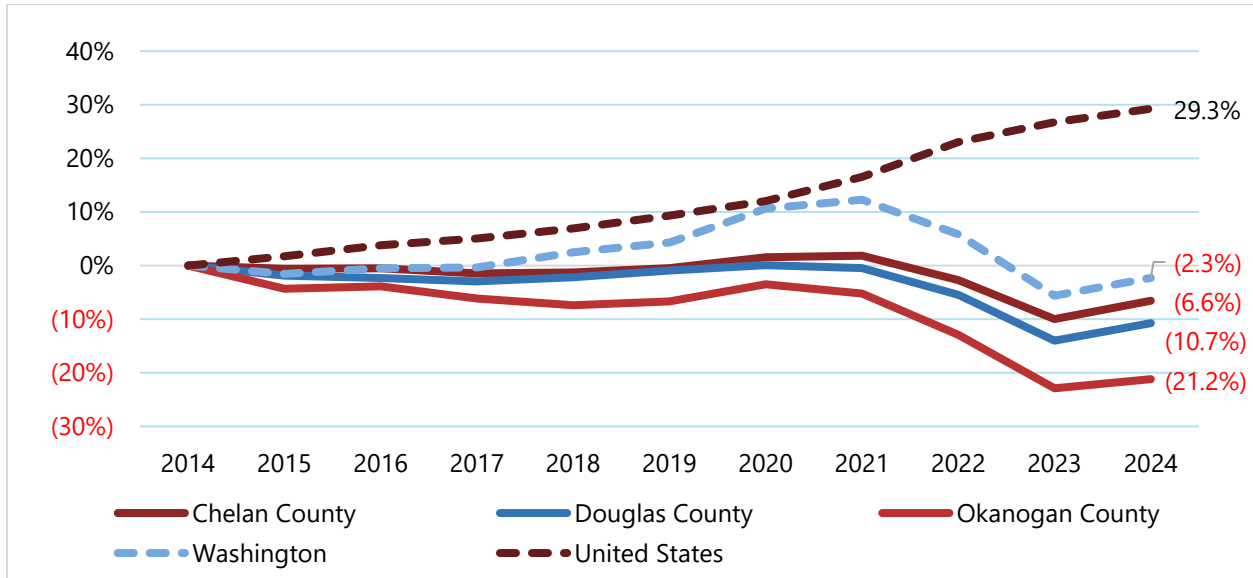


Source: Bureau of Labor Statistics, Quarterly Census of Employment and Wages

In terms of total establishment growth, Washington has decreased overall over the past decade, particularly since 2021. Growth began to rebound in 2023. This trend is also reflected in the NCWEDD counties. Among these counties, Chelan County experienced the smallest decline, decreasing only 6.6% since 2014. By comparison, the United States saw growth of 29.3% over the same period (Figure 4.175-24).

Figure 4.175-24

Cumulative Annual Establishments Growth Rate, 2014–2024

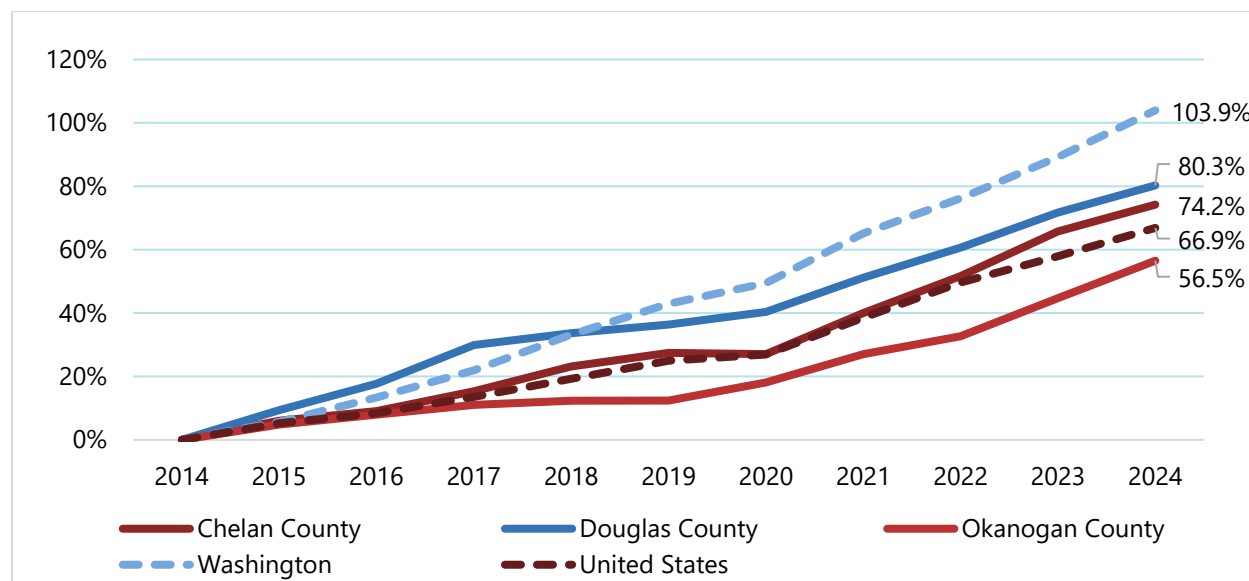


Source: Bureau of Labor Statistics, Quarterly Census of Employment and Wages

By contrast, total wages in all NCWEDD counties have increased over the past decade. Washington overall has grown even faster, more than doubling during this period. While not quite as rapid as the state, wage growth in both Chelan and Douglas counties has outpaced the national average (Figure 4.185-25).

Figure 4.185-25

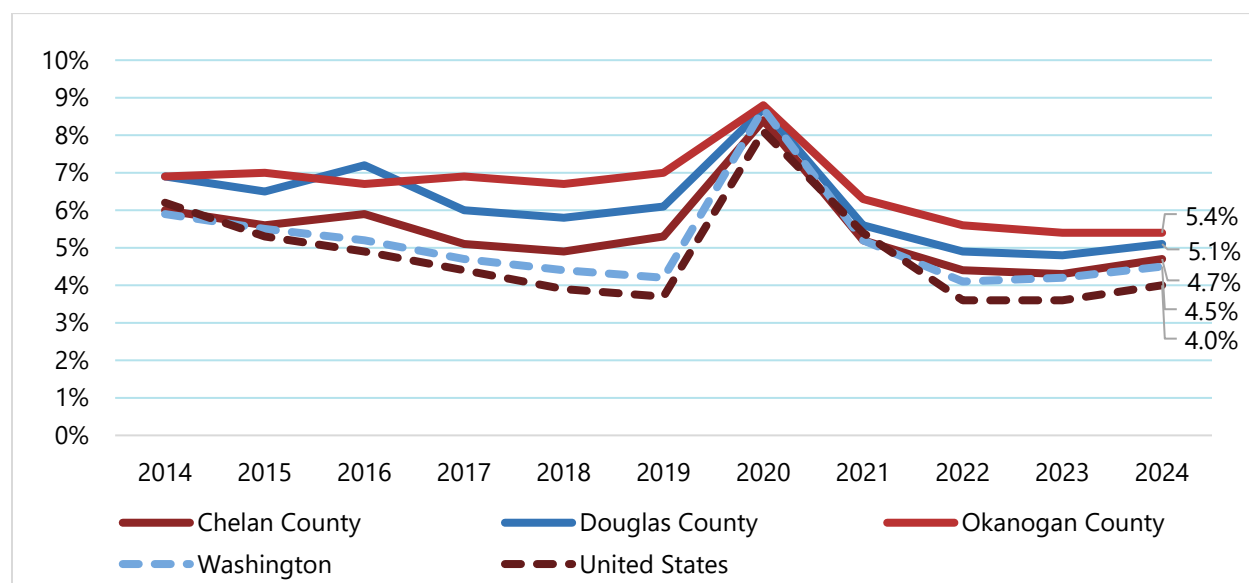
Cumulative Annual Total Wages Growth Rates, 2014–2024



Source: Bureau of Labor Statistics, Quarterly Census of Employment and Wages

Figure 4.195-26 illustrates the annual unemployment rate over the same period. All NCWEDD counties followed trends similar to the state and nation, peaking in 2020 and rapidly declining by 2022. Chelan County has the lowest unemployment rate among the three counties and most closely aligns with the state and national levels.

Figure 4.195-26
Annual Rate of Unemployment, 2014–2024



Source: Bureau of Labor Statistics, Local Area Unemployment Statistics and Current Population Survey

Employment by Industry

Examining employment data by industry helps identify the employment clusters in a region. Clusters often necessitate different types of housing to accommodate workers in particular industries. For instance, many health care workers follow rotating or traveling schedules, spending only a few weeks or months in one location. They may not need a long-term residence. In contrast, local government employees typically prefer to live near their workplace and require permanent housing. Additionally, different industries offer varying income levels, so workers in some sectors can generally afford more expensive housing than those in others. Overall, employment by industry contributes to housing demand in Chelan County.

As shown in Table 4.95-13, the three largest industries by employment in Chelan County are Health Care & Social Assistance (16.3%), Retail Trade (10.8%), and Agriculture, Forestry & Fishing (8.6%)

Location quotients (LQs) compare the relative concentration of industries in an area to the national average. For example, Finance & Insurance accounts for about 2.5% of employment in Chelan County and has an LQ of 0.51. This means that Chelan's share of Finance & Insurance employment is roughly half the national share of about 5%. Agriculture, Forestry & Fishing has the highest LQ in

Chelan County at 7.99, followed by Utilities at 2.09. These high LQs suggest that these industries form significant employment clusters in Chelan County relative to the national average.

Table 4.95-13
Employment by Industry in Chelan County, 2025

Industry	% Employment	LQ
Agriculture, Forestry & Fishing	8.6%	7.99
Mining, Quarrying, Oil & Gas	0.2%	0.62
Construction	6.8%	0.97
Manufacturing	4.2%	0.44
Wholesale Trade	3.7%	1.91
Retail Trade	10.8%	1.04
Transportation & Warehousing	4.3%	0.86
Utilities	1.9%	2.09
Information	1.0%	0.55
Finance & Insurance	2.5%	0.51
Real Estate, Rental & Leasing	2.2%	1.33
Professional, Scientific & Tech	6.0%	0.71
Management of Companies	0.0%	0
Admin & Support & Waste Management	3.2%	0.71
Educational Services	7.3%	0.78
Health Care & Social Assistance	16.3%	1.13
Arts, Entertainment & Recreation	2.4%	1.09
Accommodation & Food Services	8.4%	1.27
Other Services (Excluding Public)	5.5%	1.16
Public Administration	4.7%	0.94

Source: Esri Business Analyst, 2025

Table 4.105-14 compares Chelan County's employment by industry with that of Washington state and the United States. Notably, Chelan County has a much higher concentration of employment in Agriculture, Forestry & Fishing (8.6%) than the state average (2.1%), but only about half the concentration of Manufacturing employment (4.2%) compared to Washington (8.8%).

Table 4.105-14
Employment by Industry Comparison, 2025

Industry	Chelan County	Washington	United States
Agriculture, Forestry & Fishing	8.6%	2.1%	1.1%
Mining, Quarrying, Oil & Gas	0.2%	0.1%	0.3%
Construction	6.8%	7.1%	7.0%
Manufacturing	4.2%	8.8%	9.6%
Wholesale Trade	3.7%	1.9%	1.9%
Retail Trade	10.8%	11.0%	10.4%
Transportation & Warehousing	4.3%	4.8%	5.0%
Utilities	1.9%	0.9%	0.9%
Information	1.0%	2.6%	1.8%
Finance & Insurance	2.5%	3.2%	4.9%
Real Estate, Rental & Leasing	2.2%	1.8%	1.7%
Professional, Scientific & Tech	6.0%	10.9%	8.4%
Management of Companies	0.0%	0.2%	0.2%
Admin & Support & Waste Management	3.2%	4.2%	4.5%
Educational Services	7.3%	8.3%	9.4%
Health Care & Social Assistance	16.3%	13.7%	14.5%
Arts, Entertainment & Recreation	2.4%	2.2%	2.2%
Accommodation & Food Services	8.4%	6.3%	6.6%
Other Services (Excluding Public)	5.5%	4.4%	4.7%
Public Administration	4.7%	5.5%	5.0%

Source: Esri Business Analyst, 2025

Table 4.115-15 presents employment by occupation, highlighting the types of roles workers hold within various industries, such as management or sales positions. In Chelan County, the largest occupational group is Management (10.9%), followed by Office & Administrative Support (8.8%).

Table 4.115-15
Employment by Occupation Comparison, 2025

Occupation	Chelan County	Washington	United States
Management	10.9%	12.7%	11.8%
Business & Financial	5.1%	6.2%	6.4%
Computer & Mathematical	1.8%	7.0%	4.0%
Architecture & Engineering	1.5%	3.2%	2.3%
Life, Physical & Social Sciences	2.0%	1.6%	1.3%
Community & Social Service	1.7%	1.9%	1.8%
Legal	0.8%	1.0%	1.2%
Education, Training & Library	5.2%	5.9%	6.3%
Arts, Design & Entertainment	1.1%	2.3%	2.1%
Healthcare Practitioner	7.5%	5.9%	6.7%
Sales & Sales Related	8.0%	7.4%	8.4%
Office & Administrative Support	8.8%	8.9%	10.1%
Farming, Fishing & Forestry	4.8%	1.2%	0.5%
Construction & Extraction	4.6%	4.8%	4.9%
Installation, Maintenance & Repair	4.2%	2.9%	2.9%
Production	3.7%	4.0%	5.0%
Transportation & Material Moving	8.4%	7.2%	7.7%
Healthcare Support	5.1%	3.9%	3.5%
Protective Service	2.2%	1.8%	2.1%
Food Preparation & Serving	6.0%	5.0%	5.1%
Building Maintenance	4.4%	3.0%	3.4%
Personal Care & Service	2.2%	2.2%	2.4%

Source: Esri Business Analyst, 2025

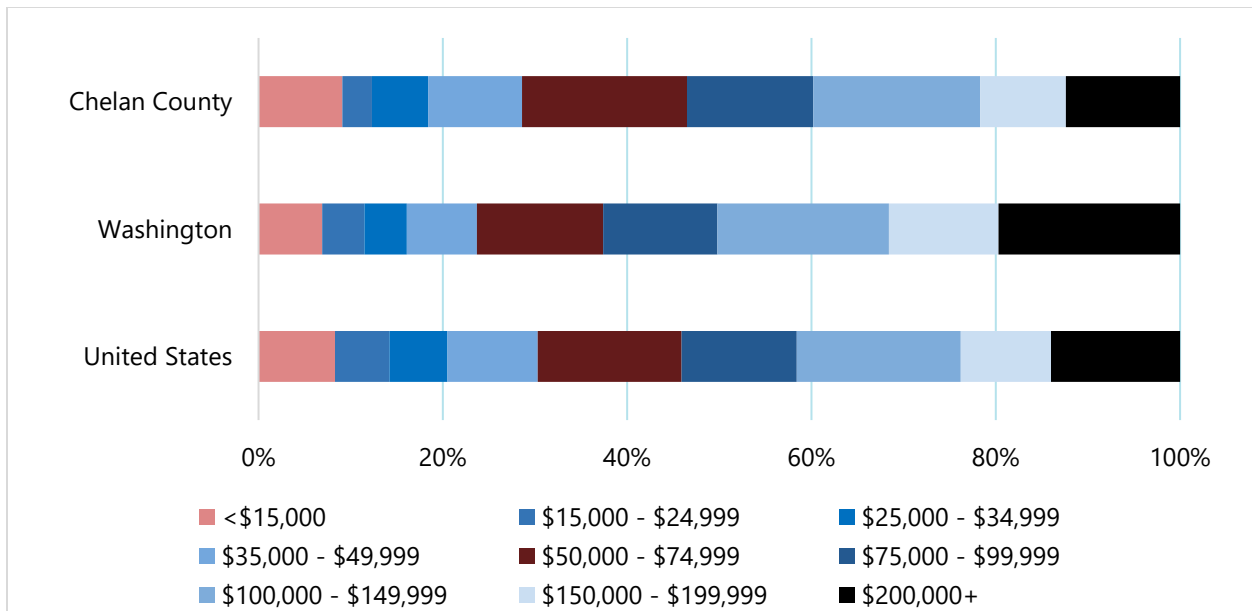
Household Income

Household income is a critical factor in housing demand and influences affordability. Lower-income households struggle to afford today's high housing costs, while higher-income households have greater financial flexibility. Consequently, regions with higher income levels tend to experience higher housing costs, and vice versa.

Figure 4.205-27 shows the distribution of household incomes in Chelan County compared to Washington state and the United States. Chelan County has a higher concentration of households earning less than \$50,000 and a much smaller share earning over \$200,000 compared to Washington. Overall, however, Chelan County's income distribution is generally similar to the national average.

shows the distribution of household incomes in Chelan County, compared to Washington and the United States. Chelan County has a higher concentration of households earning less than \$50,000 and a much smaller share earning over \$200,00 compared to Washington. However, Chelan County's income distribution is generally similar to the national average.

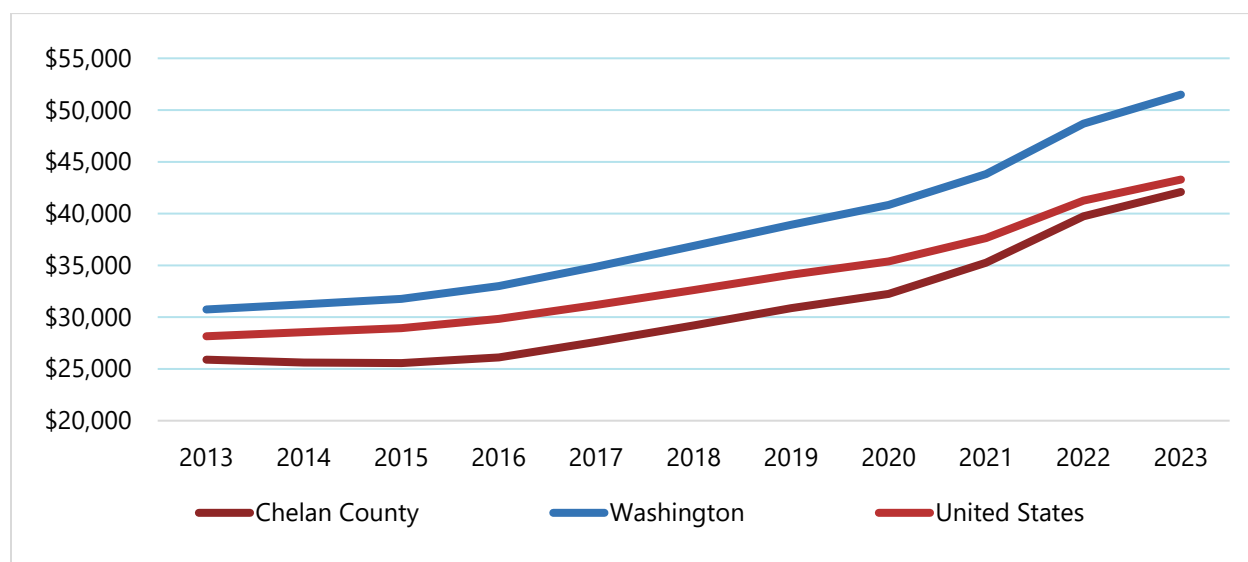
Figure 4.205-27
Distribution of Household Income, 2025



Source: Esri Business Analyst, 2025

Per capita income measures the average income per person within a region and is useful for comparing wealth and assessing economic well-being. Figure 4.215-28 shows per capita income trends from 2013 to 2023. Since 2014, all regions have experienced growth, indicating overall economic expansion and suggesting that this upward trend may continue in the near future.

Figure 4.215-28
Per Capita Income, 2013–2023

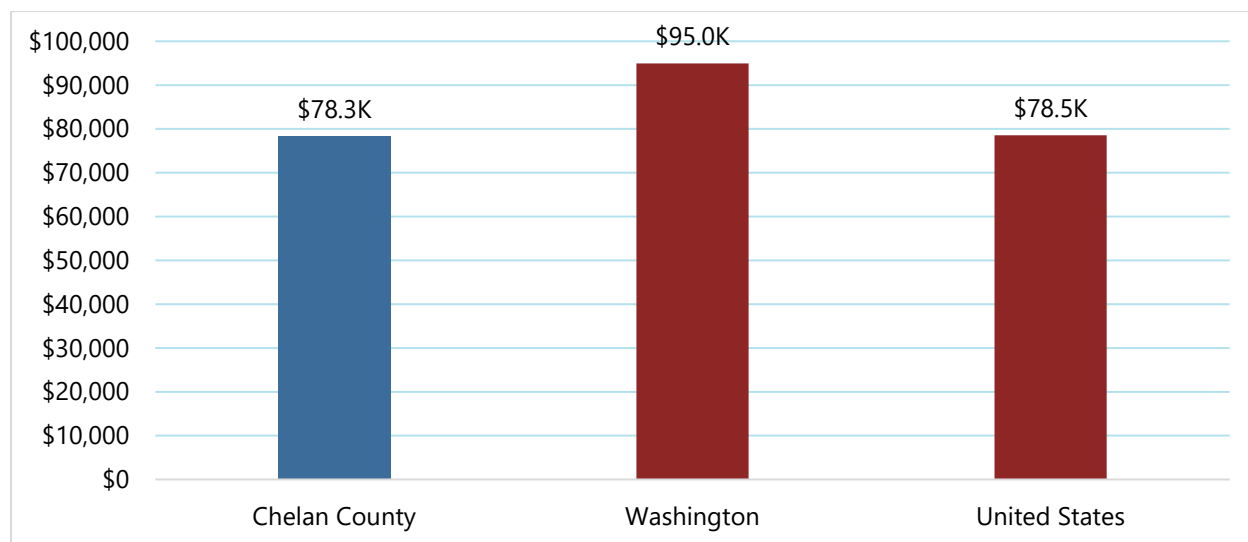


Source: U.S. Census Bureau, 2013–2023 5-Year Estimates, Table B19301

While a region’s income distribution shows the full range of income levels and per capita income reflects overall economic growth or decline, median household income provides a snapshot of how a typical household compares to those in other regions (Figure 4.225-29). Median household income measures all sources of income: wages, investments, rents, pensions, and transfer payments. This metric measures the income which 50% of households in Chelan are below and 50% are above.

In Chelan County, the median household income is \$78,300. This is very close to the national average of \$78,500 but nearly \$17,000 lower than Washington state’s median. Generally, lower household incomes are associated with lower overall housing demand in a region.

Figure 4.225-29
Median Household Income, 2023

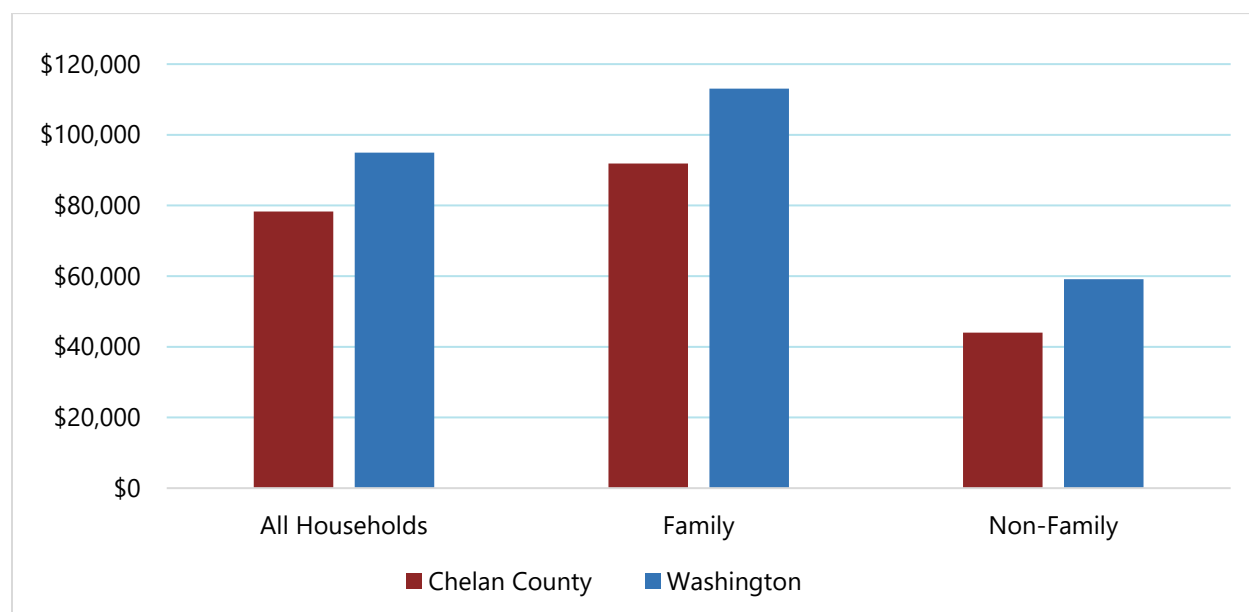


Source: U.S. Census Bureau, ACS 5-Year Estimates, Table S1901

Figure 4.235-30 highlights the income difference between family and non-family households. On average, family households earn more than non-family households, largely because they are more likely to have dual earners. In Chelan County, family households earn more than twice the income of non-family households.

Figure 4.235-30

Median Household Income by Household Type, 2023

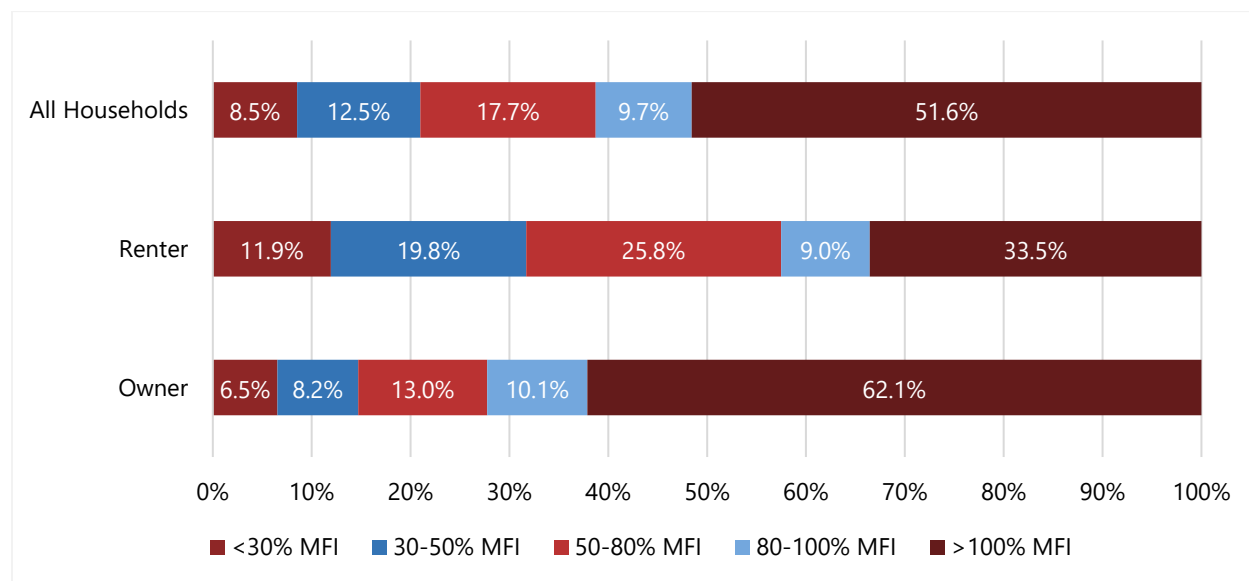


Source: U.S. Census Bureau, ACS 5-Year Estimates, Table S1901

The U.S. Department of Housing and Urban Development (HUD) calculates the Area Median Family Income (MFI) as a benchmark for comparing income levels within a region. Figure 4.245-31 illustrates the distribution of renter- and owner-occupied households by income level using this metric. Overall, 8.5% of households in Chelan County are classified as Extremely Low-Income (<30% MFI), and 12.5% as Very Low-Income (30–50% MFI). Renters are more likely than owners to fall into all low-income categories (Extremely Low-Income, Very Low-Income, and Low-Income). At the higher end of the spectrum, 51.6% of all households have incomes above the median, including 62.1% of owner households and 33.5% of renter households.

Figure 4.245-31

Percentage of Households by Tenure & Income Level, Chelan County, 2021



Source: HUD Comprehensive Housing Affordability Strategy Data, 2017-2021

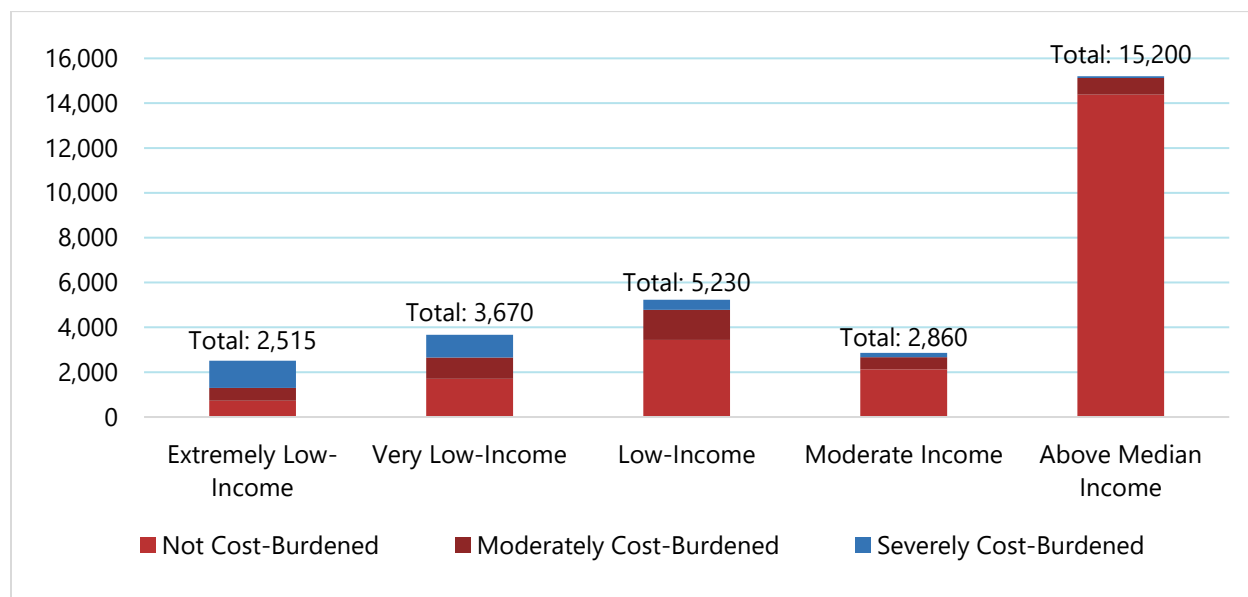
Cost-Burdened Households

Housing cost-burden is a key indicator of affordability in a community. A household is considered cost-burdened if it spends more than 30% of its income on housing, leaving less for necessities such as food, healthcare, and education. Cost-burdened households also face a higher risk of displacement if their circumstances change.

Figure 4.255-32 illustrates the prevalence of cost-burdened households by income level. While households in all AMI groups experience some cost burden, those with incomes below the AMI have a much higher concentration of cost-burdened households. We observe the highest concentration among Extremely Low-Income households.

Figure 4.255-32

Cost Burden Status of Households by AMI, Chelan County, 2021

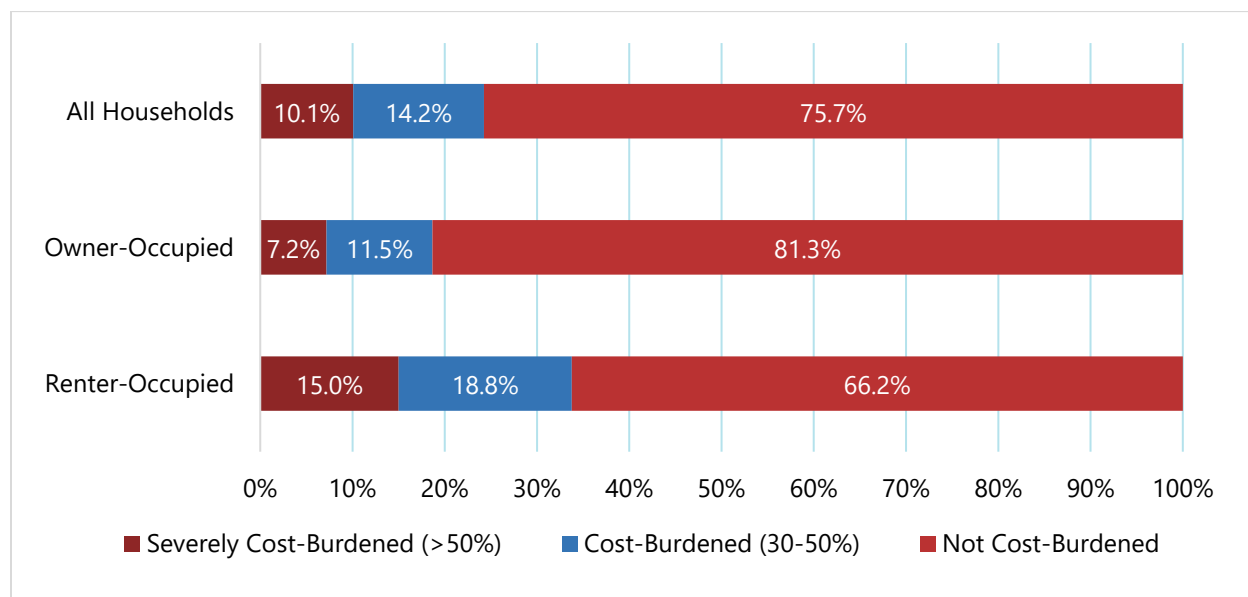


Source: Housing & Urban Development Comprehensive Housing Affordability Strategy Data, Table 7, 2017-2021

Figure 4.265-33 compares renter- and owner-occupied households. Renters experience a higher overall rate of cost burden (33.8% versus 18.7%) and are also more likely to be severely cost-burdened (15.0% versus 7.2%).

Figure 4.265-33

Percentage of Cost-Burdened Households by Tenure, Chelan County, 2021



Source: Housing & Urban Development Comprehensive Housing Affordability Strategy Data, Table 7, 2017–2021

Although cost-burdened households exist at all AMI levels, the majority earn less than 50% of AMI. Small families are the most at risk, followed by seniors living alone (Figure 4.275-34).

Figure 4.275-34

Cost-Burdened Households by Household Type & AMI, Chelan County, 2021

Household Type	<30% AMI	30–50% AMI	50–80% AMI	80–100% AMI	>100% AMI	All Income Levels
Small Family	580	880	490	194	240	2,384
Seniors Living Alone	705	385	440	155	115	1,800
Other	245	310	340	240	195	1,330
Senior Family	165	244	255	115	225	1,004
Large Family	80	150	265	40	40	575
Total	1,775	1,969	1,790	744	815	7,093

Source: HUD Comprehensive Housing Affordability Strategy Data, 2017-2021

Displacement Risks

Displacement risks highlight which communities are more vulnerable to being forced out due to factors such as rising housing costs, uneven wealth distribution, and racial and ethnic inequities. These disparities disproportionately affect minority groups (largely due to a history of discrimination and systemic oppression in the United States). Risks become especially pronounced when communities face natural disasters, such as wildfire or flooding.¹⁵ Overall, identifying which areas are at a higher risk of displacement helps policymakers and planners proactively design strategies that protect communities and ensure growth benefits existing residents.

To assess displacement risks for homeowners in Chelan County, the PC team compiled statistics for local census tracts and compared them to state and national averages. We then applied a percentile-based scoring methodology and ranked each tract by percentile for each variable. This allowed for direct comparisons across tracts. We then averaged these percentiles (ranging from 0 to 100) to generate a composite risk score for each tract. A score of 100 indicates that a tract ranks highest across all displacement-related factors compared to other tracts.

Chelan County contains 23 census tracts. To provide a larger basis for comparison, we analyzed these tracts against the County as a whole, the state of Washington, and the United States. We then developed the displacement risk model using the following statistics:

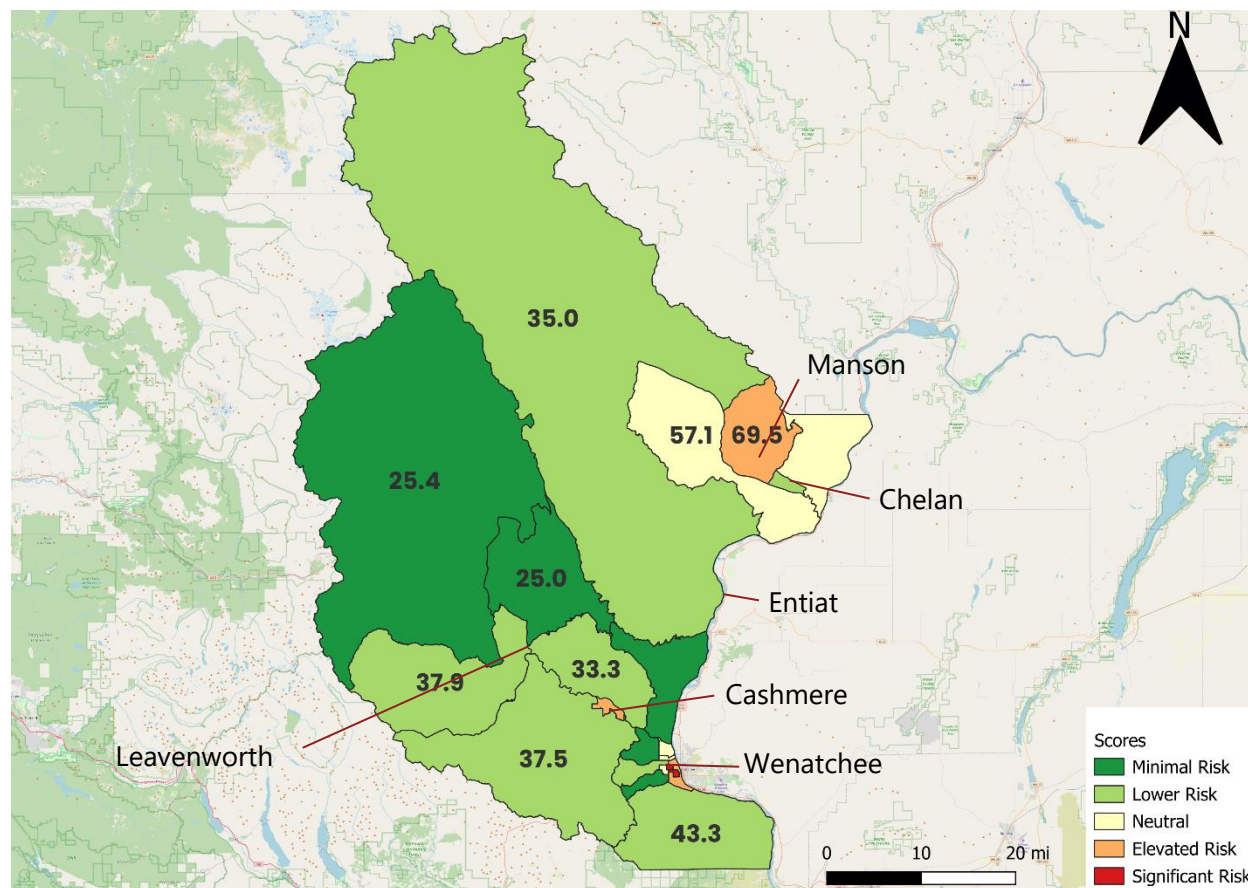
- Population 25+ with no diploma
- Population with disabilities
- Single parents
- Age 5+ with limited English
- Racial/Ethnic status
- Occupied units with more people than rooms (overcrowding)
- Housing cost-burdened units occupied by households with an annual income less than \$75K
- Persons below 150% poverty estimate
- % renter-occupied households
- % of housing stock built prior to 1970

Figure ~~4.28~~4.35 presents the findings of the County's displacement risk study. Most rural areas have relatively low displacement risk scores. The only cities with tracts showing elevated risk are

¹⁵ Ther W. Aung and Ashwini R. Sehgal, "Prevalence, Correlates, and Impacts of Displacement Because of Natural Disasters in the United States from 2022 to 2023," *American Journal of Public Health* 115 (2025): 55-65, <https://doi.org/10.2105/AJPH.2024.307854>.

Cashmere, Chelan, and Wenatchee, with Wenatchee containing the highest-risk tracts in the County. Manson, an unincorporated UGA, also exhibits higher-than-average displacement risks.

Figure 4.285-35
Displacement Risk in Chelan County



Source: Points Consulting, 2025

Assessing Racially Disparate Impacts

The diversity in Chelan County has largely remained unchanged over the past five years. The concentration of white residents decreased by 1.9% while Hispanic, Black, American Indian, Other Race, and Two or More Races each increased by one percentage point or less (Table 4.125-16). This could be a signal that there are not many barriers to housing pushing residents of color out of Chelan County.

Table 4.125-16

Change in Race/Ethnicity Concentration, Chelan County

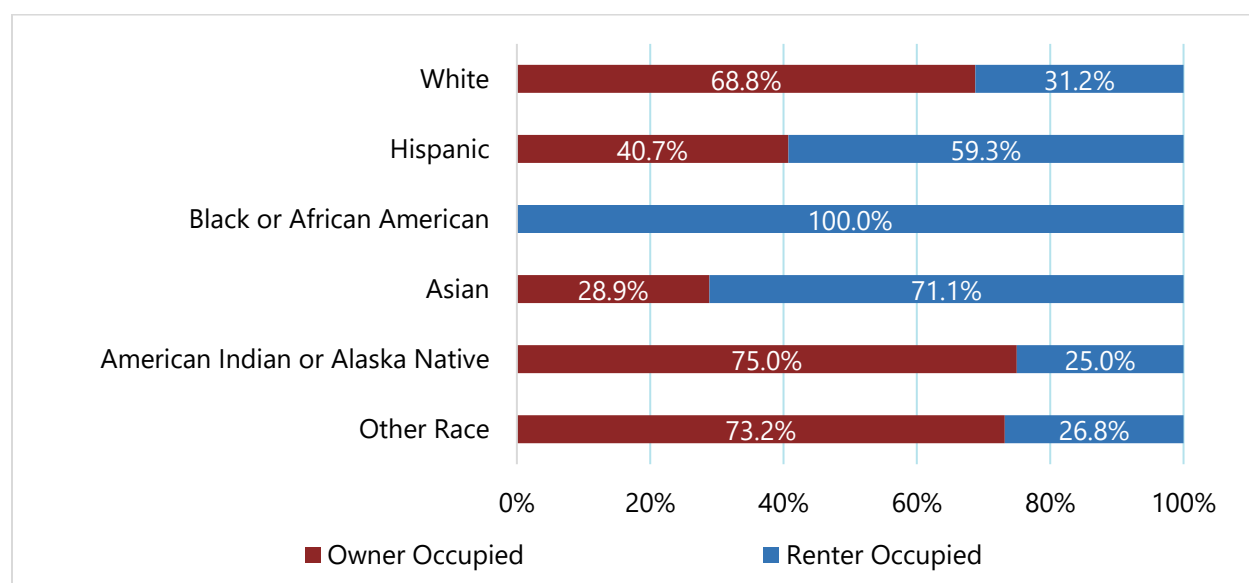
Race/Ethnicity	2023	2018	Change
White	66.2%	68.1%	-1.9%
Hispanic or Latino	28.4%	27.8%	0.6%
Black or African American	0.5%	0.4%	0.1%
American Indian and Alaska Native	0.7%	0.6%	0.1%
Asian	0.8%	1.0%	-0.2%
Native Hawaiian and Other Pacific Islander	0.1%	0.1%	0.0%
Some Other Race	0.4%	0.0%	0.4%
Two or More Races	2.9%	1.9%	1.0%

Source: U.S. Census Bureau, ACS 5-Year, 2018 & 2023

Chelan County is home to about 18,590 owner-occupied households and 10,880 renter-occupied households. American Indian or Alaska Native residents have the largest concentration of homeowners at 75.0% (Figure 4.295-36). This is followed by the Other Race category, which is 73.2% homeowners, and the White category at 68.8%. The only group that has no homeowners is the Black or African American group which makes up 0.5% of the County's population.

Figure 4.295-36

Tenure by Race/Ethnicity, Chelan County



Source: HUD Comprehensive Housing Affordability Survey, 2017-2021, Table 9

Table 4.135-17 displays the breakdown of cost-burden by race and tenure. Overall, only 18.7% of owner-occupied households are cost-burdened while 33.8% of renter-occupied households are. Therefore groups that rent more tend to be more at risk for cost-burden and the instability that can be caused by that. Among renter-occupied white households 34.4% spend over 30% of their income on rent compared to 79.0% of Black or African American households but only 32.8% of Hispanic or Latino households.

Table 4.135-17
Cost-Burden by Race/Ethnicity, Chelan County

	White	Black or African American	Asian	American Indian or Alaska Native	Hispanic or Latino	Other Race
Owner-Occupied Households						
Not Cost-Burdened	80.0%	-	93.8%	97.0%	80.7%	92.1%
Moderately Cost-Burdened	11.3%	-	6.3%	3.0%	13.4%	7.9%
Severely Cost-Burdened	7.7%	-	0.0%	0.0%	5.5%	0.0%
Not Computed	1.0%	-	0.0%	0.0%	0.4%	0.0%
Total	15615	0	64	134	2275	505
Renter-Occupied Households						
Not Cost-Burdened	64.9%	21.1%	84.9%	91.8%	67.2%	84.2%
Moderately Cost-Burdened	17.0%	57.9%	2.5%	0.0%	22.8%	2.2%
Severely Cost-Burdened	17.3%	21.1%	12.6%	8.2%	10.0%	13.6%
Not Computed	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	7085	95	159	49	3305	184

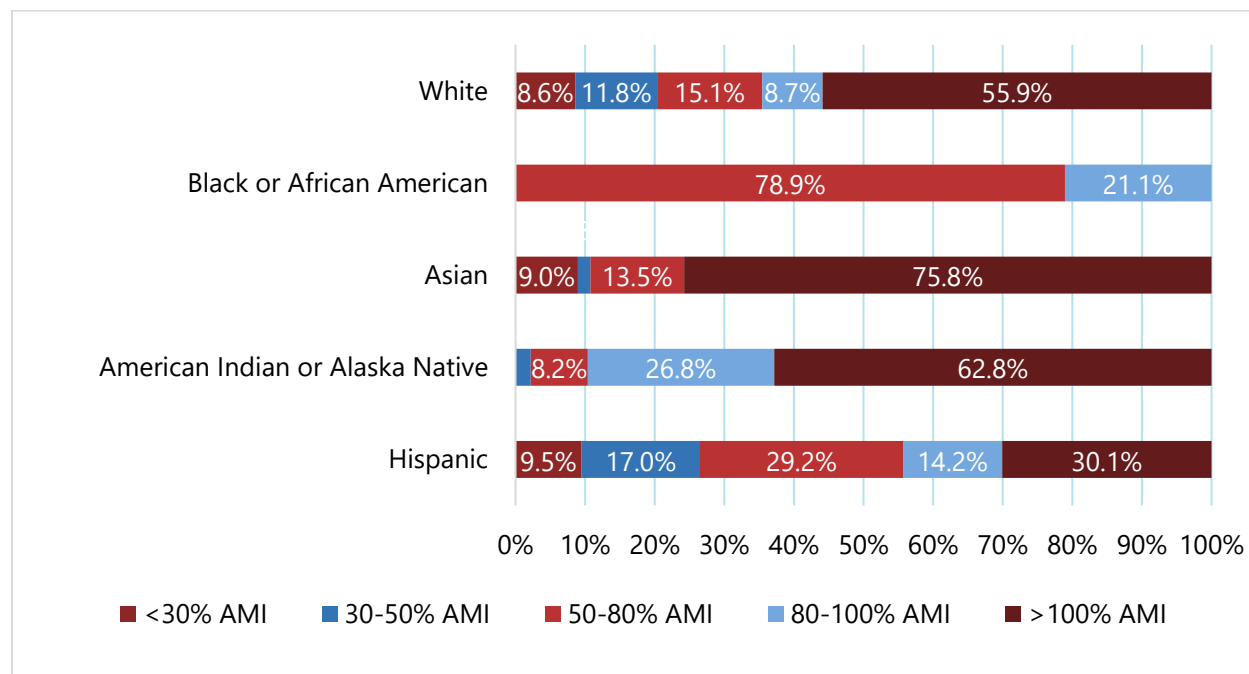
Source: HUD Comprehensive Housing Affordability Survey, 2017-2021, Table 9

Income distribution helps to complete the picture of economic differences among racial groups in Chelan County. Overall, in the County, 50.9% of households make over 100% AMI. Comparatively,

55.9% of white households, 75.9% of Asian households, 62.8% of American Indian or Alaska Native households, 30.1% of Hispanic households and 0% of Black or African American households make over 100% AMI. These metrics suggest that, although Chelan County continues to maintain its diversity, there are some differences in quality of life between different racial groups in the county.

Figure 4.305-37

Distribution of Households by Income and Race/Ethnicity, Chelan County



Source: HUD Comprehensive Housing Affordability Survey, 2017-2021, Table 1

Commuter & Transportation Data

Data on commuters and transportation are valuable tools for determining housing demand patterns in different regions. If local workers struggle to find affordable housing, they may choose to live in nearby towns and commute to work.

Commuting patterns are shown in Table 4.145-18 and Figure 5-384.31. According to the Census Bureau's OnTheMap database, 47.5% of Chelan County workers live outside the County. The largest share commute from nearby Douglas County (21.0%), followed by 4.3% from Grant County. Additionally, 45.0% of residents work outside the County, with 14.5% commuting to King County and 8.9% to Douglas County.

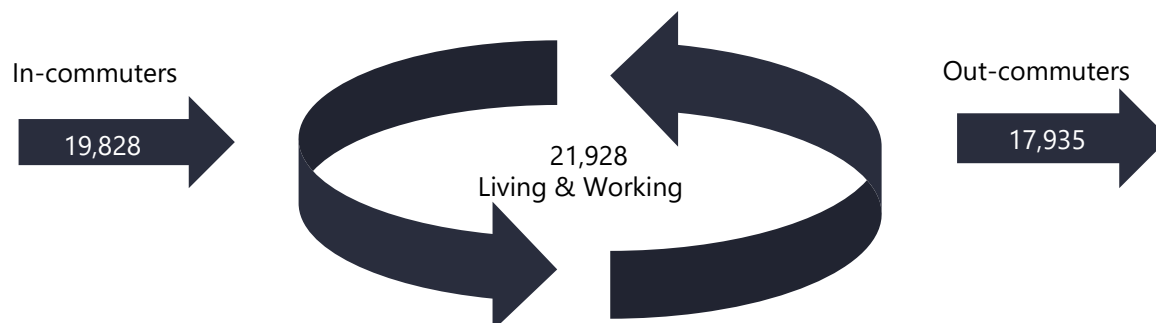
Table 4.145-18
Commuting Patterns, 2022

Where Chelan Residents Work		Where Chelan Workers Live	
Location	Percentage	Location	Percentage
Chelan County, WA	55.0%	Chelan County, WA	52.5%
King County, WA	14.5%	Douglas County, WA	21.0%
Douglas County, WA	8.9%	Grant County, WA	4.3%
Snohomish County, WA	3.8%	King County, WA	2.7%
Yakima County, WA	3.4%	Okanogan County, WA	2.2%
Grant County, WA	2.9%	Yakima County, WA	1.7%
Okanogan County, WA	1.7%	Snohomish County, WA	1.4%
Pierce County, WA	1.6%	Pierce County, WA	1.3%
Spokane County, WA	1.6%	Spokane County, WA	1.2%
Benton County, WA	0.9%	Benton County, WA	1.0%
All Other Locations	5.8%	All Other Locations	10.7%

Source: U.S. Census Bureau, OnTheMap, 2022

Overall, approximately 42,000 workers are employed in Chelan County. Just under half are in-commuters from other counties, representing potential opportunities for Chelan County to capture in its housing market (Figure 5-384.31). In contrast, just under 18,000 residents are employees elsewhere. This reflects employment leakage for the County. Nearly 22,000 workers both live and work in Chelan County.

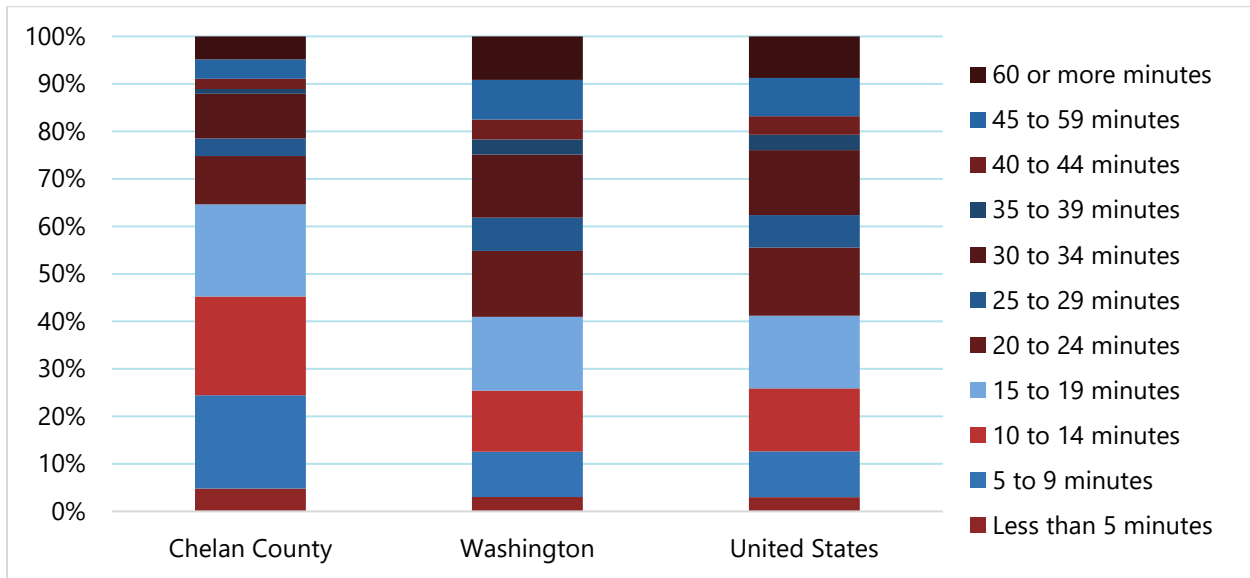
Figure 5-384.31
Commuter Inflow and Outflow from Chelan County, 2022



Source: U.S. Census Bureau, OnTheMap, 2022

Figure 5-394.32 compares Chelan County's travel times to work with those of the state and nation. Chelan County reports shorter commutes, averaging 22.9 minutes. This is about five minutes less than the state and national averages of 27.2 minutes.

Figure 5-394.32
Travel Time to Work by Region, 2023



Source: U.S. Census Bureau, 2023 5-Year Estimates, Table B08012

A different commuting trend has emerged over the past five years: not commuting at all. Working from home (WFH) became widespread in 2020 during COVID-19 lockdowns as companies sought to maintain productivity. Table 4-155-19 shows this trend from 2019 through 2023. In Chelan County, the share of WFH workers increased 30.3%. While significant, this growth is modest compared to state and national trends, both of which saw the share of WFH workers more than double over the same period.

Table ~~4.155-19~~

Work From Home Trends, 2019–2023

Region	% of Workers WFH, 2019	% of Workers WFH, 2023	% Change
Chelan County	6.6%	8.6%	30.3%
Washington	6.1%	17.7%	190.2%
United States	5.2%	13.5%	159.6%

Source: U.S. Census Bureau, 2019 and 2023 5-Year Estimates, Table S0801

V. Housing Trends

Building Types & Tenures

This chapter focuses on trends in housing. Table [5.15-20](#) and Figure [5.15-40](#) provide an overview of Chelan County’s housing stock, with comparative statistics for Washington and the nation. Detached single-family homes dominate the housing stock across all observed geographies, accounting for 67.1% of Chelan’s total housing. Notably, Chelan has nearly twice the concentration of mobile homes and other non-traditional housing types compared to the state and nation.

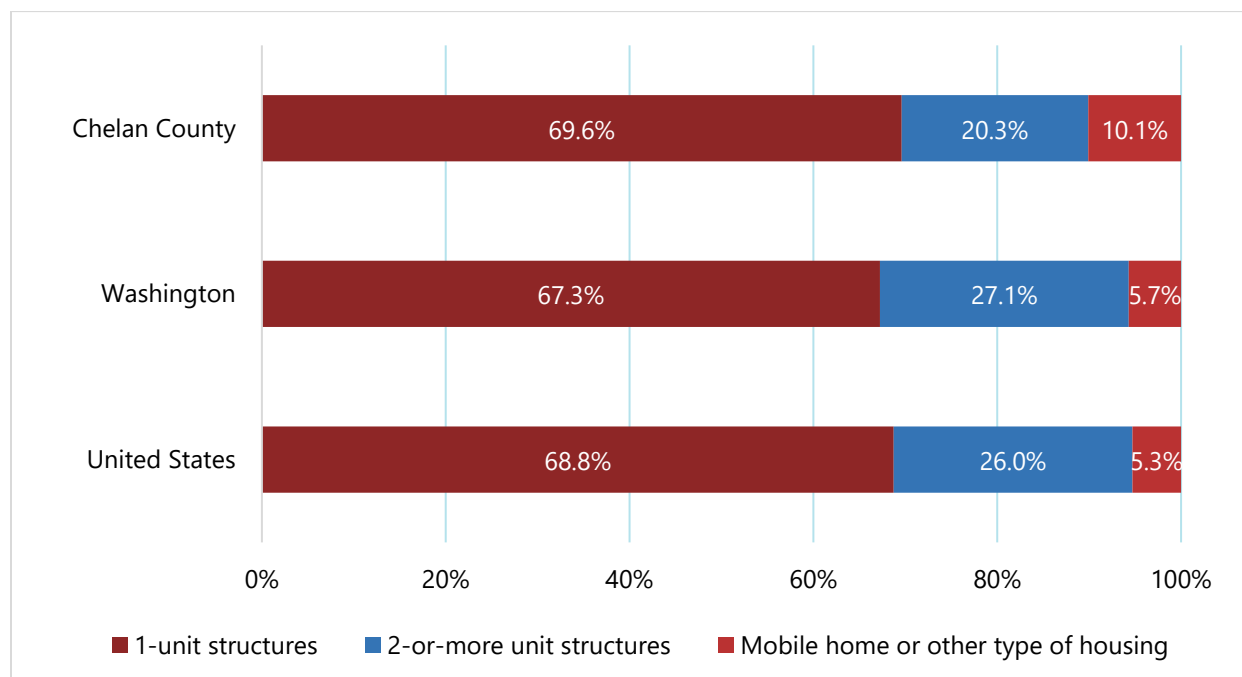
Table ~~5.15-20~~

Housing Stock Type, 2023

	Chelan County		Washington		United States	
	#	%	#	%	#	%
Occupied units	30,825	--	3.0M	--	127.5M	--
1, detached	20,670	67.1%	1.9 M	62.8%	79.6M	62.5%
1, attached	763	2.5%	135,401	4.5%	8.1M	6.3%
2 apartments	1,062	3.4%	66,740	2.2%	4.1M	3.3%
3 or 4 apartments	1,473	4.8%	105,059	3.5%	5.4M	4.2%
5 to 9 apartments	624	2.0%	131,839	4.4%	5.6M	4.5%
10 or more apartments	3,116	10.1%	512,139	17.0%	17.8M	14.0%
Mobile home or other type	3,117	10.1%	172,079	5.7%	6.7M	5.3%

Source: U.S. Census Bureau, 2023 5-Year Estimates, Table S2504

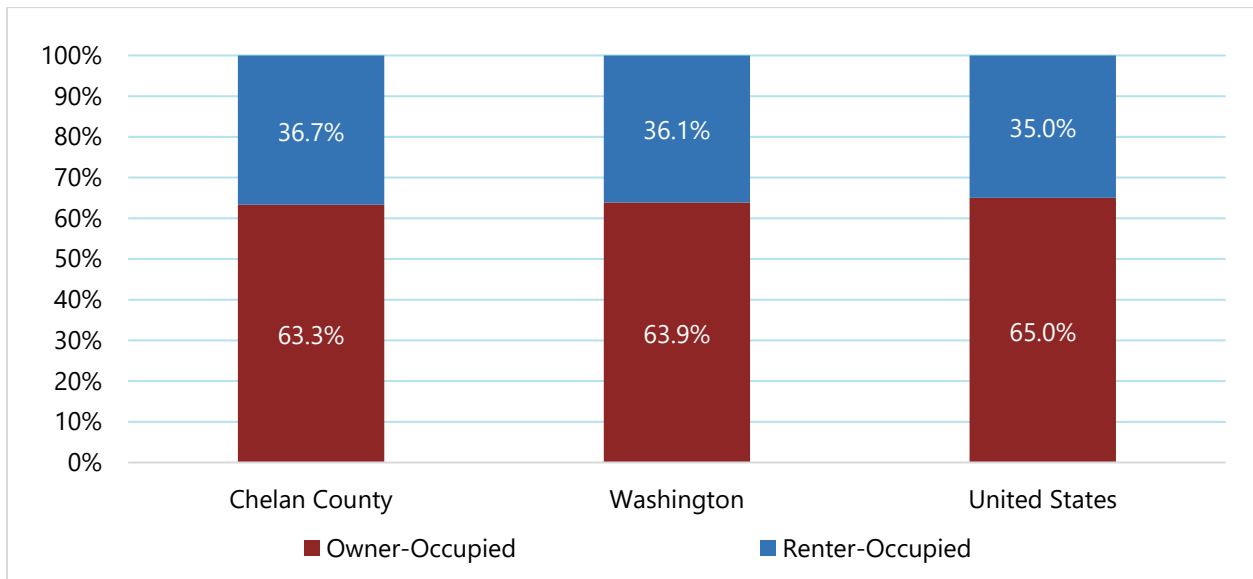
Figure 5-15-40
Percentage of Housing Units by Type



Source: U.S. Census Bureau, 2023 5-Year Estimates, Table S2504

Another way to analyze the housing supply is by examining owner- versus renter-occupied units. Nationally, homeownership is roughly split 65% to 35% (Figure 5-25-40). Both Washington and Chelan County largely follow this pattern, though they have slightly higher shares of renter-occupied homes.

Figure 5.25-40
Owner-Occupied and Renter-Occupied Homes



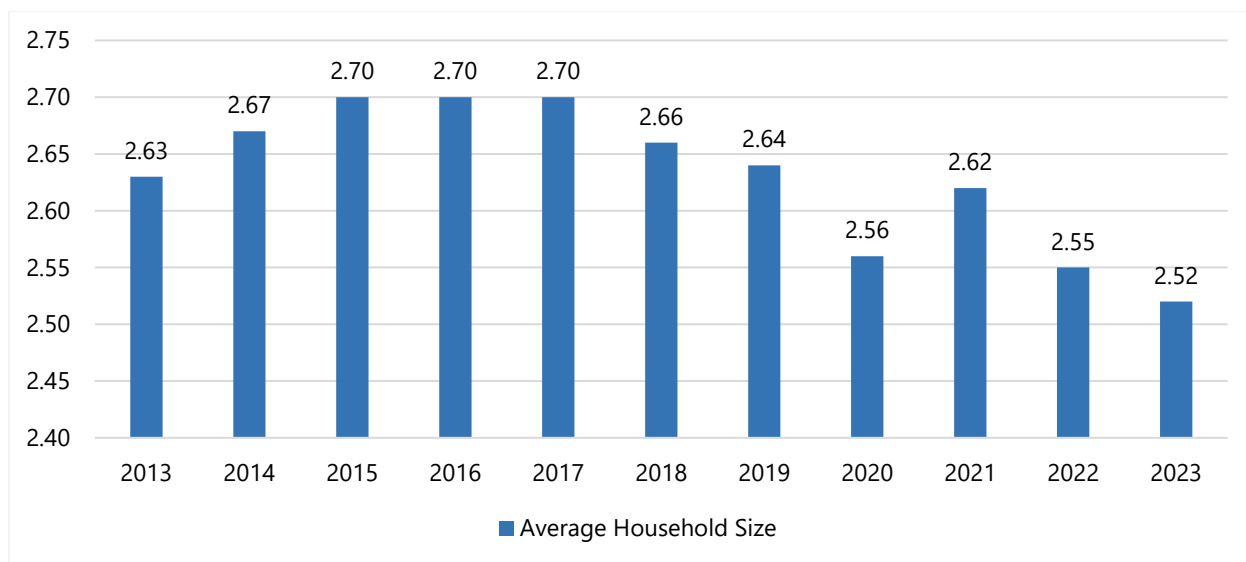
Source: U.S. Census Bureau, 2023 5-Year Estimates, Table S2504

Household Tenure and Size

Household size often influences decisions about whether to buy or rent housing. Figure 5.35-41 shows the average household size in Chelan County over time, while Figure 5.45-42 presents the distribution of household sizes within the County. Between 2013 and 2015, the average household size rose to 2.70 people per household before plateauing and decreasing down to 2.52 in 2023. By comparison, the average household size in the United States was 2.54 in 2023.

Figure 5.35-41

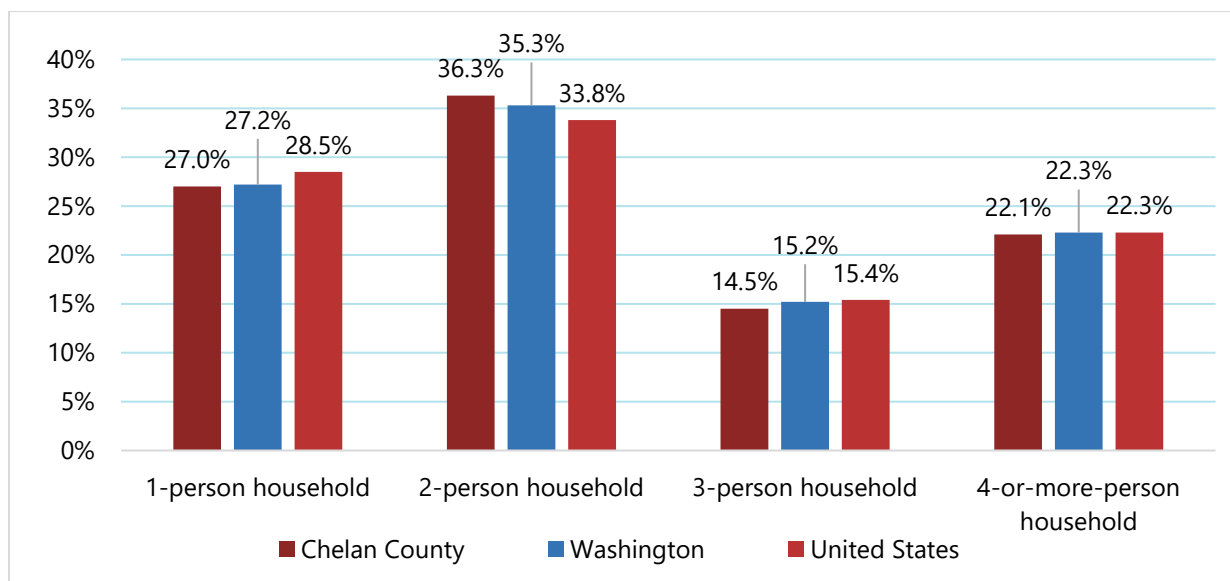
Average Household Size in Chelan County, 2013–2023



Source: U.S. Census Bureau, American Community Survey, B25010 5-year estimates, 2013–2023

The largest share of Chelan County residents (36.3%) live in two-person households (Figure 5.45-42). This is slightly higher than the state and national averages, but overall, Chelan County’s household size distribution closely mirrors that of the state and nation.

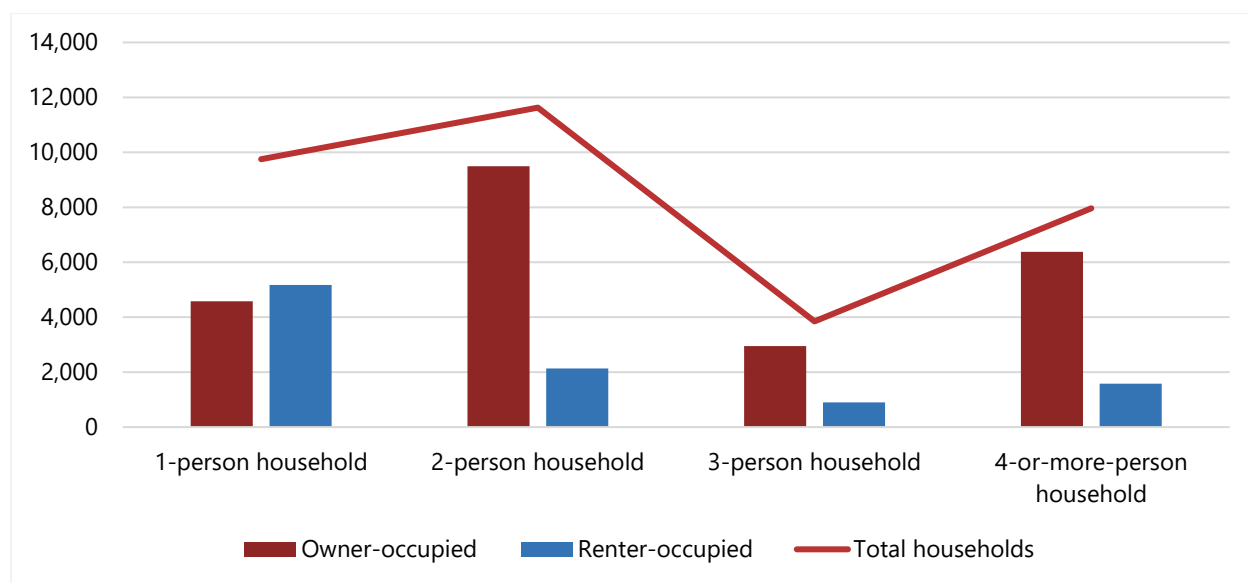
Figure 5.45-42
Households by Size in Chelan County, 2023



Source: U.S. Census Bureau, American Community Survey, S2501, 5-year estimates, 2023

Figure 5.55-43 illustrates owner- versus renter-occupancy by household size. Notably, one-person households are predominantly renter-occupied, whereas two-, three-, and four-or-more-person households are mostly owner-occupied.

Figure 5.55-43
Household Size by Tenure in Chelan County, 2023

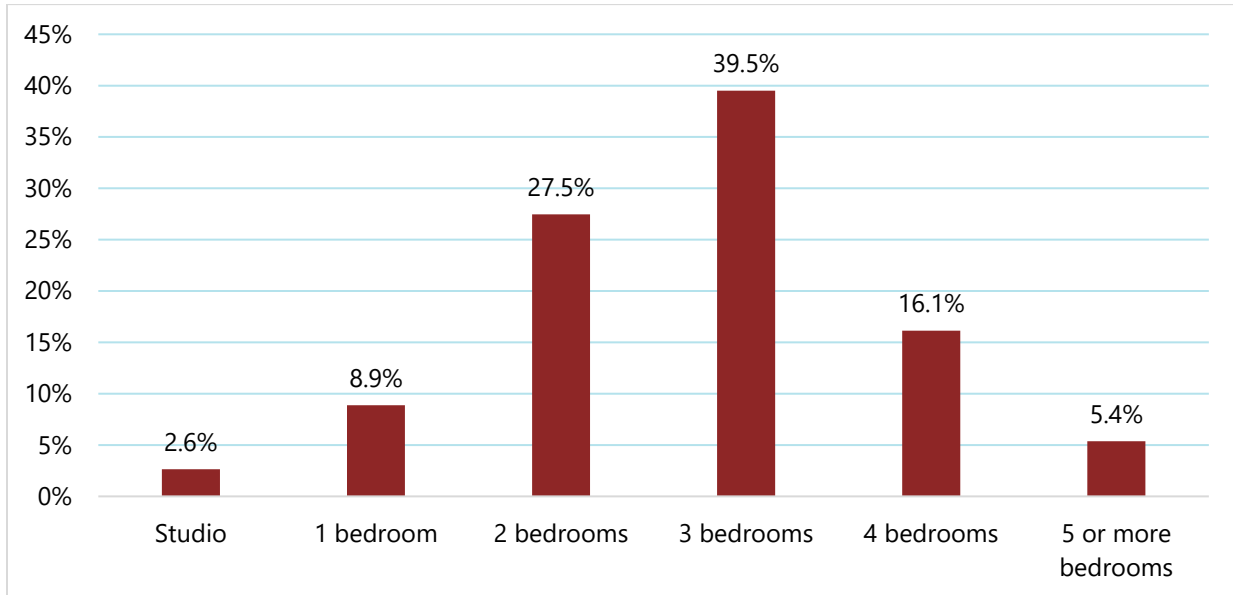


Source: U.S. Census Bureau, American Community Survey, S2501, 5-year estimates, 2023

While 63.3% of households in Chelan County consist of one or two people (Figure 5.45-42), only 8.9% of housing units have one bedroom and 27.5% have two bedrooms (Figure 5.65-44). The most common unit size is three bedrooms, comprising 39.5% of the housing stock.

Figure 5.65-44

Housing Units by Number of Bedrooms in Chelan County, 2023



Source: U.S. Census Bureau, 2023 5-Year Estimates, Table B25042

Group Housing

Across the United States, 2.5% of the population resides in group housing (Table 5.25-21). This includes institutionalized populations, such as those in correctional facilities or nursing homes, as well as noninstitutionalized populations, such residents of college dorms or military quarters. In Chelan County, the share is slightly lower, at 2.1% of the population.

Table 5.25-21

Group Housing and Care Facilities Population, 2020

Category	Chelan County	Washington	United States
% of Population in Group Housing	2.1%	2.1%	2.5%
Institutionalized population	825	55,485	3.8M
Correctional facilities for adults	247	26,677	2.0M
Juvenile facilities	15	1,532	88,115
Nursing/Skilled-nursing Facilities	563	25,856	1.6M
Other institutional facilities	0	1,420	70,943
Noninstitutionalized population	829	104,722	4.5M

Category	Chelan County	Washington	United States
College/University student housing	0	41,091	2.8M
Military quarters	0	16,811	328,372
Other noninstitutional facilities	829	46,820	1.4M

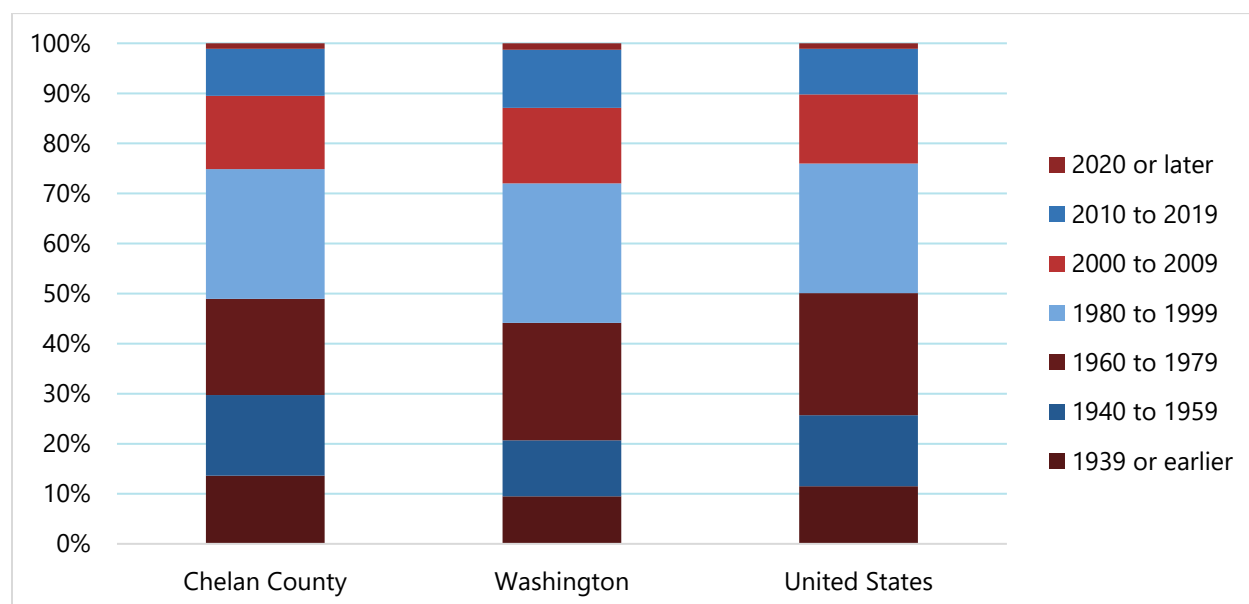
Source: U.S. Census Bureau, 2020 Decennial Census, Table P5

Housing Stock & Occupancy Rates

The age of a region's housing stock provides insight into both the physical condition of homes and their maintenance needs. Older homes require more upkeep, making housing age a key factor in long-term sustainability.

Nationally, about half of all homes (49.9%) were built after 1980 (Figure [5.75-45](#)). This trend is mirrored in Chelan County, where 51.0% of homes were constructed after 1980. Notably, Chelan County has a larger share of homes built before 1960 (29.7%), but a smaller share built between 1960 and 1999. This suggests it experienced less of a mid-century housing boom than Washington or the United States. More recently, Chelan County has seen modest growth in homes built after 2010. This likely reflects population inflows. A combination of older housing, fewer mid-century homes, and recent new development may contribute to market pressures, including demand for rehabilitation of older homes and limited availability of moderately priced options.

Figure 5.75-45
Age of Housing Stock, 2023

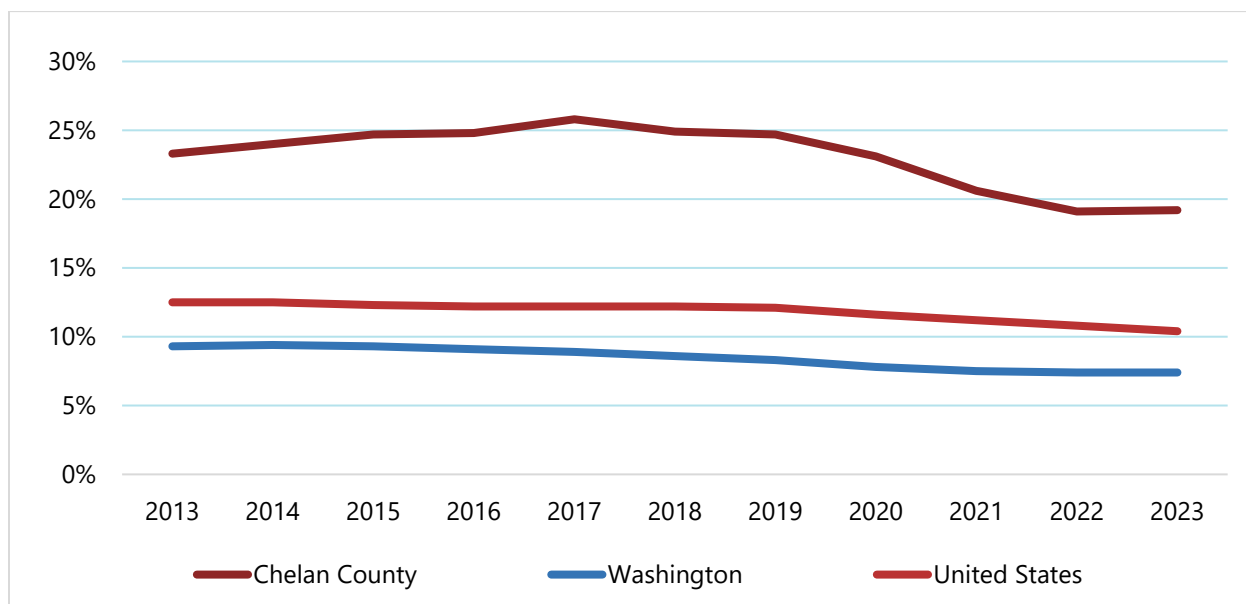


Source: U.S. Census Bureau, 2023 ACS 5-Year Estimates, Table DP04

Vacancy rates reflect the balance of supply and demand in a real estate market. Figure 5.85-46 shows how vacancy rates in Chelan County have fluctuated over time, alongside state and nationwide trends. Chelan County's vacancy rates have consistently remained much higher than those in Washington or the United States overall. In 2023, the County's vacancy rate was 19.2%, down from 23.1% in 2020, but still far above the state rate of 7.4%.

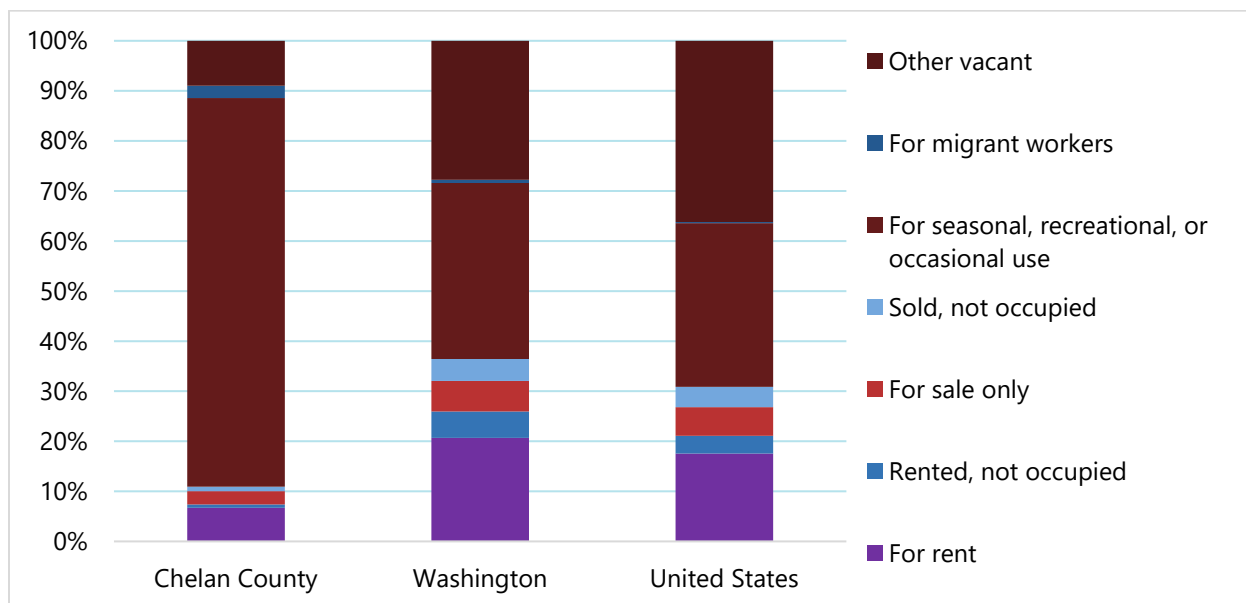
Figure 5.95-47 further breaks down the types of vacancies, revealing that a large share in Chelan County (77.6%) is tied to seasonal, recreational, or occasional use. This pattern is consistent with the area's strong tourist economy.

Figure 5.85-46
Vacancy Rates over Time, 2013–2023



Source: U.S. Census Bureau, 2013–2023 5-Year Estimates, Table DP04

Figure 5.95-47
Vacancy Status of Housing Units, 2023

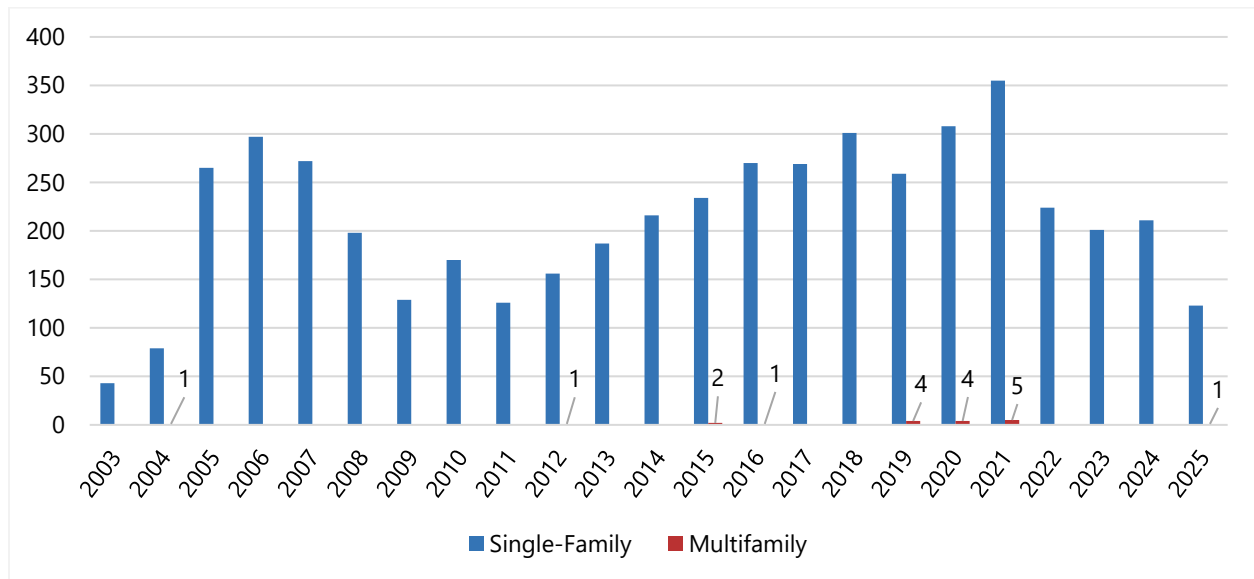


Source: U.S. Census Bureau, 2023 5-Year Estimates, Table B25004

New Housing Production

Since 2011, housing permits in Chelan County have generally increased, though production has been inconsistent. This is especially true for multifamily housing (MFH). Single-family home (SFH) permits rose steadily and peaked in 2021, likely driven by pandemic-era migration trends favoring more space and remote work (Figure 5.105-48). By contrast, MFH development has been minimal, with only 18 permits issued between 2012 and 2025. These permits account for 194 MFH units, 156 of which were approved in 2021 alone (Figure 5.115-49). While this represents progress, it remains insufficient to address the County's housing shortage. Limited multifamily construction continues to constrain affordability as supply lags behind growing demand.

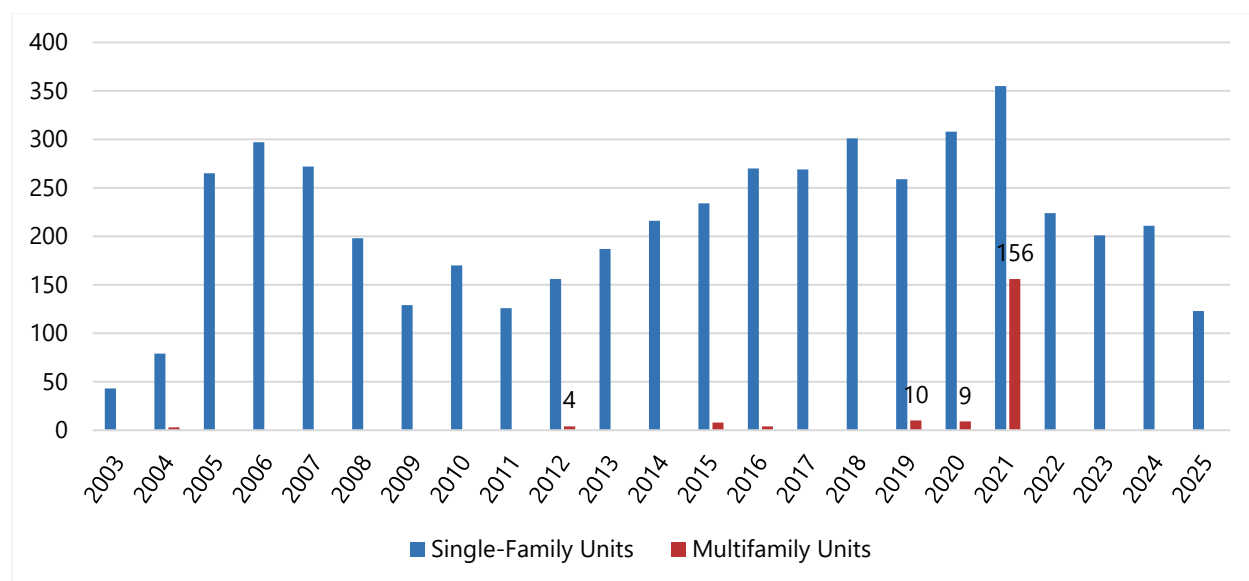
Figure 5.105-48
Total Housing Permits, Chelan County, 2003–2025



Source: Chelan County, Historical Permit Data

Figure 5.115-49

Total Housing Units Permitted, Chelan County, 2003–2025¹⁶



Source: Chelan County, Historical Permit Data

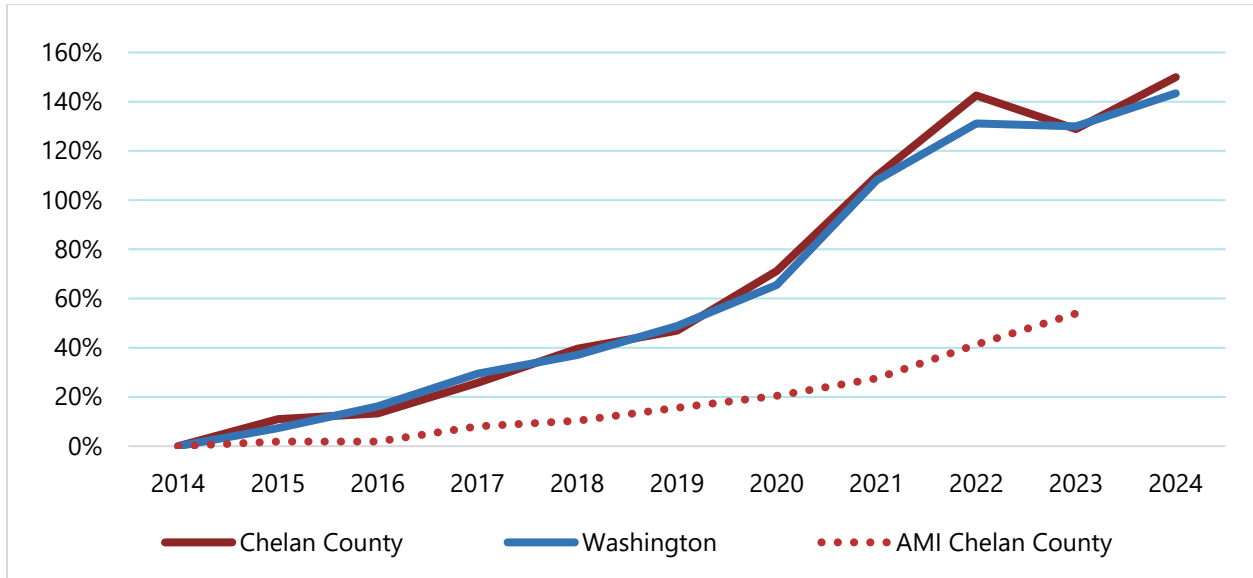
Home Value Trends

From 2014 to 2024, median home values in Chelan County have more than doubled, rising 150.0% from \$241,025 to \$602,450 (Figure 5.125-50). This increase slightly outpaces statewide growth of 143.4% over the same period. Figure 5.125-50 also compares this trend to growth in Area Median Income (AMI). Between 2014 and 2023, AMI in Chelan County grew 53.9%. This is only about one-third the rate of housing value growth.

¹⁶ According to county planners, the record is unclear on how many units were built from a 2020 application (either nine or 10).

Figure 5-125-50

Median Home Value and AMI Cumulative Annual Growth, 2014–2024



Source: University of Washington, State's Housing Market 2025 Q1 & U.S. Census Bureau, ACS Table S1901

Table 5-35-22 portrays the year-over-year change from 2023 to 2024 in similar metrics. The median home sale price rose 10.1% in the past year, while the number of home sales increased only 7.3%.

Table 5-35-22

Residential Home Sales in Chelan County

Metric	2023	2024	Change	% Change
Median Home Sale Price	\$550,000	\$605,400	\$55,400	10.1%
Home Sales	710	762	52	7.3%
Active Listings	149	155	6	4.0%
Months of Supply	2.8	3.1	0.3	10.7%

Source: University of Washington, State's Housing Market 2025 Q1

The Washington Center for Real Estate Research (WCRER) produces a Home Affordability Index (HAI) for both average buyers and renters, with separate measures for first-time buyers and low-income renters. Table 5-45-23 displays HAI values for Chelan County and nearby counties for comparison. Higher index values indicate greater affordability, with 100 indicating a middle-income family can just qualify for a median-priced home.

As of Q2 2025, both the First-Time Buyer HAI and the Median Buyer HAI are the lowest in Chelan compared to the state and surrounding counties. For renters, both the Median and Low-Income HAI are slightly below the state average but remain higher than in neighboring Douglas County. Notably, the Median Renter HAI stands at 125.4. This is well above the 100 benchmark.

Table ~~5.45-23~~
Home Affordability Index (HAI), Home Buyers and Renters, 2025 Q2

Region	Median Buyer	First-Time Buyer	Median Renter	Low-Income Renter
Chelan County	55.97	39.94	125.4	87.8
Douglas County	59.15	42.23	110	76.97
Okanogan County	66.15	47.17	189.2	132.4
Grant County	83.91	59.84	161.6	113.1
Statewide	60.67	43.33	136	95.19

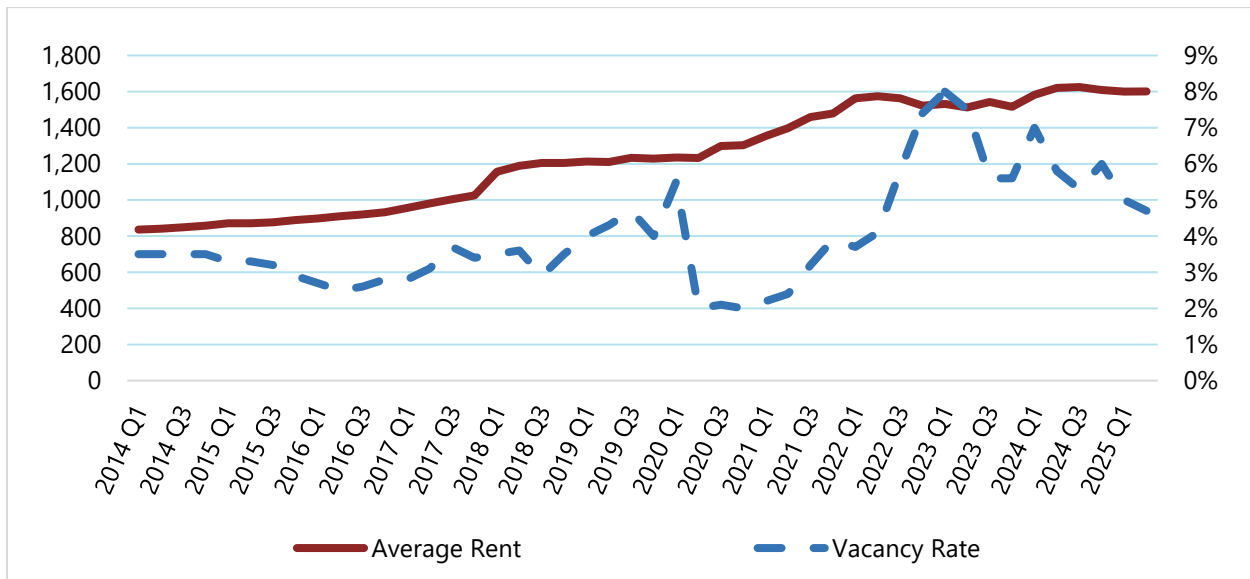
Source: University of Washington WCRER County Dashboard 2025 Q2

Rent Trends

Similar to home prices, rents in Chelan County have risen sharply over the past decade (Figure ~~5.135-51~~). The average rent increased from \$836 in 2014 to \$1,600 in 2025. This is an overall increase of 91.5% (nearly doubling in 10 years) and represents a growth rate that is almost twice that of Area Median Income (AMI) over the same period (Figure ~~5.125-50~~).

Figure 5.135-51

Average Rent and Vacancy Rates, Chelan County, 2014–2025



Source: University of Washington, Apartment Market Report 2025 Q1

Table 5.55-24 presents the average rent and the income required to afford one-bedroom, two-bedroom, and all apartments in Chelan County, with statewide averages for comparison. The average rent for a one-bedroom apartment in Chelan County is \$1,483. Using the standard definition of affordability (spending less than 30% of income on housing) a household would need to earn just under \$60,000 annually, or 83.4% of the Area Median Income (AMI), to afford this rent. To afford an average two-bedroom apartment, a household would need to earn nearly 100% of AMI (99.3%).

Statewide, average rents across all unit sizes are higher, but so is AMI. As a result, the absolute income needed to afford rent is greater at the state level, yet the percentage of AMI required is actually lower than in Chelan County.

Table 5-55-24

Apartment Rent Metrics, Chelan County and Washington, Q1 2025

	Average Sq Ft	Average Rent	Cost per Sq Ft	Income Needed to Afford	% AMI Needed to Afford
One-Bedroom					
Chelan County	691	\$1,483	\$2.14	\$59,320	82.4%
Statewide	679	\$1,746	\$2.58	\$69,840	73.6%
Two-Bedroom					
Chelan County	945	\$1,788	\$1.89	\$71,520	99.3%
Statewide	966	\$1,981	\$2.05	\$79,240	83.5%
All Units					
Chelan County	792	\$1,600	\$2.00	\$64,000	88.9%
Statewide	824	\$1,853	\$2.28	\$74,120	78.1%

Source: University of Washington, Apartment Market Report 2025 Q1

Short-Term Rental & Seasonal Populations

The short-term rental (STR) industry (e.g., Airbnb) increasingly influences local housing markets. This model is a double-edged sword. On one hand, it provides a potential source of “side-hustle” revenue for existing residents. On the other hand, it can inflate home prices, as single-family homes may be valued at the same level as commercial real estate in the area.

To mitigate the potential downsides of STRs, Chelan County has implemented regulations on where they are allowed to operate. There are three classifications of STRs in the County: Tier 1, Tier 2, and Tier 3. Tier 1 STRs are allowed to operate wherever the zoning code permits, while Tier 2 & 3 STRs are subject to restrictions on the maximum share of the housing supply in zip codes and subareas that may be used for STRs.

AirDNA is a valuable resource for understanding overall STR concentration in an area and for comparing trends across regions. However, it is not compliance software and therefore may not provide completely accurate counts of STRs.

Table 5-65-25 shows the STR patterns for each incorporated city in the County as well as the Peshastin, and Manson UGAs. These figures represent the STRs inside the UGA boundaries, including those within city limits. In terms of the percentage of housing stock consisting of STRs, the

Leavenworth ranks highest at 14.3% followed by Chelan and Manson at 13.7% and 12.9%, respectively. Countywide, STRs account for only 4.3% of the housing stock.

Table 5.65-25
STR Patterns, Chelan County, 2025

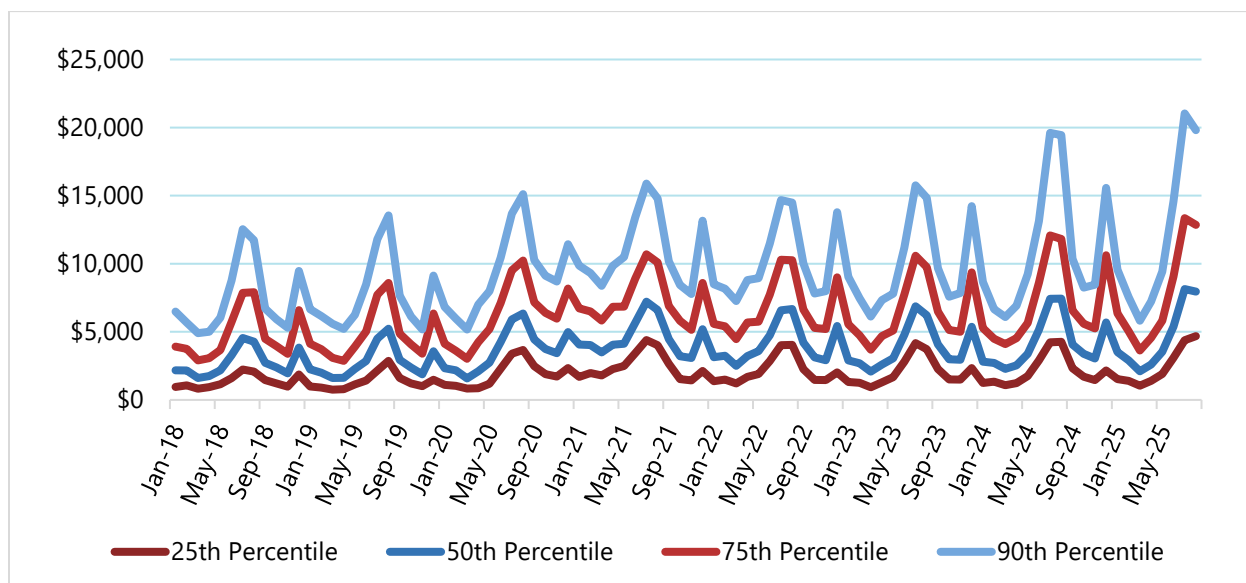
Area	Total Housing Units	Active Short-Term Rentals	Percentage STR Stock	Median Occupancy Rate	Average Daily Rate
Leavenworth UGA	1,736	248	14.3%	58%	\$326.58
Chelan UGA	2,997	410	13.7%	48%	\$465.70
Manson UGA	1,392	180	12.9%	54%	\$455.50
Peshastin UGA	282	4	1.4%	52%	\$412.75
Entiat UGA	602	4	0.7%	66%	\$241.80
Cashmere UGA	1,616	10	0.6%	51%	\$244.61
Wenatchee UGA	16,904	63	0.4%	54%	\$220.07
Chelan County	39,943	1,726	4.3%	53.0%	\$408.61

Source: AirDNA 2025, Washington State OFM 2025, Census Bureau

Figure 5.145-52 shows the monthly revenue of STR operators across various percentiles. Most operators are represented at the 50th percentile, above-average performers at the 75th percentile, and top performers at the 90th percentile. Revenue for all percentiles follows a cyclical, seasonal pattern but has increased overall over the period. For most operators, peak-month revenue rose from just under \$5,000 in 2018 to just under \$8,000 in 2025.

Figure 5.145-52

STR Monthly Revenue by Percentile, Chelan County, 2018–2025

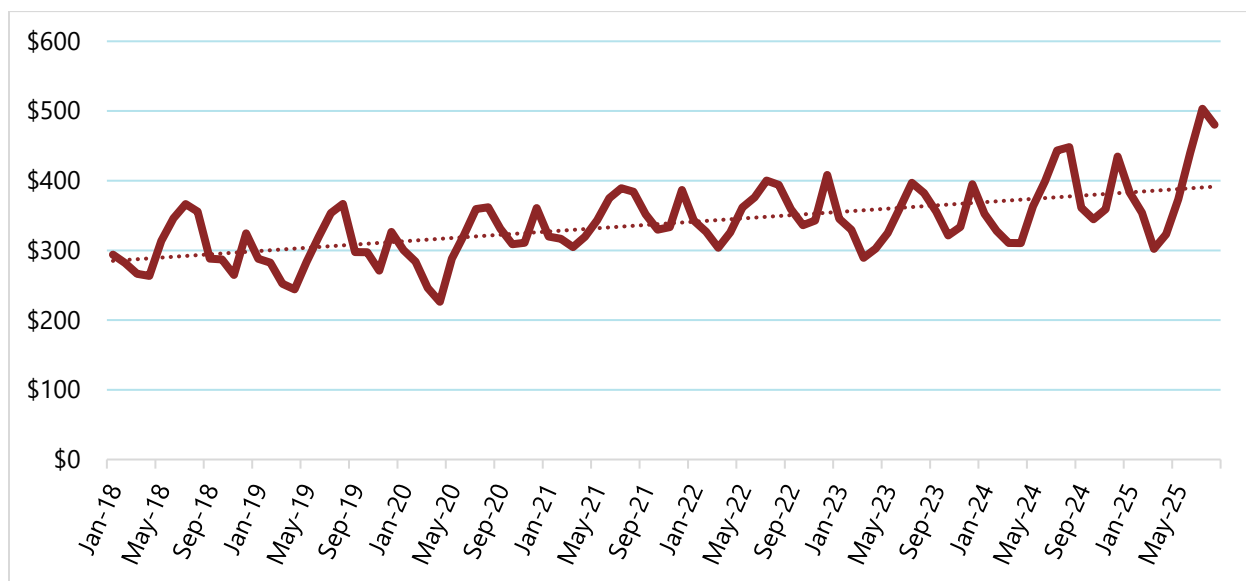


Source: AirDNA, 2025

The average daily rate (ADR) of STRs in Chelan County is shown in Figure 5.155-53. Since 2018, ADR has followed a seasonal cyclical pattern while trending upward at a fairly steady rate. The main exception is a sharp dip in early 2020, after which growth resumed along its prior trajectory.

Figure 5.155-53

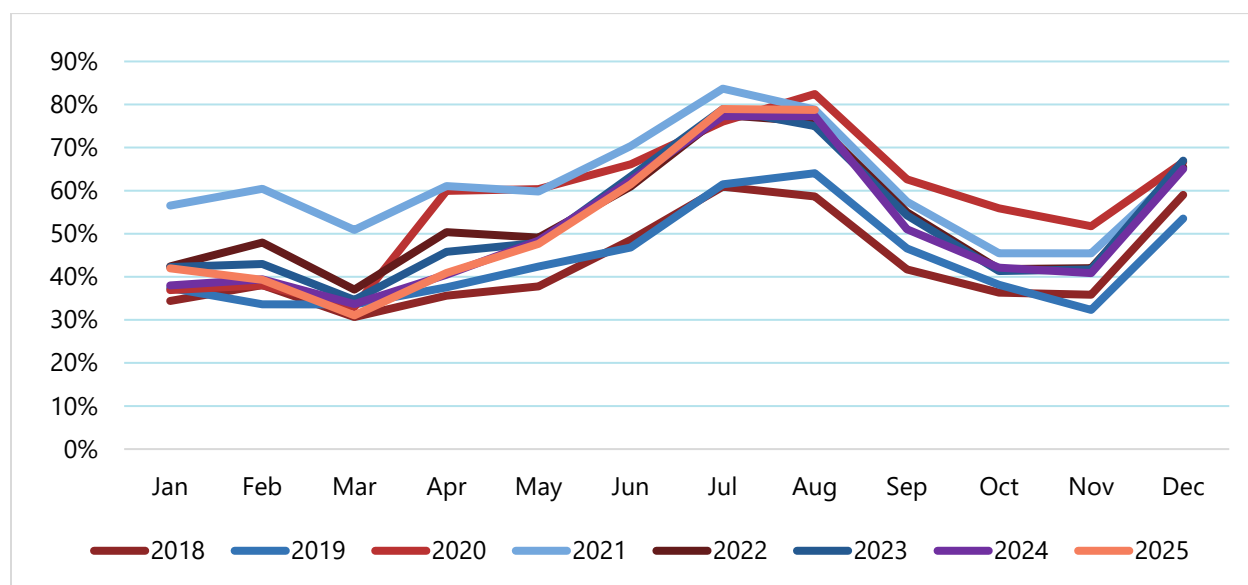
STR Average Daily Rate, Chelan County, 2018–2025



Source: AirDNA, 2025

The occupancy rate of a short-term rental (STR) reflects how often it is booked each month. Occupancy rates can help operators evaluate whether to adjust rental prices. For example, a property booked 90% of the time at \$100 per night could generate more revenue if rented at a lower occupancy rate for \$300 per night. Figure 5.165-54 shows monthly occupancy rates for Chelan County STRs from 2018 to 2025. In 2025, occupancy patterns mirror those of previous years, with the highest rates occurring in mid to late summer.

Figure 5.165-54
STR Occupancy Rate, Chelan County, 2018–2025



Source: AirDNA, 2025

VI. Housing Related Policies & Programs

The County recognizes that housing is a pivotal piece directly impacting all other element addressed within the Comprehensive Plan. Furthermore, the County recognizes that accessible and adequate housing is a necessity for citizens to live and thrive in Chelan County. As housing has become a developing concern over the past several years, the County and its partners have taken numerous proactive steps both to legislate better outcomes and to activate and enable the private sector to address housing issues. Continuing to make progress on housing will require the collaborative effort from each community as well as its various non-profit organizations and housing builders/developers.

Chelan County manages all unincorporated areas in the county, however, it does not manage the incorporated areas. For cities such as Chelan, Wenatchee, and Entiat, the County manages the associated UGA, however, the city oversees the planning of these areas. AS is often the case, it is more advisable for affordable housing to locate within more urbanized areas which are closer to employment and services, hence the County will often play more of a partnership role on these endeavors than the incorporated Cities.

Policies, Actions, and Initiatives

Housing Authority of Chelan County & the City of Wenatchee (CCWHA)

The County has limited resources to directly address housing, but provides grant funding and support to the Housing Authority of Chelan County & the City of Wenatchee (CCWHA). CCWHA understands the need to address housing affordability and has already begun implementing programs and policies to provide affordable housing to households earning 80% or less of the Area Median Income (AMI). CCWHA is overseen by a board of 11 people and manages an annual operating budget of \$6.2 million and an additional \$4.2 million to distribute in Housing Assistance payments. CCWHA manages 599 units of affordable housing across 20 properties. Its waitlists are further evidence of the depth of need in Chelan County. Beyond the units that it directly manages, CCWHA also supports efforts to encourage short-term housing assistance through its Housing Choice Voucher Program and the Veterans Administration Supportive Housing Program.¹⁷

Housing Choice Voucher Program (Section 8)

This program helps low-income families, individuals, seniors and people with disabilities pay monthly rent for apartments or houses in the Chelan and Douglas counties. Participants receive a housing subsidy in the form of a voucher, which they can use to rent a unit from any landlord in Chelan or Douglas counties who meets program requirements. To qualify, households must earn 50% or less of the Area Median Income (AMI) and pay the portion of rent and utilities not covered by the voucher (this is typically 30–40% of their monthly income). Preference is given to households earning 30% or less of AMI and to those experiencing homelessness.¹⁸

HUD-Veterans Affairs Supportive Housing (VASH) Program

The HUD-VASH Program is a partnership between the Department of Housing and Urban Development (HUD), the Department of Veterans Affairs (VA), and local Public Housing Authorities (PHAs). Low-income veterans who are eligible for HUD-VASH receive a specialized Housing Choice Voucher (HCV) to use at the rental of their choosing. In addition to the rental subsidy, eligible veterans also receive ongoing supportive services from the Community-Based Outpatient Clinic in

¹⁷ "Home," Housing Authority of Chelan County & the City of Wenatchee, accessed September 15, 2025, <https://www.ccwha.com/>.

¹⁸ "Housing Choice Voucher Program (Section 8)," Housing Authority of Chelan County & the City of Wenatchee, accessed September 15, 2025, <https://www.ccwha.com/hcv--section-8.html>.

Wenatchee. The local HUD-VASH Program currently serves Veterans in Chelan, Douglas, Okanogan, and Grant counties.¹⁹

Family Self-Sufficiency Program (FSS)

Families who participate in the federal Section 8 Housing Choice Voucher program are eligible to join CCWHA's Family Self-Sufficiency (FSS) Program. FSS is a voluntary program designed to help families achieve economic independence. Through this program, households set goals that always include employment and often include homeownership.

FSS participants commit to a five-year contract to establish and pursue specific goals. The program focuses on helping families become free of all forms of state and federal welfare through employment. FSS Specialists in each branch office work with households to set goals that may include employment, job training, education, job search, money management, credit repair, and homeownership. Working together, the family, local service providers, and FSS Specialists help identify and remove obstacles to self-sufficiency.

Participants may also receive an interest-bearing escrow (savings) account, which grows as the household's share of rent increases due to higher earned income. The tax-free account is distributed to the family once they complete their FSS Contract of Participation and have been free of welfare assistance for 12 consecutive months.²⁰

Rental Properties

The Housing Authority of Chelan County & the City of Wenatchee also provide rental housing for eligible residents. Qualified groups include seniors, agricultural workers, and others who meet program requirements. Additional information on eligibility is available on the Housing Authority's website.²¹

Farm Worker Housing

Chelan County also has a farm worker housing camp providing housing for migrant agricultural workers and their families from June 1st through November 1st. The camp accommodates workers in

¹⁹ "HUD-VASH Program," Housing Authority of Chelan County & the City of Wenatchee, accessed September 15, 2025, <https://www.ccwha.com/veterans-housing.html>.

²⁰ "Family Self-Sufficiency Program (FSS)," Housing Authority of Chelan County & the City of Wenatchee, accessed September 15, 2025, <https://www.ccwha.com/family-self-sufficiency.html>.

²¹ "Properties," Housing Authority of Chelan County & the City of Wenatchee, accessed September 15, 2025, <https://www.ccwha.com/properties.html>.

the pear and apple season and has a total of 180 beds for singles and 25 trailers each with 8 beds for families.²²

Chelan-Douglas Homeless Housing Strategic Plan 2025-2030

Washington State law requires a five-year strategic plan addressing homelessness for each county. Chelan and Douglas Counties established the Chelan-Douglas Homeless Housing Task Force which is responsible for creating and updating this five-year homeless housing strategic plan and the provision of homeless and housing programs funded through the available funding through the two counties.

The goals of the task force and strategic plan is to reduce the amount of time a person/household spends unhoused by eliminating barriers and providing long-term housing solutions. The Task Force focuses on investing in projects and programs that provide long-term supported housing stability while maintaining and improving existing emergency shelters.²³

Habitat for Humanity

Since 1990 Habitat for Humanity has been in Chelan County working with those who desire to help themselves gain homeownership. Specifically, Habitat for Humanity is based in Wenatchee and serves the Cities of Wenatchee and East Wenatchee and lands within a five mile radius of the city limits. Through donations of money and time, the houses are built and sold to qualifying low-income households for much lower than market price providing a path to homeownership for low-income households who would not have the chance otherwise.²⁴

Upper Valley MEND (Meeting Each Need with Dignity)

MEND provides support for low-income households, including help with housing. As of 2025, they have an affordable homeownership program for low and moderate-income individuals who live or work in the Upper Wenatchee Valley with 20 homes in two neighborhoods. They also stepped in the preserve 31 affordable rental units in Leavenworth and now rent those to low and moderate-income

²² "Farm Worker Housing," County of Chelan, accessed Dec 1, 2025, <https://www.co.chelan.wa.us/farm-worker-housing>

²³ "Chelan-Douglas Homeless Housing Strategic Plan 2025-2030," Chelan-Douglas Local Homeless Housing Task Force, September 24, 2025, <https://www.co.chelan.wa.us/files/board-of-commissioners/documents/Housing/Homeless%20Housing%20Strategic%20Plan%202025-2030.pdf>.

²⁴ Habitat For Humanity, accessed December 2, 2025, <https://www.wenatcheehf.org/>.

households and have plans to continue to increase the number of rentals and homeownership opportunities they provide.²⁵

Chelan-Douglas Community Action Council

The Chelan-Douglas Community Action Council was formed in 1965 as a private non-profit organization to help people change their lives for the better. This includes multiple housing assistance programs including affordable housing, rapid rehousing, homeless prevention, housing and essential needs, and foundational community supports.²⁶

Subsidized Housing

There are multiple types of subsidies or government fundings that are or could be used in Chelan for affordable housing. These include funding from at the federal and state level such as:

- USDA Rural Development Multifamily Housing
- USDA Rural Development Single Family Housing
- HUD Section 8 housing vouchers
- Low-Income Housing Tax Credit (LIHTC)
- HUD Choice Neighborhoods Grant
- HOME Investment Partnerships Program
- Community Development Block Grants
- National Housing Trust Fund
- Capital Magnet Fund
- Washington Housing Trust Fund
- Connecting Housing to Infrastructure Program (CHIP)

Awareness of Racially Disparate Impacts

The Growth Management Act (GMA) now requires a recognition of how zoning and land use practices could have historically or currently contributed to racially disparate impacts. The County's current code has no explicit references that discriminate against populations according to race or national origin.

²⁵ Upper Valley Mend, accessed December 2, 2025, <https://www.uvmend.org/>.

²⁶ "Programs/Services" Chelan-Douglas Community Action Council, accessed December 2, 2025, <https://cdcac.org/programs-services/>.

Another less explicit form of discrimination that has sometimes been cited in other communities as residual “redlining” are anti-density standards which were at times designed to prevent certain populations from inhabiting in the area.

The County’s zoning definitions and allowable densities have long emphasized low density residential not for reasons of discrimination against multi-family housing. The County’s zoning elaborates a variety of standards including RR20, RR10, RR5, and RR2.5, none of which permit greater than 1 unit per 2.5 acres. This usage pattern comports with the County’s history of agriculture, another long-established priority of the GMA.

The County now bears some responsibility to ensure adequate low-income housing within its jurisdictions. To meet these requirements, the County will focus on ensuring appropriate zoning alterations in UGAs such as Manson and Peshastin such that multi-family housing is not restricted in these areas.

Proactive Zoning & Land Use Policies

The County has responded to calls for changes to housing policies and practices. That said, the County recognizes that in some cases, these alterations still need to be more clearly elaborated in County code.

- Double ADU’s on rural lots (and remove owner-occupancy requirements)
- Reduce impact fees for ADUs
- Adopt clear & objective design standards with less planning commission discretion (HB 1293)
- Consider “cluster housing” allowances that preserves open space while allowing for more housing
- Increasing density per lot in unincorporated UGAs (e.g. up to 4 units/lot) (SB 5471)
- Streamlining short plat/cluster housing reviews

Goals and Policies to Improve Housing Access and Affordability

These goals and policies have been established in order to address housing barriers and disparities identified throughout this element.

Goal HO 1: Affordable housing in good condition for residents of all income levels

Rationale: Identify adequate provisions for existing and projected housing needs for all economic segments of the community, including documenting barriers and actions needed to achieve housing availability in consistency with RCW 36.70A.070(2)(d) and WAC 365-196-010(1)(g)(ii), WAC 365-196-300(4)(f), and WAC 365-196-410.

Policy HO 1.1: Promote and retain affordable housing and focus on the needs of full-time residents earning 120% of median income or less.

Policy HO 1.2: The County shall facilitate affordable home ownership and rental opportunities by promoting an increasing supply of safe and healthy lower-cost housing types, including housing on small lots, accessory dwelling units (ADUs), duplexes, townhouses, multiplexes, manufactured housing, mobile homes, co-living, and mixed-use housing.

Policy HO 1.3: The County shall pursue techniques to minimize the displacement of extremely low, very low, low, and moderate-income households resulting from losses in the County's existing stock of low-cost housing. Examples of techniques could include strategic acquisition and financing of existing multi-family development, tenant relocation assistance, right-to-return policies, and policies requiring displacement and mitigation plans during the permitting process.

Policy HO 1.4: The County shall ensure that redevelopment will not result in a net loss of affordable housing; i.e. every unit of affordable housing lost to redevelopment is replaced with like, affordable housing, suitable for and in a location beneficial to the same demographics as those displaced by redevelopment. To this end, the county shall establish requirements for the inclusion of low-income housing or fees in lieu of providing low-income housing.

Policy HO 1-5: The County shall encourage for-profit and non-profit sector production of new housing units that are affordable to and occupied by extremely low, very low, low, and moderate-income households.

- a) The County shall implement various fiscal and regulatory tools and funding resources and strategies to encourage housing providers to increase the supply of affordable housing units generally, and particularly within mixed-income developments and communities.
- b) The County shall provide incentives that encourage for-profit and non-profit residential developers to address extremely low, very low, low, and moderate-income housing needs,

such as priority permit processing and exemptions or reductions in impact fee mitigation payments for low-income projects with long-term affordability commitments.

- c) Evaluate the feasibility of reducing minimum permitted lot sizes in non-planned residential developments (PRD).
- d) Encourage through incentives and other techniques a balance of affordable and market-rate housing within urban centers with job opportunities and along transit emphasis corridors, including establishing an incentive program for affordable housing in multifamily developments with access to transit.

Goal HO 2: Livable neighborhoods with diverse housing options.

Rationale: This element must be consistent with moderate-density housing and ADU policies in RCW 36.70A.070(2) and WAC 365-196-410(2)(a). Identification of capacity of land for housing including government-assisted housing consistency with RCW 36.70A.070(2)(c) and WAC 365-196-410(2)(e) and (f). Consideration of the preservation, improvement, and development of neighborhoods and diverse housing options consistent with RCW 36.70A.070(2)(b).

Policy HO 2-1: Use neighborhood planning to develop locally-supported action plans for existing neighborhoods.

Policy HO 2-2: Include the option of neighborhood-specific design standards, including standards that limit building height and size, in neighborhood planning processes.

Policy HO 2-3: Where neighborhood planning supports retention of existing housing stock, support maintenance and upkeep of that stock by sponsoring housing rehabilitation programs offered by state and federal governments and nonprofit agencies.

Policy HO 2-4: Focus efforts to increase the affordable housing stock near urban areas and commercial districts where more jobs, multi-modal transportation, and other supporting services are located.

Policy HO 2-5: Encourage diversity in single-family housing types throughout the City.

Policy HO 2-6: Encourage special housing types (such as cottage housing, ADUs, townhouses, and zero-lot-line development) in developing areas and in existing neighborhoods where such housing can be developed while retaining or enhancing neighborhood livability.

Policy HO 2-7: Allow mobile home parks in one or more zoning districts and adopt and enforce development and maintenance standards to keep housing condition and livability high in the parks and the neighborhoods in which they are located. Pair standards with programs to help current residents ensure they can meet the requirements.

Policy HO 2-8: The County shall cooperate with public, private, and non-profit providers in applying techniques for increasing the supply of owner-occupied homes, including affordable home ownership opportunities, facilitating community land trusts, and first-time homebuyer programs.

Policy HO 2-9: The County shall cooperate with public, private, and non-profit providers in applying techniques for increasing the supply of owner-occupied homes, including affordable home ownership opportunities, facilitating community land trusts, and first-time homebuyer programs.

Policy HO 2-10: The County shall update the demographic changes and housing needs of county residents to identify the gaps in housing availability for low, very low, extremely low, and moderate-income households, government-assisted housing, special needs populations, emergency housing, emergency shelters, and permanent supportive housing for the homeless.

Goal HO 3: Adequate special needs housing, including government-assisted housing, permanent supportive housing, transitional housing, and emergency housing needs.

Rationale: Identify adequate provisions for existing and projected housing needs for all economic segments of the community, including documenting barriers and actions needed to achieve housing availability in consistency with RCW 36.70A.070(2)(d) and WAC 365-196-010(1)(g)(ii), WAC 365-196-300(4)(f), and WAC 365-196-410.

Policy HO 3-1: Ensure the County's Urban Growth Area provides adequate, appropriately-zoned land for special needs housing, including housing that will meet the needs of the County's aging population.

Policy HO 3-2: Establish standards for special needs housing, including housing that will meet the needs of the County's aging population, to ensure that such housing is well integrated in the community and complies with Americans with Disabilities Act standards.

Policy HO 3-3: Review and update the County's zoning regulations and design standards to remove barriers the development of special needs housing and emergency shelter and to affirmatively address these types of shelters and dwellings in the UGA.

Policy HO 3-~~34~~4: As necessary based on the forecasted housing demand in this comprehensive plan, prioritize the creation of extremely low, very low, and low-income housing using identified federal and state subsidies.

Policy HO 3-~~54~~4: Based on the forecasted housing demand in this comprehensive plan, the County will prioritize the creation of extremely low, very low, and low-income housing using identified federal and state subsidies.

Goal HO 4: -County leadership provides leadership and support to meet housing needs

Rationale: Ensure policies are consistent with zoning maps, Urban Growth Areas, and housing goals. Promote active participation of County staff in program initiation and community partnerships.

Policy HO 4-1: Regularly review the County zoning map and zoning districts and make any changes needed to encourage a mix of housing types that will advance the County's housing goals, meet identified housing needs, provide quality housing, and support the County's overall land use plan.

Policy HO 4-2: Regularly assess the size of the Chelan Urban Growth Area and increase the size as needed to maintain an adequate supply of appropriately zoned land.

Policy HO 4-3: Encourage County staff to take an active role in promoting the County's housing goals, including outreach, coordination, and initiating programs (such as an infill development program or incentive programs), changes in development regulations, and other actions.

Policy HO 4-4: Where appropriate, work in partnership with other public entities to facilitate use of surplus public land (including land owned by Chelan Public Utility District (PUD), City of Chelan, and by other entities for affordable housing development.

Goal HO 5: Strive to prevent the displacement of historically and currently marginalized communities as well as extremely low, very low, low, and moderate-income households from existing neighborhoods.

Rationale: Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing in consistency with RCW 36.70A.070(2)(e). Establish

policies and regulations to address and begin to undo racially disparate impacts, displacement, and exclusion caused by local policies and actions in consistency with RCW 36.70A.070(2)(f).

Policy HO 5-1: Evaluate plans, investments, new infrastructure, and new development for the potential to increase housing costs for, or to cause displacement of, historically and currently marginalized communities, as well as extremely low, very low, low, and moderate- income households. Identify and implement strategies to mitigate anticipated impacts.

Policy HO 5-2: The County shall consider equitable development initiatives, inclusionary zoning, and other strategies to counter displacement. The county shall engage those communities most at risk of displacement, including those affected by poverty, communities of color, and other historically and currently marginalized communities while developing anti-displacement policies.

Policy HO 5-3: Explore racial equity assessment tools (e.g., Racial Equity Impact Assessment Toolkit from Race Forward) to evaluate development regulation update proposals.

Policy HO 5-4: Expand community outreach strategies to vulnerable populations in the development of regulation updates.

Goal HO 6: Support year-round and seasonal agricultural worker housing

Policy HO 6-1: Protect the economic viability of the agricultural industry by supporting construction of agricultural worker housing near orchards. Consider the reduction of site development standards and building fees for agricultural housing units.

Goal HO 7: Ensure that development and redevelopment projects are resilient to future conditions and increase health and safety of the occupants.

Policy HO 7-1: Establish development regulations that incorporate best practices for reducing the risk of wildfire, extreme weather, flooding, and other natural hazards.

Policy HO 7-2: Encourage on-site non-potable water systems to reduce water demand in residential buildings.

Policy HO 7-3: Encourage the implementation of recommended actions in the WUI building standards as prescribed by Chelan County Fire Districts.

Policy HO 7-4: Prioritize the preservation and weatherization of housing in overburdened communities to protect residents and increase housing resilience.

Policy HO 7-5: Support and promote programs that install cooling units, heat pumps, and air filtration, prioritizing households or facilities with residents (e.g., low-income seniors) most vulnerable to extreme temperature events.

Malaga

Policy HO M.1: Promote a range of housing types and densities that respect rural character of the Malaga UGA while ensuring sufficient, affordable, and diverse housing stock to preserve existing housing and meet anticipated population growth.

Rationale: The Malaga UGA faces challenge of maintaining rural character and addressing housing shortages. A balanced housing strategy supports existing homeowners' economic sustainability, intergenerational living, and community inclusivity, while accommodating for population growth without compromising rural values.

CHAPTER 6

CAPITAL FACILITIES ELEMENT

I. Introduction

The Capital Facilities Element reflects requirements and direction from the Growth Management Act (GMA), the Procedural Criteria as established by the ~~WAC~~Washington Administrative Code and the County-Wide Planning Policies. This element estimates capital facility needs for the next 20 years based on the County's selected levels of service standards, and the growth, densities and distribution of land uses anticipated in the Land Use and Rural elements of this plan. Financing approaches to fund these capital facilities is identified to support decision making to achieve the County goals for capital facilities planning.

The Capital Facilities Element promotes efficiency by requiring the prioritization of capital improvements for a longer period of time than the single budget year. In addition, the identification of adequate funding ~~may~~should results in ~~the~~ prioritization of needs.

This Element addresses water systems, irrigation systems, sanitary sewer systems, stormwater, flood management, schools, law enforcement, fire protection and government properties. Even though the County does not own many of these facilities, it is required to address them, RCW 36.70A.170 and Western WA Growth Management Decisions 95-2-0067 and 00-2-0062.

The County works with all agencies to coordinate capital facilities plans and projects but may not always have the most up-to-date information. Each agency is maintained by separate commissioners which manage their own budgets and projects. However, the State requires that any agency adopting a planning document be reviewed

Growth Management Act:

A Capital Facilities Element includes: (a) an inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities; (b) a forecast of the future needs for such capital facilities; (c) the proposed locations and capacities of expanded or new capital facilities; (d) 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 (e) a requirement to reassess the land use element if probable funding falls short of meeting needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent.

by the County for “consistency.” This consistency review, when completed, ensures that all agencies are using the Chelan County Comprehensive Plan as a base for their plans, policies and projects.

Additional capital facility information related to roads, utilities and parks ~~can be~~ is located in the Transportation Element, Utilities Element and the Park and Recreation Element.

II. Level of Service Standards

The GMA requires that levels of service be established for capital facilities. Levels of service (LOS) are quantifiable measures of the capacity or other service thresholds that are to be provided in the County.

The GMA indicates that public facilities needed to support a development should be **available** concurrent (at the same time as) with the impacts of the development. The intent of this concurrency requirement is that no development or permit should be approved if it would result in a reduction in the LOS below the standards adopted by the County. This concurrency test must be met for transportation facilities in order for development to proceed. This test is encouraged but not expressly required for other types of public facilities. Minimum standards for levels of service for capital facilities provided by public entities are as follows:

Recommended Levels of Service Standards

Water

Proof of water availability in conformance with standards provided by The Washington State Department of Health and Chelan-Douglas Health District is required for development. This availability is also required to be confirmed by Chelan County, pursuant to RCW 36.70A.030(15).

Sanitary Sewer Systems

Treatment capacity ~~shall~~ should conform to standards set by the Washington State Department of Health. Treatment capacity must be adequate to treat peak flows.

Collection systems must be adequate to accommodate 2.5 times the peak flow volume.

In the rural areas, on-site sewage disposal will be utilized in conformance with the standards provided by The Washington State Department of Health and the Chelan-Douglas Health District. Limited sewer service to mitigate an existing health problem or protect surface water quality in areas

of existing development may be allowed. Providing limited sewer service for the infill, development or redevelopment of existing intensive areas of rural development may also be allowed in conformance to the provisions outlined in the Growth Management Act.

Stormwater Systems

Stormwater from new development must be controlled so as not to contribute additional ~~off~~ site flows that exceed predevelopment flow rates. Chelan County Public Works regulates and approves stormwater plans throughout the County. All new development is reviewed for Construction and Post-Construction Stormwater Runoff Control Program applicability to control and remove off site flows that exceed predevelopment flow rates.

Within the Wenatchee basin additional planning has been completed through the Comprehensive Stormwater Plan, adopted in 2012. This plan addresses conveyance concerns, water quality elements, operation and maintenance schedules and capital projects intended to address deficiencies within the Wenatchee basin.

Stormwater projects are managed and addressed within the Transportation Element.

School Districts

The standard for schools is the current State standard for funding as determined by the State Superintendent for Public Instruction.

Fire Protection

The standard for fire protection is to be in ~~conformance~~ accordance with the International Fire Code standards or alternatives as approved by the Chelan County Fire Marshal.

Law Enforcement

The standard for law enforcement is to answer calls for assistance within a reasonable time consistent with the nature of the call.

III. Inventory and Planned Improvements

The following discussion generally describes capital facilities that are used in providing ~~for~~ public services within Chelan County. During the preparation of this element of the plan, many agencies were contacted to provide information relative to capital facilities planning. Many of the agencies providing services or facilities have prepared comprehensive plans that will be adopted by reference

and will be available for review at the specific agency or facility and at the Chelan County ~~Department of Building/Fire Safety and Planning office~~ Community Development office. In some cases, plans are being prepared by the service agency and are not yet available.

Water Systems

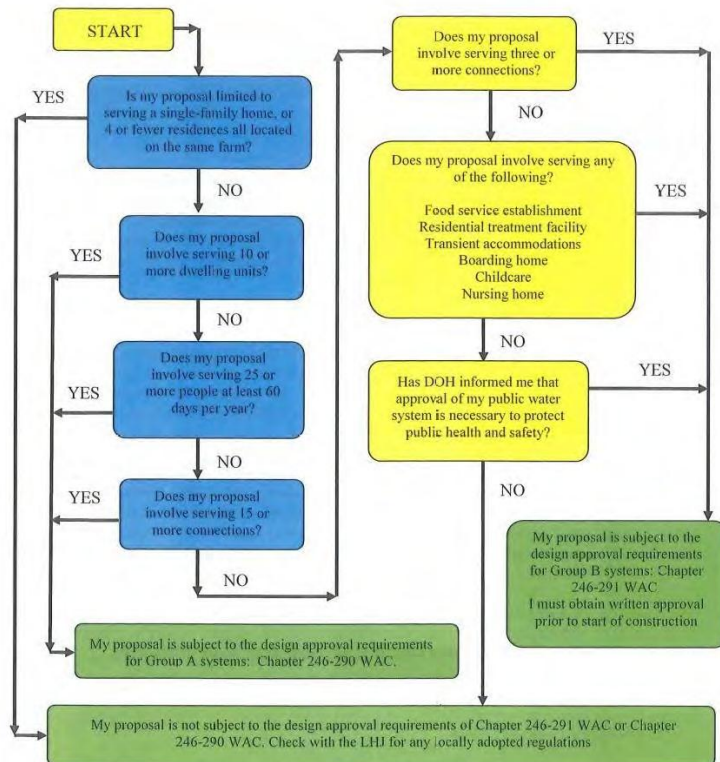
Domestic water in Chelan County is provided through several hundred private and public sources. A “public water system” means any system, excluding a system serving only one single-family residence and a system with four or fewer connections all of which serve residences on the same farm, providing piped water for human consumption, including collection, treatment, storage, or distribution facilities used primarily in connection with such system (WAC 246-291-010), see flow chart.

The Chelan-Douglas Health District classifies a “Group A” system as serving 15 or more connections, regardless of the number of people, or a transient business with 25 or more customers per day for at least 60 days per year, or 10 or more dwelling units. A “Group B” system serves less than 15 connections and any of the following uses: food service establishments, residential treatment facility, transient accommodations, boarding homes, childcare, or nursing homes. A two party system is a public system but is exempt from the requirements for a “Group B” water system.

The larger public water systems operated by public entities include the following:

Chelan County Public Utility District (PUD) – Wenatchee Water System

The PUD Wenatchee system surrounds the City of Wenatchee’s water system and serves north along SR 97 to Tree Top Fruit, west to the community of Monitor and south through Squilchuck to the



Forest Ridge Subdivision. The service area is identified in the PUD's Wenatchee Water System Plan completed in 2016. Source water and water rights are provided by the Regional Water System.

Wenatchee Regional Water System

The City and Chelan PUD collaborated to develop the Eastbank Aquifer as a regional water supply source for both entities under the terms of the original Water Contract – Regional Water System (1979 Contract). The land on which the aquifer is located is owned by Chelan PUD and located within the Rocky Reach Hydro Electric project and subject to the Federal Energy Regulatory Commission (FERC) licensing requirements. In its 1979 order, FERC approved the PUD's permitting of this land to the City for the purposes of constructing the Regional Facilities.

The East Wenatchee Water District (EWWD) contracted to be a participant in the Regional Water System in November 1998 through an Amended Water Contract – Regional Water System Contract (Contract). The defined facilities, lands, water rights, and rights-of-way necessary for this development are referred to as the Regional Facilities. The source was developed to meet the projected water demand of the Wenatchee Regional Water System Supply area.

The wells for the Regional Facilities are located just north of the Rocky Reach Dam on the east side of the Columbia River. This source supplies domestic water service for the City, the PUD and EWWD service areas through the following metered connections, which are also part of the Regional Facilities.

Existing Regional Facilities include four (4) operating ground water wells; four (4) pumps (one for each well); a sodium hypochlorite injection system; surge control; control building; power supply; and a 30-inch ductile iron transmission pipeline. Also part of the system are 19 combination air/vacuum release valves, 16 drain stations, and 7 mainline valves. The mainline transitions to a 36-inch steel as it passes through the Columbia River Bridge (SR2) then reduces back to 30-inch ductile. The Regional pressure and pump operation is controlled by the City's low (883) zone reservoirs and distribution system by means of a radio telemetry system. Included in the telemetry system is a source meter used for monitoring supply and determining quantity of chlorine needed for disinfection and monitoring of the EWWD and PUD supply stations.

The Regional Facilities also include emergency standby wells near Kentucky Street (wells 4 and 5) and the Cascade Avenue (well 7) located in Douglas County.

Current annual supply to the three members totals 11,500 acre-feet. Regional water rights authorize withdrawals from the Eastbank Aquifer totaling 13,277 acre-feet annually. Regional's water rights authorize withdrawals of 22,065 acre-feet annually (13,277 acre-feet from Eastbank with the

remainder from other locations). As of December 2016, Regional is evaluating an alternative source of supply in Chelan County near Chelan PUD's Rock Island Dam.

Chelan County PUD - Chelan Falls Water System

The Chelan Falls water system is owned by the Chelan Falls Water District and operated and managed by Chelan PUD. The Chelan Falls water system is located along the Columbia River, southeast of the City of Chelan in the southwest portion of Township 27 N. and Range 23 E. The system is located primarily along the Columbia River. Two wells, a pump station, a storage tank, and approximately 15,000 lineal feet of 6-inch and 8-inch diameter distribution mains serve approximately 140 connections.

Water rights for the Chelan Falls water system are covered by Certificate G4-27862. The system is authorized to withdraw 470 gallons per minute at any given time, not to exceed a total yearly withdrawal of 300-acre feet (97.8 million gallons per year). Current annual supply is approximately 36.2 million gallons.

Chelan County PUD - Chelan Ridge Water System

The Chelan Ridge Water System is located on the south shore of Lake Chelan near the intersection of Navarre Coulee Road and South Lakeshore Road. The system consists of a groundwater well located in the First Creek State Park, a 100,000 gallon reservoir and an 8-inch PVC and ductile iron distribution system. There are approximately 40 service connections plus the State Park.

The system has a capacity of 90 E.R.U.s (equivalent residential units) with 30 of these allocated to the Lake Chelan State Park. The estimated future demand for the system is 90 E.R.U connections.

Chelan County PUD - Olalla Canyon Water System

The Olalla Canyon water system is located in Olalla Canyon just west of the City of Cashmere and North of U.S. Highway 2. The system consists of a spring source, collection box, submersible pump, 3-inch HDPE transmission main, 100,000-gallon reservoir and 6-inch ductile iron distribution system.

The system currently serves 30 connections. The water rights place of use is limited to the existing parcels. There are no plans for additional users on this system.

Chelan County PUD - Dryden Water System

The Dryden water system is located along the Wenatchee River in Dryden. The system consists of two groundwater wells, 6 and 8-inch distribution mains and an 80,000 gallon concrete reservoir.

The system supplies approximately 62 service connections on both the north and south of US Highway 2. Water rights are covered by G4-27929C. The system is authorized to withdraw 150 gallons per minute at any given time, not to exceed a total yearly withdrawal of 74-acre feet (24 million gallons per year). Current annual supply is approximately 7 million gallons.

Lake Chelan Reclamation District Water System

The domestic water system for the community of Manson was purchased by the Lake Chelan Reclamation District (LCRD) in February of 1922. The system has two intakes in Lake Chelan, one raw water reservoir, a Water Treatment Plant, two finished water reservoirs and over 47 miles of distribution system. The system serves approximately 1,690 connections and a peak tourist population of 6,000 in the summer months. Connections are projected at 1,950 in the year 2025 with an estimated peak tourist population served of approximately 8,500.

The area served by the LCRD domestic water system is a mixture of commercial agriculture, rural residential and urban residential and commercial land uses. Agricultural and rural residential usage is the dominant land use while the remaining uses are located within the Manson urban growth area.

The LCRD has an approved Domestic Comprehensive Plan for the system, dated March 2014, that includes a description, analysis and proposed improvements to the system, and is adopted by reference as part of this comprehensive plan. This LCRD Plan was designed to be in concurrence with the Chelan County Comprehensive Plan.

Malaga Water District

The Malaga Water District service includes the Malaga and Stemilt area. There are several small water systems within its boundaries, the largest being the Three lakes Water District and Stemilt (water) and the Stemilt Irrigation District Domestic system.

The system consists of 3 wells, 7 booster stations, 9 reservoirs and approximately 20 miles of distribution line located along the Malaga-Alcoa Highway, West Malaga Rd., Joe Miller Rd., Hamlin Rd. and Crown Ln. with a spur to the Stemilt Hill Rd. at the Stemilt Growers warehouse.

In 2010, the District absorbed the Stemilt Irrigation District Domestic Water System which increased the number of connections by approximately 200.

There are currently 534 connections on the system. The system current capacity is 1,000 connections. The future projected demand for the system is 1,200 connections through the year 2025. Up to thirteen miles of additional water lines are needed for future projected demand. The Malaga Water

District Comprehensive Plan was last updated in 2012. The Malaga Water District Plan is adopted by reference as part of this comprehensive plan.

Major financial and capital needs include at least one reservoir at a cost of approximately \$600,000 with replacement of pipes and other components at a cost of \$400,000. Sources for funding are very difficult to find with the loss of Public Works Trust Fund money.

Three Lakes Water District

The Three Lakes Water District wells are located on Tract B of the Three Lakes Subdivision with a nearby reservoir. The system includes two wells with a looped distribution system and a 100,000-gallon concrete reservoir which provides potable water to the Three Lakes Golf Course and one additional connection outside of the subdivision. The system capacity is 280 connections. Eventual possible build-out for the Three Lakes Subdivision would include a total of 333 connections. To serve this demand, more reservoir storage capacity and additional water permitting would be required through the Washington State Department of Ecology.

Chelan PUD - Peshastin Water District System

The former Peshastin Water District no longer operates as an independent utility. Since the publication of the 2017 Comprehensive Plan, the system has been acquired and is now owned and managed by Chelan County Public Utility District (Chelan PUD) as part of its portfolio of small rural water systems. As a result, governance has shifted from a locally elected three-member commission to a regional, customer-owned utility with centralized management, operations, and capital planning.

The Peshastin system continues to serve the community along the north side of the Wenatchee River east of Leavenworth, but it is now integrated into Chelan PUD's broader water service framework. The system includes multiple groundwater wells, storage reservoirs, and a distribution network serving a few hundred residential and commercial connections. The physical infrastructure remains largely consistent with the legacy district and includes three active wells, and Chelan PUD is responsible for operation, maintenance, regulatory compliance, and long-term system reliability. Since acquisition, the system has been the focus of phased capital improvements to address aging infrastructure and capacity limitations typical of small water systems. Planned and ongoing upgrades include well improvements or replacement, pump station upgrades, reservoir and safety improvements, and implementation of modern monitoring and control systems. These investments are funded through a combination of PUD capital planning and customer rates, including localized rate adjustments to support system-specific costs. The Peshastin Water District owns and operates

~~the water system that serves the community of Peshastin, located along the north side of the Wenatchee River three miles east of Leavenworth.~~

~~The Water District includes three active wells, four reservoirs, two of which store 190,000 gallons each, a new tower that stores 300,000 gallons, and an additional reservoir located on Larson Rd that stores 30,000 gallons. There are approximately 4 miles of pipe which feed the system. The Water District currently serves 250 customers, including residential, commercial, industrial, an Elementary school, and a day care center. The system is approved for 500 connections, which is sufficient to serve the projected future demand of 598 connections through the year 2025.~~

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

~~In 2016, the Peshastin Water District completed construction of its fourth water tower reservoir at a cost of \$1.1 million dollars. A building moratorium put into place by the Department of Health required the building of the reservoir to ensure adequate water supply in case of a major fire event. Peshastin should now have sufficient water supply for many years to come.~~

~~The Water District has two employees, a Certified Water Manager and Certified Cross Connection Technician, and a Secretary/Bookkeeper. The District is governed by three water commissioners who are publicly elected to office.~~



Figure 6-1. 2015 Water Towers

Alpine Water District

The Alpine Water District was formed in late 1999. The customers purchased the water system which was built by the Chelan County Public Utility District (PUD). The system includes a source well and pump near the east end of Lake Wenatchee. ~~Six-inch~~Six-inch mains extend 13,800 feet from the source along Chiwawa Loop Road to the ~~100,000-gallon~~100,000-gallon storage tank.

The system serves Alpine Tracts, the YMCA camp, Midway Village residential, and Lake Wenatchee State Park. There are currently 54 metered customers connected to the system. The system is near

capacity during the summer months when the State Park, Cove Resort, and Midway Village are in use. The District is pursuing additional water rights with the Department of Ecology.

Little Butte Water System

The Little Butte Water System is owned and operated by the Little Butte property Owner's Association. With water rights to pump from Lake Chelan and serving 46 lots on approximately 906 acres located approximately one mile up Chelan Butte Lookout Road the system is composed of a lakeside pump house, filtration plant, a ~~96,000-gallon~~ 96,000-gallon reservoir and distribution lines.

Lake Wenatchee Water District

The Lake Wenatchee Water District was created by Chelan County Commissioners in May 2006, by Resolution 2006-65, as a result of a public referendum in favor of forming a public water district. The district facilities include two water reservoirs with approximately 175,000 gallons of capacity; one booster station; and three wells. Chelan County adopts by this reference the Lake Wenatchee Water District Plan, dated February 2011, which addressed 6 and 20 year growth, and includes a Capital Facility Plan.

Stehekin Water Treatment & Distribution

The National Park Service maintains a water treatment and distribution system serving only the Stehekin Landing area used for National Park Service facilities and some private residences. The Group A transient non-community public water system is designed to chlorinate groundwater from two 40 gpm, 85 foot deep wells and use a 100,000 gallon concrete storage tank (constructed 1974) to gravity-feed the distribution system. Total production averages 4,145,000 gallons per year. There are no plans for expansion of the system as there are no projected increased demands for the system.

Other Water Systems

- Chelan River Irrigation District: Chelan (Serves 280 people)
- Valley Hi Community Club: Peshastin (Serves 219 people)
- Apple Acres Village: Wenatchee (Serves 212 people)
- Ponderosa Community Club Inc: Leavenworth (Serves 182 people)
- Chiwawa Communities Assn: Leavenworth (Serves 150 people)
- Turtlerock Homeowners Association: Wenatchee (Serves 133 people)
- Upper Ski Hill Water Assn: Leavenworth (Serves 102 people)
- Dawn Lee Courts: Cashmere (Serves 100 people)

- Warner Flats Domestic Water Co Inc: Cashmere (Serves 100 people)
- Sunnybank Water System: Chelan (Serves 89 people)
- Whispering Pines Water Assn: Leavenworth (Serves 86 people)
- East Monitor Water Assn: Wenatchee (Serves 80 people)
- Riverbend Mobile Park, LLC: Cashmere (Serves 75 people)
- Holden Village: Chelan (Serves 60 people)
- Chelan Park Ranches Water Assn: Chelan (Serves 52 people)
- Little Butte Water System: Chelan (Serves 48 people)
- River Bend Park Water System: Leavenworth (Serves 47 people)
- Kahler Glen Golf & Ski Resort: (Serves 40 people)
- De Chenne Water System: East Wenatchee (Serves 34 people)
- Lakeview Utilities: Palouse (Serves 28 people)
- Azwell Orchards: Pateros (Serves 28 people)
- Plain Flats Water System: (Serves 26 people)
- Tract C Minneapolis Beach Homeowner: Chelan (Serves 24 people)
- Towns Mobile Home Park: Cashmere (Serves 24 people)

Irrigation Systems

Irrigation water provides water for growing of agricultural crops, maintenance of landscapes and revegetation of native areas. These systems play a vital role in reducing domestic water demand. Water rights for irrigation water in Chelan County are managed by the Washington State Department of Ecology. To search for irrigation providers, the Department of Ecology has provided an online search tool:

<https://fortress.wa.gov/ecy/waterresources/map/WaterResourcesExplorer2.aspx>

Some of the larger irrigation systems are listed below.

Pioneer Water Users Association

The Pioneer irrigation system supplies water for irrigation use only to agricultural and residential customers. The system serves an area between monitor and the City of Wenatchee including some area inside the Wenatchee City Limits. The system's capacity is 15 cubic feet per second (CFS). The system serves 96 customers with no future expansions anticipated for the system. Planned Improvements include ongoing maintenance.

Icicle Irrigation District

The Icicle Irrigation District provides irrigation water only. The intake for the system is located on Icicle Creek five miles up Icicle Canyon Road from Highway 2 and serves from there to Monitor along both sides of Highway 97. The system serves approximately 425 customers with approximately 800 parcels of land. The capacity of the system is 117.71 CFS set by available water rights. No expansion of the system is anticipated; however habitat improvements and ongoing maintenance are planned for the system.

Lake Chelan Reclamation District

The Lake Chelan Reclamation District (LCRD) was organized on May 8, 1920 under Title 87 RCW and provides irrigation water to 6,600 acres of land along the north shore of Lake Chelan from Green's Landing down-lake to just east of the City of Chelan.

The system provides pressurized water to 687 connections along 73 miles of distribution system with an instantaneous capacity of 106.7 cfs and an annual right of withdrawal of 22,388 acre-feet during the months of March to October each year. System expansions are limited by contract within the LCRD boundary and the system is presently at its acreage capacity. Planned improvements are operations and maintenance oriented.

Peshastin Irrigation District

The Peshastin Irrigation District system serves irrigation use only. The intake for the system is located three miles up Peshastin Creek from the junction of Highway 97 and Highway 2, serving from that point to Pioneer Dr. at Cashmere.

There are approximately 400 customers on the Peshastin Irrigation District system with approximately 800 parcels of land. The capacity of the system is set by water rights at 42 CFS. No expansion to the system is anticipated. Planned improvements to the system include ongoing maintenance.

Spring Hill Irrigation Company

The Springhill Irrigation Company is operated and managed by the Wenatchee Heights Recreation District. The capacity of the system is 300-acre feet (AF) annually set by existing water rights, plus 500 miner's inches of 5th water right from the Stemilt Creek watershed. Recent improvements to the system included 100-year flood condition standard improvements and ongoing maintenance work. During dry years there is a need for additional water in this area.

Wenatchee Heights Water Company

The Wenatchee Heights Water Company is operated and managed by the Wenatchee Heights Reclamation District. It serves approximate 15 customers. The capacity of the system is 600 acre feet (AF) annually. Currently there are no plans for expansion of the system.

Wenatchee Heights Reclamation District

The Wenatchee Heights Reclamation District lies approximately three air miles south of Wenatchee, on a plateau about two thousand feet above Wenatchee, in Sections 34,35,25, and 26, Township 22 N., Range 20 E. The system serves 52 customers within the district and approximately 15 customers outside of the district boundaries. Approximately 750 acres of land are served by the District.

The capacity of the Wenatchee Heights Reclamation District system is 1500 acre feet annually. In 1994 a request to expand the system was forwarded to the Washington State Department of Ecology. This request is still pending.

Wenatchee Reclamation District

The Wenatchee Reclamation District provides irrigation water diverted from the Wenatchee River at the Dryden Dam. The Distribution system includes a system of canals, flumes and tunnels going from the dam site through Sunnyslope and to the Columbia Lateral, and through the City of Wenatchee in the Highline Canal. The system crosses the Columbia River at the footbridge and proceeds on to East Wenatchee to the top of Ninth Street, with distribution north to 38th street and distribution south to Rock Island.

The Dryden Dam diversion area includes the first 11,500 feet of the distribution system that is operated and maintained by the Chelan County Public Utility District. The Wenatchee Reclamation District's operations begin near Williams Canyon. With a capacity set by water rights limits of 200 CFS the system serves over 9,000 customers and approximately 12,500 acres in Chelan and Douglas Counties.

In 1988 Kyle Rumble completed a report outlining improvements to the system, which have since been completed. There are no anticipated expansions to the system or customer base. Planned Improvements include normal ongoing maintenance.

Greater Wenatchee Irrigation District

The Greater Wenatchee Irrigation District serves 54 Chelan County customers in the Howard Flats area near the Chelan Municipal Airport. The capacity of the system is 5,000 AF annually. There are no plans for expansion of the system. A system plan that was completed in 1986, by CH2M Hill, outlined needed system improvements. Improvements were completed in 1989. Ongoing improvements include maintenance and improvements in telemetry.

Cascade Orchard Irrigation Company, Inc.

The Cascade Orchard Irrigation Company serves approximately 200 customers and 500 acres along the Icicle Valley up to the Fish Hatchery Canal at the intersection with the Wenatchee River. Any expansion to the system would be internal, limited by the boundaries of the plat. An engineering study was begun in 1999 by the firm Geomax, located in Spokane WA. The report recommended continuing upgrading the main canal and to keep it open. It serves as a water barrier for flood control, controlling seepage from uphill). It also provides water for firefighting, recharges wells, and provides a barrier for rattle snakes. Conservation methods have reduced demand and will enable the system to meet foreseeable demand from growth.

Entiat Irrigation District

The Entiat Irrigation District has 850 shares serving approximately 800 acres in and around the City of Entiat, extending approximately 1 mile up the Entiat River from the city. The system delivers water with a minimum of 40 pounds of pressure, and the board feels that the system is pumping at capacity.

The system delivers only irrigation water. Some conversion from orchard to housing is anticipated. Planned Improvements include piping replacement and updating of the pump house. Computers and valve assemblies are also gradually being replaced.

Isenhardt Irrigation District

The Isenhardt Irrigation district serves 26 equivalent users with irrigation water east of the City of Chelan and east of Highway 150, on both sides of Highway 97 Alt. The capacity of the system is 4 CFS, including domestic and irrigation usage.

Lower Squilchuck Irrigation District

The Lower Squilchuck Irrigation District serves irrigation to customers along Methow Street south of the City of Wenatchee out to the Lovitt Mining Company Orchards, including the Heath

Development. The capacity of the system is 1,100 CFS. No expansion of the system is anticipated, as the system is limited to existing water rights. Recent improvements have included major piping replacement.

Sunnyslope Irrigation Company

The Sunnyslope Irrigation Company serves 48 users in the vicinity of American Fruit, Crestview and Lovell and Knowles Roads in the Sunnyslope area. The capacity of the system is 2,400 GPM and could be expanded to 3,200 GPM if service area were expanded. About one third of the area is currently in orchards, with the remaining likely to be developed into residential use. Future demand will be met with the capacity of the system. Another pump will be added to attain full capacity within 5 to 7 years.

Sleepy Hollow Water System (aka Warm Springs Irrigation)

The Sleepy Hollow Irrigation serves water to Short subdivision # 1755 and 1754, Sleepy Hollow Estates, Phases I and II and one other adjacent property. The system also provides a secondary source of water for fire protection to SS # 1754 and Sleepy Hollow Estates Phase I and II. The water permit is for 2 CFS, 512 AF per year between April 15, and October 15 of each year. There are presently 26 users of the system, representing 70% of the shares. When fully utilized, there will be 48 users, which is the designed capacity of the system.

Lower Stemilt Irrigation District

The Lower Stemilt Irrigation District serves 11 customers in the Stemilt Creek Basin. The capacity of the system is 5,730 GPM with no expansion to the system planned. System improvements include ongoing upgrading of system and normal maintenance.

Chelan Falls Irrigation District

The Chelan Falls Irrigation District serves 30 customers at the south end of Chelan Falls, and along the Columbia River south to the end of the Dovex Property. The system was upgraded in 1995-96 with new piping and was pressurized, operating now at 120 PSI.

The system capacity is 15 CFS by agreement with Chelan County PUD. There are no plans for expansion of the system. Ongoing improvements include normal maintenance.

Wenatchee-Chiwawa Irrigation District

The Wenatchee-Chiwawa Irrigation District serves approximately 1300 acres near the town of Plain in the Plain Valley. The system serves approximately 300 customers and has a capacity of 33.3 CFS withdrawn from the Chiwawa River. There are no plans for expanding the system. Planned improvements to the system include ongoing maintenance

Beehive Irrigation District

The Beehive Irrigation District is located on both sides of Squilchuck ~~road~~ Road, Northeast of Squilchuck State Park. The district serves 63 irrigation customers owning 223 shares. There are no plans for expansion to the system. Planned improvements to the system include general maintenance.

Sanitary Sewer Systems

On-site septic systems are the anticipated method for treatment of wastewater in the rural portions of Chelan County due to lower population densities and the prohibitive associated costs of providing treatment plant capabilities.

Chelan County PUD has developed a satellite system program to assist utilities with their technical and administrative tasks, minimize extended water outages and other inconveniences associated with emergency conditions. This is to ensure that customers ~~are receiving~~ receive safe and satisfactory water and wastewater service, and provide a variety of other functions. The PUD has signed a Memorandum of Understanding with Chelan County to provide satellite system management services.

PUD wastewater systems along with other wastewater treatment systems outside of incorporated areas and their associated urban growth areas are included in the following:

City of Chelan Sanitary Sewer System

The City of Chelan operates a sewer collection system and two waste-water treatment plants (WWTP). The sewer system receives sewage from city customers as well as the Lake Chelan Reclamation District (LCRD) on the north shore of Lake Chelan and from the Lake Chelan Sewer District on the South Shore.

Lake Chelan Reclamation District (north shore)

The demarcation line between The City sewer service and LCRD sewer service is approximately the down-lake tip of Rocky Point on SR 150. Customers up-lake from this point are served by LCRD and customers down-lake are served by the City of Chelan.

Lake Chelan Sewer District (south shore)

The LCSD is administered by the City of Chelan. All of the LCSD customers are in the County. This system collects sewage from approximately ~~on~~ one mile up-lake of Minneapolis Beach back to Chelan along SR 971 and SR 97A.

Lake Chelan Reclamation District Sewer System

Sanitary sewers were first installed in the Manson area in 1946. Primary treatment and disinfection prior to discharge into Manson Bay was performed until 1975. In 1975 the Manson Chelan Sewer Interceptor was constructed and sewage was pumped to the wastewater treatment plant in the City of Chelan with the effluent discharged into the Columbia River. The Lake Chelan Reclamation District took over all sewage collection services in the Manson area in 1979 with responsibilities increased in 1994 when the District took over the Interceptor between Manson and Rocky Point.:-

The LCRD system serves approximately 1,120 connections with a peak tourist population of 2,564 in the summer months. The existing capacity is 1,585 connections. Connections are projected at 1,350 in the year 2025 with an estimated peak tourist population served of approximately 5,700.

Chelan County Public Utility District Wastewater System – Dryden

The Dryden wastewater system consists of a gravity collection system and community septic tank and drainfield. The system is permitted by the Washington Department of Ecology (Ecology) to discharge a peak day flow of 23,000 gallons. The current peak day flow is approximately 21,000 gpd. The system serves 52 connections. The service area has remained unchanged since the system began operation in 1981.

In August 2009, Ecology published the Wenatchee River Watershed Dissolved Oxygen and pH Total Maximum Daily Load Water Quality Improvement Report (TMDL). The TMDL, in part, requires permitted wastewater facilities to substantially reduce phosphorus discharges to the Wenatchee River. As of December 2016, Chelan PUD is continuing discussions with Ecology to develop a cost effective alternative for its Dryden system.

Chelan County Public Utility District Wastewater System - Peshastin

The Peshastin wastewater system serves the community of Peshastin, located along the north side of the Wenatchee River three miles east of Leavenworth. Septic tank effluent from homes and businesses is pumped through a pressurized collection system to a secondary treatment plant. Treated effluent is discharged to the Wenatchee River. The system is permitted by the Washington Department of Ecology (Ecology) to discharge a maximum monthly flow of 110,000 gallons. The current maximum monthly flow is approximately 80,000 gpd. The system serves approximately 180 connections. The collection system remains unchanged since the system was placed in service in 1997. The approved service area was expanded in 2009 to the limits of the Peshastin Urban Growth Area. Any extension of the collection system shall be paid by properties requesting service in accordance with Chelan PUD line extension policies.

In August 2009, Ecology published the Wenatchee River Watershed Dissolved Oxygen and pH Total Maximum Daily Load Water Quality Improvement Report (TMDL). The TMDL, in part, requires permitted wastewater facilities to substantially reduce phosphorus discharges to the Wenatchee River. As of December 2016, Chelan PUD is designing improvements to its Peshastin treatment system to comply with TMDL requirements. Improvements are anticipated to be completed by the March 2020 deadline identified by Ecology.

Chelan County Public Utility District Wastewater System - Lake Wenatchee

The Lake Wenatchee wastewater system serves properties along the north and south shores of the lake. Approximately 500 parcels have access to the system and under 300 currently receive service. Septic tank effluent from homes and businesses is pumped through a pressurized collection system to the treatment plant. The treatment plant is located near the intersection of Hwy 207 and the Chumstick Hwy. The treatment plant discharges treated effluent to the Wenatchee River during the winter months and to a spray-field during the summer months. The treatment system was upgraded in 2016 and is anticipated to provide adequate capacity to accommodate typical growth for 20 years. Minor extensions to the collection system have been made since the system was placed in service in 1993 including addition of the Washington State Park in 1998. The approved service area remains primarily unchanged.

Stehekin Wastewater Treatment - National Park Service

The National Park Service maintains a sewage treatment plant serving only the Stehekin Landing area used for National Park Service facilities and some private residents. The sewer collection system consists of 12 manholes along a gravity-fed pipe (constructed in 1979-80), and a submersible duplex sewage pump lift station (replaced in 2008) pumps sewage along a force main to the sewage treatment plant. The 25,000 GPD treatment plant employs a factory-assembled skid system with physical-chemical integrated treatment process waste. A drain field provides subsurface disposal of effluent, while bio-solids are dried and transported to the City of Chelan Wastewater Department prior to land application.

The 1984 treatment plant skid and tanks suffer from corrosion, and electro-mechanical control components have become obsolete and difficult to replace. The National Park Service plans to replace the physical-chemical package plant with an integrated fixed film activated sludge (biological) treatment system, effluent filtration, and UV disinfection to meet Treatment Level B effluent limits set by the Department of Health. This ~~\$4.8 million dollar project is currently formulated for funding in 2022~~was awarded for construction in 2023 through the National Park Service ~~Line Item Construction Program. There are no plans for expanding capacity of the system as there are no projected increased demands for the system.~~

Stormwater Controls

The stormwater system for ~~the majority of~~ most Chelan County's roads consists primarily of an "open" drainage system, which includes both roadside ditches and culverts conveying runoff to either a natural drainage area or a treatment facility. In the more urbanized areas, a limited number of "closed" drainage systems exist, which typically include a combination of curbs, gutters, catch basins, and below ground piping. These areas include Sunnyslope, Peshastin, Leavenworth, and Manson.

In January 2008, Chelan County adopted a surface and stormwater management utility boundary and program to fund and manage the stormwater needs within the unincorporated areas around the City of Wenatchee. Since then, the County has been collecting and analyzing data to identify stormwater system deficiencies, determining stormwater maintenance needs, and means to improve water quality. This information, combined with the prioritized capital facility projects, have been compiled into the Chelan County's 2012 Comprehensive Stormwater Plan, dated July 2012, that is adopted by this reference.

To avoid potential problems associated with new development and stormwater runoff, it is important to implement county stormwater standards at the time that the development proposals are considered for approval. The County owns and maintains stormwater facilities including 14 dry wells, 5 storage basins, 2,048 culverts, 110,721 feet of open drains, 10 detention areas and other related structures.

Flood Hazard Management Plan

The Chelan County Comprehensive Flood Hazard Management Plan, adopted November 13, 2017 Resolution 2017-102, recommends regional policies, programs, and projects to reduce the risk to people and property from river flooding, alluvial fans and channel migration. This plan complies with state and federal requirements for flood hazard management. It presents a longterm vision for managing flood hazards and recommends actions, the Chelan County and its cities, to reduce flood risks and to protect, restore or enhance riparian and aquatic ecosystems. It identifies resources, information and strategies for reducing risk from flood hazards, and will help guide and coordinate mitigation activities. All citizens and businesses of Chelan County are the ultimate beneficiaries of this plan. The Flood Plan is adopted into the Comprehensive Plan by this reference.

School Districts

Public schools in the County are administered through seven school districts. A portion of the Azwell School District service area crosses into Chelan County; however, there are no facility buildings within Chelan County.

Lake Chelan School District

- Lake Chelan High School/Middle School, 215 Webster St., Chelan; needs to replace HVAC system, roofing repairs, fire systems and replace bleachers
 - 105,000 sq. ft.
 - Enrollment: HS – 450 (includes MAC)
 - Enrollment: MS – 299
- Morgan Owens Elementary School, 407 E Woodin Ave., Chelan; needs additional electrical outlets, upgrade roof, replace cooling tower, improve drainage and replace carpeting and flooring.
 - 60,464 sq. ft.
 - Enrollment: 555

- Lake Chelan School District Office, 303 E. Johnson, Chelan; need to upgrade electrical, plumbing, HVAC, lighting, roofing and exterior
 - 4,107 sq. ft.
- Community Gym, 1063 E. Woodin St., Chelan; need improvements to the roof;
 - 24,995 sq. ft.
 - Bus garage; need to replace roof, electrical, plumbing and HVAC
 - Locker rooms at football field; need to replace stands, building, track and field, lights and irrigation
 - 13,670 sq. ft.
- Glacier Valley Alternative School/Nite Preparatory School, 324 E. Johnson Ave.; need to replace building
 - The special programs building, also known as Glacier, dedicates 40% of the building to 5th grade. Adjacent to this building is another building named Flattop, 100% of which is dedicated to 5th grade.
 - The total square footage dedicated to elementary school is 75,858 sq. ft. for a total of 630 enrolled student for the 2016-17 school year.
 - The special programs building dedicates 3,920 sq. ft. to preschool, and 1,960 to administration.
 - The school district leases approximately 3,500 sq. ft. from the City for CSI (innovative High School).
- Ball Fields, Apple Blossom Road; need to add restrooms and concessions

Manson School District

Future needs for the district include updating of the transportation facility as well as the football field. Manson's enrollment is projected to remain stable.

- Administration Office, 135 S. Hill Street, Manson
 - 1,200 sq. ft.
- Manson Elementary, 950 Totem Pole Road, Manson
 - 41,939 sq. ft.
 - Enrolment: 308
- Manson Junior/Senior High School, 1000 Totem Pole Road, Manson
 - 64,752 sq. ft.
 - Enrolment: 352
 - Football field

Cascade School District

The Cascade School District does not project any significant enrollment increase within the next five to ten years. Winton School was closed and replaced by Beaver Valley School in 2000 to accommodate grades kindergarten through 4th.

- Cascade School District office, located at 330 Evans Street, Leavenworth, WA 98826
- Beaver Valley School, 19265 Beaver Valley Road, Leavenworth, WA 98826
- Peshastin-Dryden Elementary School, 10001 School Rd., Peshastin, WA 98847
 - Grades K-4 Enrollment: 178
- John Osborn Elementary School, 225 Central Ave., Leavenworth, WA 98826
 - Grades K-4, Enrollment: 268
- Icicle River Middle School, 10195 Titus Road, Leavenworth, WA 98826
 - Grades 5-8, Enrollment: 450
- Cascade High School, 10190 Chumstick Hwy, Leavenworth, WA 98826
 - Grades 9-12, Enrollment: 518

Entiat School District

The Entiat School District projects enrollment to be 450 in the year 2006/7. In 3 to 5 years the District anticipates building one new school on the existing 25-acre school site to accommodate this demand.

- Paul Rumberg Elementary School, 2650 Entiat Way
 - 23,163 sq. ft. plus 2,400 sq. ft. in portable classrooms
 - Enrollment: 211
- Entiat Junior/Senior High School, 2650 Entiat Way
 - 23,855 sq. ft. including District office space
 - 3,120 sq. ft.: Elementary and High school offices
 - 9,263 sq. ft.: Multi-purpose room
 - 8,000 sq. ft. Helen Kinzel Gymnasium
 - 484 sq. ft. Concession stand
 - Enrollment: 173
- Bus Garage - 13580 Davis St., Entiat
 - 4,285 sq. ft.

Cashmere School District

The District is currently near capacity with 1,564 students for the 2016-2017 school year. The district is actively pursuing a new school site to accommodate the growing student population. Construction for this facility is estimated at approximately 23.5 million dollars.

- Vale Elementary School, 101 Pioneer Ave., Cashmere
- Cashmere Middle School, 300 Tigner Road, Cashmere
- Cashmere High School, 329 Tigner Road, Cashmere
- Bus Garage, 103 Paton Street, Cashmere
- District Office, 210 S. Division, Cashmere
- Maintenance Office, 103 Paton St., Cashmere
- Additional Property, NNA Tigner Road, Cashmere

Wenatchee School District

- Wenatchee High School; 1101 Millerdale Ave, Wenatchee; 2069 students enrolled (2014) grades ninth through twelfth; building 281,912 square feet on 37.98 acres of land
- Wenatchee Valley Technical Skills Center; 327 East Penny Road, Wenatchee; serves students grades ninth through twelfth; building 58,231 square feet
- Westside High School; 1510 9th Street, Wenatchee; 257 students enrolled (2014) grades ninth through twelfth; building 23,165 square feet on 7.05 acres of land
- Valley Academy of Learning; 1911 North Wenatchee Ave, Wenatchee; 208 students enrolled (2014) grades Kindergarten through tenth; building 17,500 square feet
- Foothills Middle School; 1410 Maple Street, Wenatchee; 609 students enrolled (2014) grades sixth through eighth; building 86,646 square feet on 16.61 acres of land
- Orchard Middle School; 1024 Orchard Ave, Wenatchee 485 students enrolled (2014) grades sixth through eighth; building 78,997 square feet on 10.67 acres of land
- Pioneer Middle School; 1620 Russell Street, Wenatchee; 712 students enrolled (2014) grades sixth through eighth; building 112,630 square feet on 13.89 acres of land
- Columbia Elementary; 600 Alaska Street, Wenatchee; 450 students enrolled (2014) grades Kindergarten through fifth; building 48,509 square feet on 6.41 acres of land
- John Newbery Elementary; 850 North Western Ave, Wenatchee; 513 students enrolled (2014) grades Kindergarten through fifth; building 54,504 square feet on 14.43 acres of land
- Lewis & Clark Elementary; 1130 Princeton Ave, Wenatchee; 450 students enrolled (2014) grades Kindergarten through fifth; building plus two portables 52,093 square feet on 6.62 acres of land

- Lincoln Elementary School; 1224 Methow Street, Wenatchee; 502 students enrolled (2014) grades Kindergarten through fifth; building plus five portables 55,804 square feet on 14.92 acres of land; 31,163 square foot addition planned
- Mission View Elementary; 60 Terminal Ave, Wenatchee; 535 students enrolled (2014) grades Kindergarten through fifth; building 54,774 square feet on 8.66 acres of land
- Sunnyslope Elementary School; 3109 School St., Wenatchee; 305 students enrolled (2014) grades Kindergarten through fifth; building 41,417 square feet on 7.63 acres of land
- Washington Elementary; 1401 Washington Street, Wenatchee; 582 students enrolled (2014) grades Kindergarten through fifth; building 38,216 square feet on 9.02 acres of land
 - Special Education Facility; grades Kindergarten through eighth; building 17,977 square feet
- Castle Rock Early Childhood Learning Center, 112 South Elliott, Wenatchee
 - Needs: Roof repair

The Wenatchee School District indicated that they use a threshold of 500 children for establishing the need for new elementary schools. As the population of the study area increases it is anticipated that a new elementary school will be needed to serve the area. Currently the nearest elementary school, Mission View, is located in the south end of Wenatchee on Terminal Avenue. It is important to note that the Malaga-Stemilt-Squilchuck Study Area includes the Squilchuck Road corridor which, due to the restricted transportation network, would most likely remain within the service area of Mission View School. Approximately 25 acres of land has been acquired for future expansion in the Malaga area.

Stehekin School District

The Stehekin School serves the area surrounding the North end of Lake Chelan. The present school was built in 1988 and can serve up to 30 students. There is no anticipated need for a new school. Future enrollment is anticipated to remain constant, from 5 to 15 pupils.

The Stehekin School District cannot directly fund the education of high school students; however, several options are available to students residing in the Stehekin School District, including but not limited to homeschooling, satellite schools, or alternative programs. Information is made available in the administration office. Those students choosing to attend a public High School are eligible, when meeting the criteria set by the state and local district, for in-lieu-of transportation funds for board and room as well as a designated number of round trip tickets on the Lady of the Lake.

- Stehekin Public School, Stehekin WA 98852
 - Enrollment: 9 Students K-8

Law Enforcement

The Chelan County Sheriff's Office provides 24-hour Law Enforcement services to the unincorporated areas of the County as well as the incorporated contract cities of Cashmere, Leavenworth, Entiat and Chelan. The City contracts are supported by the following substations:

- Cashmere City Hall
- Chelan County Fire District #3 Building in Leavenworth
- Chelan City Hall

Additionally, Chelan County provides law enforcement services to Cascade School District in Leavenworth, Cashmere School District in Cashmere, Lake Chelan School District in Chelan, and the Manson School District in Manson under contract. Contracts for a School Resource Officer provide designated law enforcement during the school year.

The Regional Law and Justice Building in Wenatchee, opened in 1984, and houses the headquarters of the Sheriff's Office, the Regional Jail, and the County Prosecuting Attorney's Office, and Superior Court offices. In addition to office spaces, law enforcement maintains a fleet of approximately 76 vehicles. In 2005, a 66 bed Annex was constructed to house Work Release and Inmate Worker participants. Total renovations through the years and doublebunking bring the current bed capacity to 335. ~~There is a 42 bed satellite housing area adjacent to the main jail building with 42 beds but that area has been utilized for emergency housing of inmates.~~ Since the 2010 remodel project that improved HVAC, electronic door panels, and cameras, there are several areas of the facility that still need attention.

~~Future projects include: cell door pass through, improved radio infrastructure, cell intercom upgrade, upgrade to securing visiting and holding cell doors. There have been several repairs to keep the jail elevator functional, as it is past the life expectancy given the 24 hour/7 day of week use. We have had two elevator fails this year and it has impacted jail operations, District Courts, and Superior Courts. During these failures, jail staff has had to move inmates and equipment through public areas, which becomes a public safety issue.~~

Fire Protection

Fire protection in Chelan County is provided by eight (8) Fire Districts, some operated by full time employees and volunteers, and others with volunteers only.

~~Fire District 1—Wenatchee Area~~Valley Fire Department

~~Chelan County Fire District #1~~As described in the Wenatchee Valley Fire Department 2024-2028 Strategic Plan, Wenatchee Valley Fire Department (WVFD), established in 2022 through the voter-approved consolidation of Chelan County Fire District #1 and Douglas County Fire District #2, provides fire protection and life safety services to approximately 81,000 residents across 211 square miles in the Wenatchee Valley, including Wenatchee, Sunnyslope, East Wenatchee, Malaga, and surrounding unincorporated areas~~which covers the city of Wenatchee, Sunnyslope and unincorporated areas west and south of Wenatchee, has their main station (Station 10), located at 136 S. Chelan Avenue in Wenatchee.~~

Number of Personnel: The department operates with 120 members, which include a combination of career, volunteer, and resident volunteer personnel, organized across multiple battalions and supported by administrative, training, logistics, and fire prevention staff. Seven of the department's ten stations are staffed 24 hours per day~~The fire district currently has 36 career firefighters, approximately 50 volunteers, and 30 support volunteers.~~

The department provides a full range of services including fire suppression, basic life support emergency medical services (EMS), hazardous materials response, technical rescue (low/high angle and water rescue), fire investigation, inspections, and public education.

The service area presents unique fire protection challenges. Only approximately 21% of the service area is covered by fire hydrants, with the majority consisting of agricultural/open space (71%) and wildland-urban interface (WUI) conditions. This results in increased reliance on tender operations, elevated wildfire risk, and access constraints in outlying areas. Continued regional growth is expected to increase service demand and risk exposure.

~~A renovation and expansion of Station 13 (1836 S. Mission Street, Wenatchee) is planned for 2016-2017 utilizing a Community Development Block Grant and USDA Rural Development loan. This renovation will allow to house firefighters and to provide better fire protection and emergency medical services to the residents in the Squilchuck and South Wenatchee area.~~

~~Being a rural area the study area has some unique fire protection needs. Most of the area is not served with public water. During the summer months the threat of fire in the outlying areas usually results in road closures which restrict access and activities in certain areas. The roads and areas most often affected include: Pitcher Canyon Road, Forest Ridge Road, Wenatchee Heights Road, Stemilt Loop Road, Dago Grade and Halverson Loop Road.~~

WVFD operates under a regional fire authority governance structure, with a six-member board of commissioners elected from the participating districts. The department is currently focused on managing growth-related service demands, expanding staffing and infrastructure, improving communication and community risk reduction programs, and pursuing national accreditation to guide long-term service delivery and performance standards.

Stations

To support fire protection and emergency response, WVFD maintains a distributed network of 10 fire stations with a mix of career and volunteer staffing. The system includes engine companies, ladder companies, and specialized resources, along with training, fleet, and administrative facilities. Representative stations include: To support fire protection efforts, Fire District 1 maintains three helicopters and portable response equipment (estimated 2016 value of 1.5 million dollars). In total, the district has 9 brush trucks (estimated 2016 value of 1.3 million dollars); 3 water tenders (estimated 2016 value of 1.2 million dollars); 2 ladder trucks (estimated 2016 value of 1.5 million dollars); 9 type 1 engines (estimated 2016 value of 3.5 million dollars); and 7 fire stations:

- Station 10 (Headquarters): 731 N. Wenatchee Avenue – administrative leadership, training, and ladder company
- Station 1: 377 Eastmont Avenue, East Wenatchee – engine company and battalion chief
- Station 2: 200 Airport Way (Pangborn Airport) – ARFF (aircraft rescue/firefighting) capability
- Station 3: 301 Rock Island Road, Rock Island – engine company
- Station 4: 240 35th Street NW, East Wenatchee – ladder company
- Station 11: 206 Easy Street, Wenatchee – engine company
- Station 12: 408 N. Western Avenue, Wenatchee – engine company
- Station 13: 1836 S. Mission Street, Wenatchee – engine company
- Station 14: 4852 Squilchuck Road, Wenatchee – volunteer station
- Station 17: 3760 West Malaga Road, Malaga – volunteer staffing, fleet/mechanical support

Chelan County Fire District #1 provides fire protection to approximately one-third of the Malaga-Stemilt-Squilchuck Area. The rest of the area is not within a public fire district boundary. On federal lands outside of the district boundary fire protection services are coordinated between the District and the U.S. Forest Service pursuant to an Emergency Fire Suppression Agreement.

Chelan County Fire Districts #1, #6 and #8 and the Cashmere Fire Department provide fire protection for the Lower Wenatchee River Valley Area.

Stations:

- ~~Station 10 Location: 136 S. Chelan Avenue, Wenatchee (owned by the City of Wenatchee); career fire station which typically houses a fire engine and a rescue/brush truck. Replacing Station 10 at a new location in downtown Wenatchee is targeted for 2019 with an unknown cost.~~
- ~~Station 11 Location: 206 Easy Street, Wenatchee (estimated value of 2.1 million dollars); career fire station which typically houses a fire engine, ladder truck and two brush trucks.~~
- ~~Station 12 Location: 408 N. Western, Wenatchee (estimated value of \$800,000); volunteer station housing a fire engine, tender, and brush truck.~~
- ~~Station 13 Location: 1836 S. Mission Street, Wenatchee (estimated value of \$200,000); currently a volunteer station with a fire engine, tender, and brush truck. Following the 1.3 million dollar expansion in 2017, the station will house personnel and additional fire apparatus.~~
- ~~Station #14 Location: 4852 Squilchuck Road, Wenatchee (estimated value of 225,000); volunteer fire station housing a fire engine and brush truck.~~
- ~~Station 15 Location: 1420 Maple Street, Wenatchee (owned by the City of Wenatchee); career fire station typically housing a fire engine and ladder truck.~~
- ~~Station 17 Location: 3760 West Malaga Road, Wenatchee (estimated value of 2.8 million dollars); career fire station typically housing two fire engines, three truck brush trucks, and helicopter. Station 17 serves as the fire districts training center with a burn town, fire district shop, hangar and heliport.~~

Fire District 3

Fire District 3 provides fire protection for the Icicle and Chumstick Valleys, the City of Leavenworth and surrounding area, including the Cashmere area. The district needs to replace three command vehicles (estimated value of \$150,000), a ladder truck (estimated value of \$200,000) and a tender truck (estimated value of \$90,000) as soon as possible. Other expenses include a new brush truck in 2020 (estimated value of \$50,000), a new brush truck and engine in 2025 (estimated value of \$390,000), a new rescue truck in 2027 (estimated value of \$300,000), a new tender and engine in 2030 (estimated value of \$445,000) and a new engine in 2035 (estimated value of \$300,000).

Number of personnel: The fire district currently has 4 career firefighters and 20 volunteers.

Stations

- Station 1 Location: 228 Chumstick Rd. (estimated value of 3 million dollars), Leavenworth; career and volunteer fire station which typically houses a two brush trucks, one tender truck, two engine trucks, one ladder truck, one rescue, a utility truck, and three command vehicles (estimated value of 1.1 million dollars).
- Station 2 Location: mile 7.5 Chumstick Rd. (estimated value of \$500,000), Leavenworth; career and volunteer fire station which typically houses one tender truck and one engine (estimated value of \$240,000).

Lake Wenatchee Fire And Rescue (Formerly Known As Fire District 4 & 9)

In 2014, Fire districts 4 and 9 merged to form the Lake Wenatchee Fire and Rescue.

Lake Wenatchee Fire & Rescue serve the populated areas of Plain, Lake Wenatchee, US Hwy 2 corridor from Chiwaukum to Cascade Meadows Church Camp up to White Pine Creek.

Personnel: 2 part-time firefighters and 39 volunteers.

Total cost of all equipment district wide is 3.2 million dollars.

Stations

- Station 91 Location: 21696 Lake Wenatchee Hwy, Leavenworth; typically houses one cargo trailer, one engine, one pumper, one rescue, and one tender.
- Station 92 Location: 2327 Pine Tree Rd, Leavenworth; typically houses one engine and one pumper.
- Station 93 and shop Location: 19015 Beaver Valley Rd, Leavenworth; typically houses one engine, one pumper, one utility truck, and two tenders.
- Station 94 Location: 21300 Cayuse St, Leavenworth; typically houses one engine, one pumper, one first responder, and one tender.

Fire District 5

Fire District 5 provides fire protection for the Manson area, which encompasses about 19 square miles and shares a border with Fire District 7. The Fire District identified the need to replace Fire Station 51 and update Fire Station 52, which do not meet the minimum safety standards and cannot accommodate the growing needs of the districts. New and updated facilities will allow for personnel

staffing the facilities that will produce quicker response times, which is critical when responding to fire or medical emergencies. The District is researching grants and other funding opportunities, including a levy for a bond to be approved by voters.

Personnel: One career firefighter (chief) and 25 volunteers.

Stations

- Station 51 Location: 250 W. Manson Blvd, Manson (is a rented facility owned by the Lake Chelan Reclamation District; typically houses two engines, one brush, and one aid vehicle.
- Station 52 Location: 2010 Wapato Lake Rd, Manson; typically houses two engines, one brush, one tender, and one utility vehicle.

Fire District 6

Fire District 6 provides fire protection for Monitor, Dryden, Peshastin, Valley Hi, and Cashmere areas. The immediate needs of the district are to replace a brush truck (\$250,000), add HVAC to station 61 (\$10,000), replace and combine stations 62 and 63 (1.5 million dollars), and remodel station 64 (\$250,000). Other projects include a new command vehicle in 2018 (\$35,000), two brush trucks in 2020 (\$175,000 each), new engine in 2021 (\$390,000), new engine in 2023 (\$390,000), new engine in 2025 (\$390,000) and a new engine in 2028 (\$450,000).

Stations

- Station 61 Location: Monitor (estimated value of \$410,000); typically houses one engine and two brush trucks (estimated value of \$600,000).
- Station 62 Location: Dryden (estimated value of \$342,000); typically houses one engine, one brush truck, and one command vehicle (estimated value of \$450,000).
- Station 63 Location: Peshastin (estimated value of \$282,000); typically houses one engine and one brush truck (estimated value of \$450,000).
- Station 64 Location: Valley Hi (estimated value of \$223,000); typically houses one engine and one brush truck (estimated value of \$300,000).
- Station Location: Cashmere; typically houses one water tender, one brush truck, and one pumper (estimated value of \$720,000).

Fire District 7

Chelan Fire and Rescue (Chelan County Fire Protection District 7) has been in existence since 1926. Chelan Fire and Rescue's jurisdiction is located in Northeast Chelan County, covering 125 square

miles around Lake Chelan and surrounding areas. These areas include: The City of Chelan, Chelan Falls, Union Valley, South Lake Shore, 25 Mile Creek, the north side of Lake Chelan from the City of Chelan to Manson, Chelan Airport, and Howard Flats up to the Chelan/Okanogan County line.

The municipal services provided by Chelan Fire and Rescue, in accordance with the mission and statutes that govern fire protection districts and fire departments, are: Emergency Medical Services (EMS), Basic Life Support (BLS) first response; Fire Prevention/Public Education; Fire Investigation; Fire Suppression (vehicle, residential and commercial); Wildland Fire Fighting; Hazardous Materials Response-Operations; and Technical Rescue/Special Operations (high/low angle, surface water, ice rescue). The Fire District responded to 927 calls for emergency assistance in 2015 and 887 in 2016.

These services are delivered from five fire stations (Station 71, city of Chelan, Station 72, Chelan Falls, Station 73, Union Valley, Station 74 Chelan Airport and Station 75 South Lakeshore area) , one staffed with career personnel 24 hours a day and four staffed with volunteer personnel. The district employs 17 personnel, and 40 plus volunteers who operate six engines, four water tenders, six wildland fire engines, one ladder truck, one medium support vehicle (air/lighting), two command vehicles, a rescue boat and one support vehicle.

Chelan Fire and Rescue has developed an apparatus replacement schedule based upon usage, technology, age, ability and personnel safety. The industrial standard for apparatus service life varies from area to area. The following service life guide helps determine when apparatus need replaced: Fire Engines 20 to 25 years; Ladder Trucks 20 to 25 years, Water Tenders 20 to 25 years, Heavy Support Trucks 15 to 20 years; Brush/Rescue Trucks 10 years; Staff Vehicles 10 years. The following apparatus will be considered for replacement or their service life will be extended: In 2018, Engine 74, 75, 79, Brush 79, Tender 73; in 2019 Engine 72, Ladder 71, Command Vehicle 702; in 2021, Support 71, Command Vehicle 701; in 2022, Engine 73, Rescue 71, Brush 71, 75; in 2025, Brush 72, Brush 79, Tender 74, 75; in 2025 Tender 71, In 2034 Engine 71.

The District is considering replacement of engine 72 in 2018; engine 73 in 2021; engine 74 in 2017; engine 75 in 2017; engine 79 in 2016; support truck 71 in 2020; ladder truck 71 in 2018; brush truck 71 in 2021; brush truck 72 in 2024; brush truck 74 based on annual check; brush truck 75 in 2021; brush truck 79H in 2024; rescue truck 71 in 2021; tender 71 in 2031; tender 73 based on annual check; tender 74 in 2030; tender 75 in 2030; marine boat in 2022; truck 701 in 2020; and, truck 703 in 2018.

Projects planned for 2017 are estimated at \$210,000; for 2018 are estimated at \$332,000; for 2019 are estimated at \$462,000; for 2020 are estimated at \$62,000; Personnel: 11 career firefighters and over 50 volunteers. One of the five fire stations is staffed with career firefighters 24 hours a day.

Stations

- Station 71 (City of Chelan) Location: 232 East Wapato, Chelan; houses two engine, one ladder, one light rescue, one water tender, one ALS medic, two brush trucks, one support vehicle and one marine vehicle. It is staffed 24 hours a day with a Fire Lieutenant/EMTs, three Firefighter/EMTs, one Ambulance EMT and one Ambulance Paramedic and is support by a home volunteer firefighter program and with 17 volunteers.
- Station 72 (Chelan Falls) Location: 20 Chestnut Street, Chelan Falls; houses one brush truck and one engine. This station is staffed by a home volunteer firefighter program.
- Station 73 (Union Valley) Location: 345 Idyll Spurs Lane, Chelan; houses one water tender and one fire engine. This station is staffed by a home volunteer firefighter program.
- Station 74 (Chelan Airport) Location: 46 Airport Way, Chelan; houses one water tender, one brush truck and two fire engines. This station is staffed by a home volunteer firefighter program.
- Station 75 (South Lakeshore) Location: 12041 South Lakeshore Road, Chelan; houses one fire engine, one brush truck and one water tender. This station is operated by 8 volunteers.

Fire District 8

Fire District 8 provides fire protection to the City of Entiat, the Entiat River Valley and property north and south of the City of Entiat adjacent to the Columbia River, from Tenas George Canyon to Stayman Flats, and the residents of Navarre Coulee.

The District is planning for a future station at Stayman Flats but currently has no estimate on cost or completion date.

Personnel: 40 volunteer firefighters.

Total cost of all equipment District wide is 1.3 million dollars.

Stations

- Station 1 Location: 2200 Entiat Way, Entiat (estimated value of 1.1 million dollars); typically houses one fire engine, two brush trucks, one rescue truck, one ambulance, and one water tender.
- Station 2 Location: 4674 Entiat River Road, Entiat (estimated value of \$235,000); typically houses one fire engine, one brush truck, and one water tender.
- Station 3 Location: 291 Moe Ridge Road, Ardenvoir (estimated value of \$225,000); typically houses one fire engine/water tender and one brush truck.

- Station 4 Location: 20 miles up the Entiat River Road from Hwy 97 (estimated value of \$55,000), in the Riverwood Subdivision; typically houses one fire engine.

Fire District 10

Fire District 10 provides wildland fire protection for 986 acres of private property and approximately 90 year-round residents in the Stehekin Valley and on Upper Lake Chelan. Through a memorandum of agreement, district volunteers may work with National Park Service, Department of Natural Resources, and other inter-agency personnel in wildland fire protection on federal land. The district does not have structural firefighting capabilities.

Personnel: 5 volunteer firefighters including a volunteer fire chief.

There are no fire station for this fire district; however, there are 3 vehicles – a brush truck and two pumpers – that are parked at the power plant during the winter.

Stehekin Area

The National Park Service provides wildland and structure fire protection for federal lands and federally owned structures in Stehekin. Through a memorandum of agreement the Park Service provides initial attack response for wildland fire on non-federal land. The Park Service is not equipped or staffed to provide fire protection services for privately owned structures in Stehekin.

Chelan County Properties

Chelan County Public Works maintains several sites throughout the County for road maintenance. Road maintenance is organized by geographic districts, each with its own shop or maintenance yard.

Core Public Works Maintenance Shops (by district)

Wenatchee District (Central)

- Wenatchee area (administrative headquarters nearby)

Cashmere District

- Chelan County Public Works – Cashmere Shop

Leavenworth District

- Chelan County Public Works – Leavenworth Shop

Entiat District

- Chelan County Public Works – Entiat Shop

Chelan District

- Chelan area (serves Lake Chelan corridor)

Stehekin (limited/seasonal operations)

- Small-scale or contracted maintenance presence due to remote access

These district shops support routine functions such as:

- Snow and ice control
- Road grading and repair
- Shoulder maintenance and ditching
- Traffic control device maintenance

Road Maintenance Properties

~~Sunnyslope Shop, 210 Easy Street, Wenatchee, 9.62 acres, (approximate value of \$2,877,000) used for:~~

- ~~Equipment Maintenance Shop~~
- ~~Wenatchee Road Crew Shop~~
- ~~Sign Crew Shop~~
- ~~Sander Storage Shed~~
- ~~Emergency Services Buildings~~
- ~~Fuel Storage~~
- ~~Materials Stockpile~~
- ~~Salt Storage~~

~~Cashmere Shop, 5815 Wescott Drive, Cashmere, 4.12 acres, (approximate value of \$15,000) used for:~~

- ~~Salt Storage Building~~
- ~~Sander Storage Shed~~
- ~~Materials Stockpile~~
- ~~Fuel Storage~~
- ~~Metal Building~~

~~Leavenworth Shop, 10210 County Shop Road, Leavenworth, 6.13 acres, (approximate value of \$173,000) used for:~~

- ~~• Salt Storage Building~~
- ~~• Sander Storage Shed~~
- ~~• Materials Stockpile~~
- ~~• Fuel Storage~~

~~Ardenvoir Shop, 9486 Entiat River Road, Entiat, 2.62 acres, (approximate value of \$181,000) used with special Forest Service Permit for:~~

- ~~• Materials Stockpile, Pit #303~~
- ~~• Fuel Storage~~

~~Chelan Shop, 23290 Highway 97A, Chelan, 5.64 acres, (approximate value of \$974,000) used for:~~

- ~~• Salt Storage Building~~
- ~~• Sander Storage Shed~~
- ~~• Materials Stockpile~~
- ~~• Fuel Storage~~

~~Squilchuck Sand Storage, located on County ROW near Squilchuck Road and Wenatchee Heights Road, used for:~~

- ~~• Metal Building~~
- ~~• Materials Stockpile~~

Transfer Stations

Chelan and Douglas counties participate in region-wide decisions affecting solid waste. Each jurisdiction prepares its own Solid Waste management Plan, including a Hazardous waste element.

Due to separate funding mechanisms, facilities and disposal options are handled separately. Therefore differing solid waste management for each county is functioning separately however close coordination of shared interests continues.

Dryden Transfer Station, 9073 Highway 2, Dryden WA 98821, 18.53 acres, includes the closed Dryden landfill of approximately 9 acres closed in 1987. Facility includes recycling provisions for scrap metal, wood/brush, motor oil, antifreeze, as well as general recyclables such as aluminum, newspaper, cardboard, and plastics #1 & #2. Expansion of this facility includes a second tipping floor

to accommodate the estimated 21,000 Tons of garbage. Refuse is hauled to the Greater Wenatchee Regional landfill in a contract till 2022.

Chelan Transfer Station, 23235 State highway 97A, Chelan, WA 98816, 1.79 acres, located adjacent to the City Chelan Recycle Center with recycling provisions for plastics, newspaper, cardboard, paper, aluminum, glass, tin, and computers and televisions. Recycling provisions at the transfer station include brush, scrap metal, motor oil and antifreeze.

Manson Landfill is closed and located 1.5 miles east-northeast of Manson, Washington. It is monitored by the County, as is Dryden Landfill, for quarterly groundwater, cap settling and erosion.

Miscellaneous

- Sludge Site, Leased to City of Wenatchee, 43.93 acres
- Manson Landfill (Closed), Pit #406, 12.52 acres

Pit Sites

- Shaw Pit K-116, Pit #102 Stemilt Hill Road, 24.56 acres
- Shugart Flats Gravel, Pit #222, 12.25 acres
- Colockum Pit 101, 2.02 acres
- Boyd Road, 5.12 acres
- Malaga Pit K-129, 5.0 acres, includes a Metal Building and Materials Stockpile
- Arne Sorlie Property, 120' x 500' within County right-of-way
- West Malaga Pit K-104, Pit #104, 15.43 acres, includes Materials Stockpile
- Lepley Pit - Chapman Road, 0.8 acres within County right-of-way
- Washington Creek , Pit – PS-K-50 with 1.9 acres and Pit – PS-K-2116 with 2.7 acres
- Leavenworth Day Pit K-155, Pit #220, 9.2 acres, includes Materials Stockpile
- State Pit PS K 190, Lot 2, Block 2, River Glen Orchards
- Stanley Borrow and Gravel, 1.63 acres
- Property next to Leavenworth shop.
- Plain Pit Site, 7 acres
- Navarre Coulee, Pit #404
- Rose Avenue Site, Pit #407
- Entiat, Pit #300
- Mud Creek, Pit #304

County Buildings

- West Annex Building, 419-425 Washington Street, Wenatchee, 17,250 sq. ft. 40 bed jail facility, offices and motor pool (approximate value of \$2,620,000)
- Administration Building, 400 Douglas Street, Wenatchee, 17,848 sq. ft. (approximate value of \$2,490,000)
- 410 Building & Offices, 410 Washington Street, Wenatchee (approximate value of \$592,000)
- Courthouse, 350 Orondo Avenue, Wenatchee, 50,625 sq. ft. (approximate value of \$11,951,000)
- Detoxification Center, 325-331 Okanogan Street, Wenatchee, 11,934 sq. ft. – not funded by County (approximate value of \$2,575,000)
- Juvenile Administration, 316 Washington Street, Wenatchee, 27,912 sq. ft. (approximate value of \$6,670,000)
- Juvenile Detention (two buildings), 300 Washington Street, Wenatchee, 39,000 sq. ft., 50 bed facility (approximate value of \$9,900,000)
- Law & Justice Building, 401 Washington Street, Wenatchee, 98,560 sq. ft. includes the 394 bed regional jail facility (approximate value of \$27,817,000)
- Jail Annex Facility, 335 King Street, Wenatchee, 60-beds 8,820 sq. ft. (approximate value of \$839,000)
- Ohme Gardens, a County Park which includes a gift shop, caretaker residence, three maintenance buildings, a restroom, a lodge and a historic home. (approximate value of \$434,000)
- Wenatchee River County Park, which includes an office, Caretakers office, picnic shelter, three restroom buildings, shop and storage building and a water treatment building. (approximate value of \$717,000)
- Fish Ladder, 6875 Hwy 97, under the management of Natural Resource Department (approximate value of \$450,000)
- Expo Fairgrounds, County Fairgrounds which includes multiple public use buildings, maintenance buildings, barns, and storage buildings. (approximate value of \$7,970,000)
- Airplane Hanger, NNA Airport Road, Cashmere (approximate value of \$7,000)

Improvements to these facilities, that have been identified as needed to maintain and improve the services supported by these facilities, are itemized in the Capital Financing Plan included in this Element.

IV. Six Year Capital Financing Plan

Capital facility planning often requires multi-year commitments of financial resources. Capital projects provide the framework to implement the Land Use Element and goals of the County Comprehensive Plan. The following table displays the Capital Financing Plan as required by the Growth Management Act RCW 36.70A.070(3)(d). It provides a six-year plan to finance capital projects based on projected funding.

Financing for some projects may assume outside grants or voter-approved bonds. If probable funding falls short or projects are eliminated, a reassessment of the land use element may be necessary to ensure consistency between the Comprehensive Plan and Capital Facilities.

2018-2023 CHELAN COUNTY CAPITAL IMPROVEMENT PLAN						
YEAR	2018	2019	2020	2021	2022	2023
CASHMERE DRYDEN AIRPORT						
Uses of Funds						
Reconstruct taxi lane	200,000	0	0	0	0	0
Relocate entrance and access gate	50,000	0	0	0	0	0
Runway 7/25 & Taxiway maintenance	250,000	0	0	0	0	0
Design Runway 7/25 project	0	250,000	0	0	150,000	0
Obstruction Removal (trees)	0	100,000	0	100,000	0	0
Property Acquisition	0	100,000	0	200,000	0	0
Above-ground fuel system	0	0	0	0	30,000	
Total Uses of Funds	500,000	450,000	0	300,000	180,000	0
Sources of Funds						
Grant and County Funds	18,750	22,500	0	15,000	37,500	0
WSDOT Aviation	18,750	17,500	0	15,000	7,500	0
Non-primary entitlement (FAA)	462,500	410,000	0	270,000	135,000	0
Total Sources of Funds	500,000	450,000	0	300,000	180,000	0
Variance	0	0	0	0	0	0
COMMISSIONER'S OFFICE						
Uses of Funds						
Tech Bond Debt Service	112,975	66,506	65,329	66,230	66,967	0
Master Plan Debt Service	226,900	231,200	225,200	234,200	225,100	0
Jail Facilities Debt Service	616,173	608,747	610,827	612,203	613,083	613,395
Total Uses of Funds	956,048	906,453	901,356	912,633	905,150	613,395
Sources of Funds						
Chelan County General Fund	112,975	66,506	65,329	66,230	66,967	0
Distressed County Rural Tax Fund	226,900	231,200	225,200	234,200	225,100	0
Criminal Justice Fund	616,173	608,747	610,827	612,203	613,083	613,395
Total Sources of Funds	956,048	906,453	901,356	912,633	905,150	613,395

2018-2023 CHELAN COUNTY CAPITAL IMPROVEMENT PLAN						
YEAR	2018	2019	2020	2021	2022	2023
Variance	0	0	0	0	0	0
Local Option Tax Fund	-	-	-	-		
Uses of Funds						
County Wide Public Projects	248,996	146,578	143,984	145,971	147,594	0
Total Uses of Funds	248,996	146,578	143,984	145,971	147,594	0
Sources of Funds						
Local Option Tax	248,996	146,578	143,984	145,971	147,594	0
Total Sources of Funds	248,996	146,578	143,984	145,971	147,594	0
Variance	0	0	0	0	0	0
COUNTY EXPO CENTER						
Uses of Funds						
Fairgrounds Redevelopment Bonds	156,357	92,044	90,415	91,662	92,682	
Building Upgrades	160,000					
Carnival Lot Improvements			250,000			
Centennial Pavilion Parking Lot		125,000				
RV Park Improvement	35,000					
Grandstand/restrooms/concessions	100,000					
Beef Barn	130,000	30,000	30,000			
Total Uses of Funds	581,357	247,044	370,415	91,662	92,682	0
Sources of Funds						
Rural Distressed County Funds	156,357	92,044	90,415	91,662	92,682	
Capital Improvement Reet 2 Fund	325,000	155,000	235,000			
Grants, Loans, Donations			45,000			
Expo and Fair Revenues	100,000					
Total Sources of Funds	581,357	247,044	370,415	91,662	92,682	0
Variance	0	0	0	0	0	0
MAINTENANCE DEPARTMENT						
Uses of Funds						
Facilities Signage (Courthouse)	15,000					
Carpet (Courthouse)	18,000	12000	25,000			
Marble Restoration (Courthouse)	40,000	22000				
Level 5 Remodel (Courthouse)	475,000					
Jail Facilities Improvement (Law & Justice)	285,000	225,000	225,000			
Elevator Modernization (Law & Justice)	250,000	250,000	250,000			
HVAC Unit Replacement (410 Washington)		18,500				

2018-2023 CHELAN COUNTY CAPITAL IMPROVEMENT PLAN						
YEAR	2018	2019	2020	2021	2022	2023
Security Systems Upgrade (Juvenile Detention)		988,800				
HVAC Upgrade/Replacement (West Annex)			32,600			
ADA Upgrades (West Annex)			150,000			
Total Uses of Funds	1,083,000	1,516,300	682,600	0	0	0
Sources of Funds						
Capital Improvement Reet 1 Fund	578,000	784,400	445,100			
Distressed County Rural Tax Fund						
Energy Incentives (PUD)						
Grant Funding (Department of Commerce)						
Criminal Justice Fund	505,000	731,900	237,500			
Total Sources of Funds	1,083,000	1,516,300	682,600	0	0	0
Variance	0	0	0	0	0	0
OHME GARDENS						
Uses of Funds						
Irrigation Pump Station	40,000					
Parking Lot Lighting	50,000					
Building Interior Renovation	25,000					
Restroom/Event Multi-Purpose Room		125,000				
New Visitor & Interpretive Center Building			335,000	335,000		
Total Uses of Funds	115,000	125,000	335,000	335,000	0	0
Sources of Funds						
Capital Improvement Reet 2 Fund	115,000					
Tourism Grant, Other Grants, Donations		60,000				
Donations, Grants, Fund Raising		65,000	55,000	110,000		
Capital Improvement Reet 1 Fund			280,000	225,000		
Total Sources of Funds	115,000	125,000	335,000	335,000	0	0
Variance	0	0	0	0	0	0
PUBLIC WORKS						
Uses of Funds						
Construct Hazardous Waste Facility		160,000	200,000	100,000		
Vegecide Truck Wash Facility	15,000		50,000			
Wenatchee District Shop Replacement		125,000	2,500,000			
Road Rehabilitation	500,000	500,000	500,000	500,000	500,000	500,000

2018-2023 CHELAN COUNTY CAPITAL IMPROVEMENT PLAN						
YEAR	2018	2019	2020	2021	2022	2023
Road District Sheds: Accessibility, Shop Lighting & Electrical Efficiency Upgrades		150,000	150,000			
Total Uses of Funds	515,000	935,000	3,400,000	600,000	500,000	500,000
Sources of Funds						
County Road Fund	15,000	150,000	1,200,000			
Solid Waste Fund		160,000	200,000	100,000		
Distressed County Rural Tax Fund		125,000	1,500,000			
Capital Improvement Reet 2 Fund	500,000	500,000	500,000	500,000	500,000	500,000
Total Sources of Funds	515,000	935,000	3,400,000	600,000	500,000	500,000
Variance	0	0	0	0	0	0
SHERIFF						
Uses of Funds						
Emergency Operations Center	2,500,000					
Total Uses of Funds	2,500,000	0	0	0	0	0
Sources of Funds						
Capital Improvement Reet 1 Fund	500,000					
Grants, Loans, Donations	2,000,000					
Total Sources of Funds	2,500,000	0	0	0	0	0
Variance	0	0	0	0	0	0

V. Goals and Policies

Levels of Service

Levels of Service GOAL CF 1: Provide and maintain acceptable levels of public facilities and services.

Rationale: The provision and maintenance of public facilities and services should be consistent with the needs of the community they serve.

Policy CF 1.1: As the need arises, encourage and participate in the establishment of a regional forum to address area wide public facility and service and utility needs.

Rationale: Similar public facilities and services are provided by several entities that share mutual responsibilities and concerns. Coordination among agencies and districts, including consolidation of services if appropriate, would lead to increased efficiency and effectiveness in meeting needs on an area wide basis.

Policy CF 1.2: Ensure that public services and facilities are able to protect public health, safety, and welfare through planning, design, and improvements that consider future conditions such as population growth, development trends, and the changing impacts of natural hazards.

~~Policy CF 1.2: Ensure that any available public services and facilities are adequately planned and designed to protect the public health, safety and welfare.~~

Rationale: Inadequate public services and facilities may pose a risk to the public.

Policy CF 1.3: Implement development regulations for the provision of public facilities and services that are flexible and receptive to innovations and advances in technology.

Rationale: It is important for local permitting agencies to keep their standards and permitting requirements current and applicable with advances in the provision of public facilities and services.

Policy CF 1.4: Adequate public facilities and services to serve development ~~shall~~should be available when the impacts of development occur, or within a specified time thereafter, without decreasing established minimum levels of service.

Rationale: Establishing and maintaining locally desired levels of service for public facilities and services will help to ensure that facility and service needs are met.

Policy CF 1.5 Water Systems: Ensure water plans are consistent with the County's Comprehensive plan and the Growth Management Act.

Rationale: Effective comprehensive planning requires consistency among plan elements and plans.

Policy CF 1.6 Water Systems: Support and encourage water conservation measures by local purveyors and educate users on methods to conserve water.

Rationale: Water is a limited resource. Coordination of water use on a watershed basis is encouraged.

Policy CF 1.6.1 Water Systems: Support drought planning to increase water conservation, planting drought-tolerant species, and building awareness around individual risk from drought.

Rationale: The County's Natural Hazard Mitigation Plan addresses drought. The County can implement incentives for development to incorporate drought-tolerant landscaping or other design features that conserve water.

Policy CF 1.7 Water Systems: Ensure that individual and public water systems are permitted through the Chelan-Douglas Health District, the Department of Health and the Department of Ecology for appropriate separation requirements and environmental impacts.

Rationale: Seeking domestic water without respect to existing septic/drain field systems, wells and stormwater systems to reduce potential of contamination of the domestic water or negatively impacting existing wells.

Policy CF 1.8 Water Systems: Standards ~~shall~~should be reviewed to ensure appropriate treatment and disposal of stormwater to protect domestic water sources from degradation.

Rationale: Storm water discharges are necessary but must be accomplished in an environmentally safe manner.

Policy CF 1.9 Sanitary Sewer Systems: Proactively plan for the development and maintenance of waste treatment and disposal systems to support long-term future development in the County.

Rationale: Obtaining funding and site approval for sanitary waste treatment and solid waste disposal facilities is typically a lengthy process. Projected growth of the area and distance of potential service from existing facilities should be periodically re-evaluated to ensure that these critical needs will be met in the long term.

Policy CF 1.10 Sanitary Sewer Systems: Plan all wastewater conveyance and treatment systems to be environmentally safe, to meet all federal, state and county legal requirements, and to support the orderly development of the County.

Rationale: Conscientious management in the conveyance and treatment of wastewater can help to prevent environmental impacts.

Policy CF 1.11 Sanitary Sewer Systems: Provide referrals to service purveyors during the development review process.

Rationale: Providing these entities referrals will help to ensure that adequate provisions for necessary services are provided.

Policy CF 1.12 Solid Waste: Coordinate with other jurisdictions in the development of recycling programs to reduce waste and to protect the environment.

Rationale: Staff works closely with all regions of the state, particularly the central and eastern counties. Forming a coalition for a voice of continued state support allows all the Chelan County to provide innovative approaches to solid waste disposal. Consistent with Chelan County Code, Chapter 13.20 promoting and expanding recycling programs, purchasing policies, and employee education can reduce the amount of waste produced and support County goals.

Policy CF 1.13 Solid Waste: Support a multi-jurisdictional approach to disposal of moderate-risk hazardous waste.

Rationale: This policy urges governmental entities in the region to give a high priority to instituting a medium hazardous waste collection program for appropriate disposal at a designated facility.

Policy CF 1.14 Solid Waste: Provide opportunities for the community to regularly and efficiently dispose of household moderate-risk waste and agricultural hazardous waste material.

Rationale: Funding of hazardous waste disposal is critical due to the nature of the material and dangerous handling requirements. Continuous funding assistance is needed by the State, due to the taxes collected on hazardous waste for prevention. Ongoing outreach to the state continues for the needs to fund the collection of hazardous waste. Currently, a facility is under construction and plans for operations where hazardous waste is prevented from contaminating our environment. This policy is intended to stress the importance of providing opportunities for disposal of household hazardous waste and agricultural industry generated hazardous waste.

Policy CF 1.14.1 Solid Waste: Within the priorities of the Chelan Solid Waste Management Plan allow for effective waste-to-energy technologies.

Rationale: Per the County's Solid Waste Management Plan, when used with an energy recovery system, incineration can also produce steam and/or electricity for sale.

Policy CF 1.15 Solid Waste: Maintain and update the Chelan Solid Waste Management Plan.

Rationale: Solid Waste management planning and implementation is individual to the County and its source of funding. Programs will be coordinated with other jurisdictions for the success, efficiency and necessity to solve regional waste disposal problems.

Policy CF 1.16 Stormwater Systems: Maintain up-to-date stormwater plans and regulations that address increased storm intensities and stormwater runoff.

Rationale: Appropriate standards for stormwater runoff for development are necessary to protect public and private resources.

Policy CF 1.16.1 Stormwater Systems: Encourage green stormwater infrastructure that incorporates drought and fire-resistant vegetation where possible.

Rationale: Reduces the impacts of natural hazards.

~~Policy CF 1.16 Storm-water Systems: Maintain up-to-date stormwater plans and regulations.~~

~~Rationale: Appropriate standards for stormwater runoff for development are necessary to protect public and private resources.~~

Policy CF 1.17 Schools: Coordinate with school districts on major development proposals and long-term growth trends to evaluate potential impacts of growth and implement appropriate measures to offset these impacts, such as impact fees or permit conditions.

Rationale: A quality school system is vital to the future of the County. Facilities and services should be up-to-date and consider long-term trends.

Policy CF 1.18 Park and Recreation Facilities: Encourage the continued maintenance and expansion of parks and recreation facilities to meet the needs of area residents and visitors.

Rationale: Access to parks, recreation facilities, and open spaces, contributes to a higher quality of life for area residents and makes the County a more enjoyable place to live and visit.

Policy CF 1.19 Law Enforcement: Ensure the Chelan County Sheriff's Office is able to provide adequate law enforcement services to the County by providing sufficient quantity and quality of facilities, equipment and manpower, as available within the budget.

Rationale: The Sheriff's Office needs to be maintained and improved to meet law enforcement needs, as the County continues to develop.

Policy CF 1.20 Fire Protection: Ensure that development conforms to all applicable requirements of the International Fire Code or alternatives as approved and administered by the Chelan County Fire Marshall.

Rationale: Provisions must be made for the protection of life and property from fire.

Policy CF 1.21 Fire Protection: Ensure the County Fire Districts are able to provide adequate fire protection to their service areas in terms of quantity and quality of facilities, equipment and manpower, as available within the budget.

Rationale: The fire districts need to be maintained and improved to meet fire protection service needs, as the County continues to develop.

Policy CF 1.22 Fire Protection: Develop a program of fire inspections for all structures, open to the public or used for overnight accommodations.

Rationale: Older buildings or buildings which have undergone a change in use need to be inspected for fire risk and corrective actions taken as necessary. Newer buildings, although presumably inspected during the permit process, should be reviewed on a periodic basis.

Policy CF 1.23 Fire Protection: Maintain mutual aid agreements between city, county, state and federal agencies to provide coordinated fire protection to best serve the residents.

Rationale: A large part of the County is not within a fire protection district. It is essential to the public safety in the County that fire protection be coordinated between all available fire suppression agencies.

Policy CF 1.24 Health Care: Encourage the continued availability of responsive, public and private health care programs and facilities to meet present and future needs.

Rationale: Health care planning needs to adjust to the population it serves. The senior citizen population (65 years and older) is increasing annually. Health care planning must adjust to these changes and the expected growth of the area.

Policy CF 1.25 Health Care: Encourage the continued support of volunteer ambulance services.

Rationale: Volunteer ambulance service plays an important part of the emergency/life safety response in the County.

Policy CF 1.26 Public Buildings and Facilities: Locate and build public facilities so that they are accessible to all segments of the population, including pedestrians and those with special needs.

Rationale: Public facility planning should consider convenient transportation and pedestrian access, and access for those with special needs.

Policy CF 1.27 Public Buildings and Facilities: Encourage and incentivize energy audits policies and the use of energy conservation design strategies in new construction and the rehabilitation of public facility structures.

Rationale: Energy conservation design strategies for public facilities will help to conserve resources and maintain budgets within the anticipated available funding capacities.

Policy CF 1.28: All capital facilities that support life, safety, and welfare should incorporate resilient measures, such as backup power, redundant communications, floodproofing, fire-resistant materials, and air filtration.

Rationale: Protects the community from natural hazards.

~~Policy CF 1.27 Public Buildings and Facilities: Encourage the use of energy conservation design strategies in new construction and the rehabilitation of public facility structures.~~

~~Rationale: Energy conservation design strategies for public facilities will help to conserve resources and maintain budgets within anticipated available funding capacities.~~

Provisions for Adequate Facilities and Services in Conjunction with Land Use

GOAL CF 2: Plan and provide for adequate public facilities and services to serve the County's planned land use patterns.

Rationale: Without the support of necessary public facilities and services, desired land use patterns outlined in the comprehensive plan may not be achieved.

Policy CF 2.1: Where feasible, secure easements to loop sewer and water systems along a logical alignment in preparation for future development.

Rationale: Looped sewer and water systems provide for a more efficient and cost effective provision of services.

Policy CF 2.2: Plan for land use patterns that are conducive to efficiently extending future public facilities and services, which will minimize construction costs.

Rationale: Concentrating development within urban growth areas where adequate public facilities and services exist will allow those facilities and services to be provided in a more efficient manner.

Policy CF 2.3: Size capital facilities to meet anticipated growth in the service area.

Rationale: Capital facilities plans should consider the anticipated growth of service areas to assure that new facilities do not become obsolete due to under-sizing which could result in untimely expansion.

Policy CF 2.4: In rural areas, design public facilities and services to be compatible with the rural and scenic character of the County.

Rationale: Maintaining the rural characteristics of the planning area should be a strong consideration when reviewing the design and location of public facilities and services.

Policy CF 2.5: Extend necessary public facilities and services may be provided for the redevelopment, in-fill and development of existing commercial, mixed use, residential, shoreline and industrial sites outside of urban growth areas consistent with the GMA.

Rationale: The Growth Management Act allows for the provision of necessary public facilities and services for intensely developed rural areas.

Policy CF 2.6: Extend urban governmental services to rural areas when necessary to protect basic public health and safety and the environment, consistent with the Growth Management Act.

Rationale: The Growth Management Act (RCW 36.70A.070(5)(d)) permits for the provision of urban governmental services in rural areas where it is necessary to protect basic public health and safety, and the environment.

GOAL CF 3: Ensure that funding for necessary public facilities and services is identified and that the mechanisms for the collection of fees or revenue are established.

Rationale: Adequate funding for public facilities and services and the mechanisms to attain needed funding should be identified in order to ensure that necessary public facilities and services can be provided for.

Policy CF 3.1: Provide and maintain a six year plan that will finance needed capital facilities within projected funding capacities and which identifies funding sources for such purposes.

Rationale: The Growth Management Act requires local jurisdictions planning under the act to provide a six-year financing plan that identifies sources of funding for needed capital facilities.

Policy CF 3.2: Where appropriate, employ innovative financing strategies for capital improvements, to minimize financial costs to taxpayers and equitably assign costs between existing and new development.

Rationale: Using a variety of alternatives for financing capital improvements will provide a more fair distribution of costs to County residents.

Policy CF 3.3: Establish a process for inter-jurisdictional analysis of annexation-related impacts. On a case by case basis, coordinate with cities to minimize potential economic impacts of annexation activities by implementing development agreements or contracts that:

1. Compensate the County for loss of tax revenue, from annexation of significant industrial and commercial areas during the affected budget cycle; and/or
2. 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.

Rationale: Developing agreements between the County and cities would minimize the potential impacts of annexation activities in the future.

Policy CF 3.4: Impact fees, as provided for under RCW 82.02, ~~shall~~should be considered as a means to assure that new development pays its share of the cost of improvements associated with new growth and equitably contributes to the overall financing of capital improvements.

Rationale: Impact fees directly assign a proportionate share of the cost of development to those who will benefit from capital improvements.

Policy CF 3.5: Capital facilities planning should establish shared funding responsibilities among and between local governments, utility purveyors, special purpose districts and the private sector.

Rationale: Coordination of capital facility planning would provide for more efficient, and therefore less costly infrastructure improvements.

Policy CF 3.6: Encourage the multiple use of public facilities.

Rationale: Public facilities designed for multiple use and/or seasons can be more cost effective and provide additional service to residents and visitors.

Policy CF 3.7: Development should carry a proportionate share of the cost for extending and increasing the capacity of needed public facilities and services, in the absence of impact fees.

Rationale: Existing users should not be responsible for costs associated with collection and distribution systems to serve new development. On the other hand, new development should not bear the total cost of new treatment or production facilities that benefit existing users.

Policy CF 3.8: The land use element and desired levels of service should be reassessed if available funding falls short of meeting existing needs. The land use element, capital facilities element, and the financing plan within the capital facilities element should also be coordinated and consistent.

Rationale: This will help to ensure that growth and needed public facilities and services are ~~provided for~~ provided in an efficient and sustainable manner.

Policy CF 3.9: Develop capital facilities that are resilient to the impacts of natural hazards to ensure facilities remain operational during and after disaster events and to support fiscal responsibility.

Rationale: Capital facilities are large investments, and the impacts of future natural hazards should be considered in the design, placement, and operations.

GOAL CF 4: The County ~~shall~~should provide a means for the siting of essential public facilities.

Rationale: Essential public facilities include those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities and inpatient facilities including substance abuse facilities, mental health facilities, secure transitional facilities, group homes and other facilities as defined by RCW. The comprehensive plan must make provisions for the siting of essential public facilities (RCW 36.70A.200).

Policy CF 4.1: Essential public facilities identified by the County, by regional agreement, or by the Office of Financial Management should be subject to the following siting process. A review of possible essential public facilities ~~shouda~~ occur at least every six years. When essential public facilities are identified and proposed the local government(s) will:

1. 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.

2. Ensure public involvement through the use of timely press releases, newspaper notices, public information meetings and public hearings.
3. Notify adjacent jurisdictions of the proposed project and solicit review and comment on the recommendations made by the Advisory Project Analysis and Site Evaluation Committee.

Rationale: This process will ensure that there is a process established for the siting of essential public facilities and that there is an equitable distribution of these types of uses.

Policy CF 4.2: As identified essential public facilities are addressed, standards should be generated to ensure reasonable compatibility with other land uses is achieved.

Rationale: Development of siting standards for essential public facilities will help to insure that they are appropriately sited and that the impacts to surrounding land uses will be mitigated.

Policy CF 4.3: Essential public facilities should not locate in Resource Lands, Critical Areas, or areas with high risk of natural hazards, unless necessary and where compatible.

~~Policy CF 4.3: Essential public facilities should not locate in Resource Lands or Critical Areas, unless necessary and where compatible.~~

Rationale: Resource Lands and Critical Areas are not the appropriate areas for the siting of most essential public facilities.

CHAPTER 7

~~UTILITY~~UTILITIES ELEMENT

I. Introduction

The Utilities Element has been developed in accordance with the Growth Management Act RCW 36.70A.070 and WAC 365-195-320 to address utility services in Chelan~~the~~ County. The Utilities Element is ~~primarily~~ intended to support coordination of land use planning and infrastructure planning between the County, local jurisdictions and utility purveyors such as natural gas, electrical service, and telecommunications.

The Utilities Element has also been developed in accordance with the county-wide planning policies and has been integrated with all other planning elements to ensure consistency throughout the comprehensive plan. The Utilities Element specifically considers the general location, proposed location, and capacity of all existing and proposed utilities, including telecommunications infrastructure, in compliance with RCW 36.70A.070(4)(a) (2023) and WAC 365-196-420.

This Comprehensive Plan provides a brief description of the public and private utility purveyors that operate in Chelan County and encourages these purveyors to align their capital improvements with the goals and policies of this Comprehensive Plan. It is intended for this plan to provide a brief description of the different public and private utility purveyors that operate in Chelan County, and to encourage these individual purveyors to consider the goals and policies of this comprehensive plan when contemplating capital improvements to their systems. Because t~~The County acts-serves as a coordinator for population growth and related development, encouraging this plan encourages these utility purveyors to maintain close communication with the County in regard to the capacity of their systems and to coordinate and review the development of their plans. The goals and policies contained withinin~~ this Element shall support the development of utility service regulations to ensure reliable and efficient service delivery to a growing County population.

~~also be recognized in the formation and use of development regulations for the County.~~

II. Inventory and Analysis

The inventory presented in this Element provides information useful to the planning process. It does not include all of the data or information that was gathered, but has presented the relevant information in an organized and useful format. Many public and private agencies are involved in regulating, coordination, production, delivery and supply of utility services. This section of the Element identifies those providers and offers information on the locations of where the services are provided. This section provides an inventory of utilities and their service providers, in compliance with RCW 36.70A.070(4)(b) (2023). It includes public entities and special purpose districts that own utility systems, along with information on the general location, proposed location, and capacity of all existing and planned utilities.

Table 7-1
Public Utilities Contact Information

0B <u>Utility</u>	1B <u>Provider/Department</u>	2B <u>Contact</u>	3B <u>Website</u>
<u>Telecommunications</u> (<u>fiber-optic</u> <u>broadband services</u>) and electric utilities	<u>Chelan County Public Utility District</u> <u>No. 1 (PUD)</u>	<u>(509) 663-8121</u>	<u>www.chelanpud.org</u>
<u>Water service</u>	<u>Chelan County Public Utility District</u> <u>(PUD)</u> <u>Wenatchee Water System</u> <u>Chelan Falls Water System</u> <u>Chelan Ridge Water System</u> <u>Olalla Canyon Water System</u> <u>Dryden Water System</u> <u>Peshastin Water System</u>	<u>(509) 663-8121</u>	<u>www.chelanpud.org</u>
	<u>Lake Chelan Reclamation District</u> <u>Water System</u>	<u>(509) 687-3548</u>	<u>https://lcrd.org/</u>
	<u>Malaga Water District + Three Lakes</u> <u>Water District</u>	<u>(509) 663-2984</u>	
	<u>Alpine Water District</u>	<u>(509) 548-7131</u>	
	<u>Lake Wenatchee Water District</u>	<u>(509) 763-4026</u>	
	<u>Stehekin Water Treatment &</u> <u>Distribution</u>	<u>(509) 682-3503</u>	
<u>Smaller water</u> <u>systems</u>	<u>Contact Chelan-Douglas Health</u> <u>District</u>		

0B <u>Utility</u>	1B <u>Provider/Department</u>	2B <u>Contact</u>	3B <u>Website</u>
<u>Irrigation</u>	<u>Pioneer Water Users Association</u>	<u>(509) 662-1005</u>	
	<u>Icicle Irrigation District</u>	<u>(509) 782-2561</u>	
	<u>Lake Chelan Reclamation District</u>	<u>(509) 687-3548</u>	<u>www.lcrd.org</u>
	<u>Peshastin Irrigation District</u>	<u>(509) 782-2561</u>	
	<u>Wenatchee Reclamation District</u>	<u>(509) 663-0002</u>	
	<u>Greater Wenatchee Irrigation District</u>	<u>(509) 662-5151</u>	<u>www.gwid.org</u>
	<u>Cascade Orchard Irrigation Company, Inc.</u>	<u>(509) 548-4331</u>	
	<u>Entiat Irrigation District</u>	<u>(509) 784-1500</u>	
	<u>Lower Stemilt Irrigation District</u>	<u>(509) 662-3611</u>	
	<u>Wenatchee-Chiwawa Irrigation District</u>	<u>(509) 548-5510</u>	<u>www.wcid.org</u>
<u>Other irrigation districts</u>	<u>Beehive Irrigation District</u> <u>Chelan Falls Irrigation District</u> <u>Isenhardt Irrigation District</u> <u>Lower Squilchuck Irrigation District</u> <u>Spring Hill Irrigation Company</u> <u>Sunnyslope Irrigation</u> <u>Sleepy Hollow Water System (Warm Springs Irrigation)</u> <u>Wenatchee Heights Water Company</u>		
<u>Wastewater service</u>	<u>PUD</u> <u>Dryden</u> <u>Peshastin</u> <u>Lake Wenatchee</u>	<u>(509) 663-8121</u>	
	<u>City Of Chelan Sanitary Sewer System</u>	<u>509-682-8030</u>	<u>wastewater department chelan, wa</u> <u>https://www.cityofchelan.gov/documentcenter/view/853</u>
	<u>Lake Chelan Reclamation District Sewer System</u>	<u>(509) 687-3548</u>	<u>www.lcrd.org</u>

0B <u>Utility</u>	1B <u>Provider/Department</u>	2B <u>Contact</u>	3B <u>Website</u>
	<u>Stehekin Wastewater Treatment - National Park Service</u>	<u>(509) 682-3503</u>	
<u>Natural gas</u>	<u>Cascade Natural Gas</u>	<u>(888) 522-1130</u>	<u>www.cngc.com</u>
<u>Small or private systems</u>			
<u>Water</u>	<u>Chelan-Douglas Health District</u>	<u>(509) 886-6400</u>	
<u>On-site sewer (septic)</u>	<u>Chelan-Douglas Health District</u>	<u>(509) 886-6400</u>	

Telecommunication Services

Local telephone service has been provided to the County by GTE Northwest since 1952. There are various facilities located throughout the County and the cities within Chelan County. According to GTE, the delivery of telecommunication services sometimes does not coincide with the exact location of customers. Many of the telecommunication facilities, including overhead and underground delivery lines, are co-located with those of the electrical power provider. In the Stehekin Study Area, the National Park Service provides a satellite-operated, coinless public telephone at the Stehekin Landing.

Cellular telephone service has been provided in Chelan County since 1991. Facilities related to cellular telephone service include low-powered transmitting antennas and a central computer called a telephone switching office. The mobile nature of the service requires the installation of transmitting antennas strategically placed to transmit the signal from the mobile unit to the switching center.

With the movement to digital technology from analog technology, cellular tower siting is required to be located at lower elevation levels. The Wireless Telecommunications federal regulations have changed to address small cell technology which can be placed on existing power poles to increase coverage for cellular services and internet.

These advances in the telecommunications industry will continue to transform service delivery in Chelan County. As the County grows and technological advances are made, telecommunication facilities will be upgraded to ensure adequate service levels.

Local broadband and/or telephone service in Chelan County is provided by multiple companies including Ziplly Fiber (formerly GTE Northwest), CenturyLink, Spectrum, and LocalTel

Communications, for example. Chelan County PUD also provides fiber-optic broadband services to many areas within the County.

Wireless telecommunications service providers include AT&T, Verizon, T-Mobile, and other regional carriers. Federal regulations continue to evolve to address small-cell technology, which improves service coverage by enabling placement on existing infrastructure such as power poles. The general locations of existing telecommunications infrastructure include urban centers such as Wenatchee, Chelan, Leavenworth, and Cashmere, with proposed expansions focused on underserved rural areas and new development zones.

Natural Gas

~~The Northwest Pipeline Corporation owns and operates an interstate natural gas pipeline system which comes from the southeastern portion of the County near Alcoa. The line generally follows the alignment of the Colockum Road/Malaga-Alcoa Highway.~~

~~In the Malaga-Stemilt-Squilchuck Study Area natural gas is currently available along the transmission line that runs near the Malaga-Alcoa Highway and within the old town site of Malaga. No homes in the old town site are connected to the line, although, along the highway several homes are connected to the line. Fire District #1 also has natural gas extended to their fire station on West Malaga Road.~~

~~Cascade Natural Gas provides service 1,652 customers within the Wenatchee and Sunnyslope/Olds Station areas with a 6 inch line that crosses the Wenatchee River at the railroad bridge. A line located along Easy Street serves residential customers in the Sunnyslope area. The system was updated in 1997 and a new line installed providing service up to the Tree Top plant located on Highway 97A.~~

~~Extension of service into new areas is on a demand basis. Cascade Natural Gas will provide the extension of the service and will enter into an agreement with the requesting party for reimbursement of the improvement. As additional customers connect to the extended line the initiating party is reimbursed. Expansion of the natural gas system i.e., the location, capacity, and timing, will depend greatly on opportunities for expansion and on how quickly the County grows. In addition, any route taken to provide service will depend on right-of-way permitting, environmental impact, and the opportunities to install gas mains with new development, highway improvements or other utilities.~~

Natural gas service is provided by Cascade Natural Gas Corporation. Natural gas service is available along major roadways in the Wenatchee and Sunnyslope/Olds Station areas. Expansion depends on customer demand and planned developments. Propane service is provided by Empire Gas, AmeriGas, Ag Supply, and Wenatchee Petroleum, depending on location.

Propane delivery is provided to a number of customers in the County: ~~Empire Gas, Amerigas, Ag Supply, and Wenatchee Petroleum.~~ Growth of this fuel as an alternative to electricity will depend on the ability of the PUD to provide electrical service and the specific needs of the customers.

Electrical Utilities

All public electric power in the County is provided by Chelan County Public Utility District No. 1 (PUD), a special-purpose public agency governed by an elected board of commissioners. The Chelan County PUD operates numerous electrical substations and switchyards throughout the County. Proposed substations and transmission upgrades are planned to support population growth in Manson, South Wenatchee, and Sunnyslope.

~~All public electric power in the County is provided by the Chelan County Public Utility District #1 (PUD), a special-purpose public agency. The District is governed by an elected board of commissioners. The District is a publicly owned municipal corporation of the State of Washington. The PUD, as a public utility, is required to provide service to everyone in its service area. As of June 1999, the number of active meters is 37,614 and this number is expected to reach approximately 67,000 in a 20-year time period. The PUD is authorized to provide electric service to their owners at cost and without profit. According to the PUD, there currently is capacity to meet existing demand for both the incorporated areas of the County as well as the rural areas.~~

~~In 1998, the District hired the firm, Electrical Consultants, Inc. to conduct a long-range transmission planning study. The scope of the study included system planning and major station facilities. The study looked at contractual agreements and obligations, load forecasts and basic planning and design criteria. Some of the anticipated problems the study identified are low transmission system voltages in the Stevens Pass area, Chelan Union Valley area, and Sunnyslope area under certain operating conditions in the future. In addition, it is anticipated that several transformers and line sections will be overloaded with a projected annual load growth rate of 3.9%. This plan and subsequent updates are hereby adopted by reference.~~

The District's goal is to provide uninterrupted electrical service within their service area. To satisfy this goal, the PUD has in place electrical sub-stations at the following locations:

1. Wapato
2. Manson
3. Union Valley
4. Chelan
5. Chelan Falls Switchyard
6. Winesap
7. Entiat
8. Entiat Valley
9. Rocky Reach Switchyard
10. Rocky Reach
11. Malaga
12. Kaweck (Malaga)
13. Valhalla McKenzie (Malaga)
14. Alcoa
15. Squilchuck
16. Olds Station
17. Sunnyslope
18. Mission (Cashmere)
19. Sunset (Cashmere)
20. Peshastin/Dryden
21. Anderson Canyon Switchyard (Peshastin)
22. Leavenworth
23. Plain
24. Lake Wenatchee
25. Winton Mill
26. Coles Corner
27. Berne (Stevens Pass)
28. Summit (Stevens Pass)

Chelan PUD advances a set of long-term goals that reflect its role as a customer-owned utility committed to reliable, affordable, and sustainable energy services. These include proactively reducing wildfire risk through continued investment in forest health, system resilience, and community partnerships; maintaining affordable utility rates by ensuring that state and regional programs complement, rather than shift costs onto, local customers; supporting responsible growth

by aligning energy planning with resource adequacy and transparency from large load development; and facilitating timely development of transmission and generation infrastructure through efficient permitting and coordinated regulatory processes. Collectively, these goals emphasize local governance, system reliability, and environmental stewardship, positioning Chelan PUD to meet increasing energy demands while protecting the long-term interests of Chelan County residents and businesses.

As of August 1999, the following capital improvement projects are tentatively in the District's 20-year Long Range Plan:

1. ~~Lake Crossing Substation — located in Manson to meet the projected load growth demand. (Tentative completion date 2012)~~
2. ~~Boyd Switching Station — Located in the Chelan Boyd District area to meet the projected load growth demand and also to mitigate the projected low transmission system voltage. (Tentative construction date 2008)~~
3. ~~South Shore Substation — Located on the Chelan Highway, near the Hawk's Meadow area to meet the projected load growth demand and minimize the projected low distribution system voltage. (To be completed in 2007)~~
4. ~~South Wenatchee Substation — Located along Crawford St. to meet projected load growth demand. (To be completed as needed)~~
5. ~~Castlerock Substation — Located at the western end of Castlerock St. in Wenatchee to meet the projected load growth demand. (To be completed in 2007)~~
6. ~~Monitor Switching Station — Located on Easy Street, approximately ½ mile east of Boswell's Furniture to meet the projected 10% load growth demand in the Sunnyslope area and also to mitigate the projected low transmission system voltage. (To be completed in 2003)~~
7. ~~Old Mill Substation — Located at the old Peshastin Mill site to meet the projected load growth demand. (To be completed as needed)~~
8. ~~Transmission Line Construction Projects — Short transmission lines to be built to serve all future substations mentioned above.~~

~~These substations and switching stations will be built on existing PUD property or property acquired by leasing or purchase. The capital cost and maintenance expense of establishing new substations will be borne by the PUD.~~

~~The Stehekin Study Area has a hydroelectric plant which is augmented by three diesel generators. The electric plant is located on Company Creek and only supplies the Stehekin Valley.~~

~~Normal base load is carried by the 200 kw hydro plant. When peak loads exceed the capacity of the hydro unit, an auto-start relay starts a diesel driven 75 kw induction generator. The system is not on the Northwest Power Grid; it is a totally independent system.~~

~~The Stehekin power system has two synchronous diesel generators in addition to the one induction unit. There is a total capacity of 775kw with the hydroelectric and generators combined. In the winter when temperatures drop toward zero, the stream flow in Company Creek also drops and the hydro intake begins to ice up. When this condition occurs, the output of the hydro declines and is eventually taken out of service. This condition usually occurs every winter, with the duration of the outages varying. The National Park Service maintains an emergency backup system for federally owned facilities at Stehekin Landing.~~

III. Goals and Policies

GOAL UE1: Enhance the efficiency and quality of service from utility providers through the coordination of utility, land use, and transportation planning. **GOAL H 2: Promote a variety of residential densities and housing types.**

Policy UE 1.1: Encourage effective and timely coordination of all public and private utility construction activities, including trenching, to minimize costs and public inconvenience.

Rationale: Coordination of utility trenching activities will allow less costly and less frequent right-of-way repairs and fewer inconveniences to the public.

Policy UE 1.2: Encourage system design ~~practices intended~~ to minimize ~~the number and duration of service~~ interruptions ~~to customer service.~~

Rationale: Minimizing interruptions is beneficial to the public.

Policy UE 1.3: Promote the consolidation of utility facilities where feasible.

Rationale: Appropriate consolidation will reduce the overall costs and inconveniences to the public. Examples of facilities that could be shared are: towers, poles, antennas, substation sites, trenches, and easements.

Policy UE 1.4: Coordinate County and local jurisdiction's roadway projects with planned utility expansions, improvements, or extensions where shared sites or rights-of-way may be appropriate. Similarly, encourage utility purveyors to coordinate their utility expansions, extensions or improvements where shared sites or rights-of-ways may be appropriate.

Rationale: Coordination will allow consideration for the appropriate locations of utilities and timing of utility installations.

Policy UE 1.6: Development regulations ~~shall~~should provide for adequate utility rights-of-ways or easements concurrent with development.

Rationale: Assurance of adequate right of way or easements helps to ensure that necessary services for development are provided.

Policy UE 1.7: Coordinate with Chelan County PUD to increase the resiliency of the electric grid and reduce the risk of wildfires through maintenance, upgrades, and vegetation management, among other methods.

Rationale: Reduces potential fire starts caused by electrical infrastructure and increases the reliability of the electric grid when wildfires occur.

Policy UE 1.8: Coordinate with energy utilities to improve the safety and reliability of infrastructure vulnerable to natural hazards and changing conditions.

Rational: Reduces the risk of power outages during natural hazard events and ensures the long-term viability of utilities.

~~GOAL UE 2: Provide utilities in a manner which maintains the visual qualities of the County.~~

GOAL UE 2: Provide utilities in a manner which maintains the visual qualities of the County.

Policy UE 2.1: Require underground placement of new electrical and telecommunication lines where feasible.~~Require the under-grounding of all new and existing electrical distribution and communication lines for development, where reasonably feasible.~~

Rationale: Utilities placed underground help protect the safety of the citizens, may reduce maintenance costs, and maintain a less cluttered environment.

Policy UE 2.~~23~~: Require the placement of cellular communication facilities in a manner which minimizes adverse impacts to surrounding land uses.

Rationale: Compatibility with adjacent land uses ~~shall~~should be considered when reviewing such facilities.

Policy UE 2.~~3~~4: Ensure that all maintenance, repair, installation, and replacement activities for utility facilities are consistent with the County's critical area regulations.

Rationale: Where placement of utility facilities within critical areas is necessary, development shall be consistent with the requirements of the County's critical area regulations.

Policy UE 2.~~4~~5: Development regulations ~~shall~~should provide for adequate buffering and screening of utility facilities where such facilities may have a negative visual impact on surrounding land uses or where public access to such facilities should be limited for safety concerns.

~~**GOAL UE 3: Ensure that adequate public utilities are provided to meet the projected and desired land use patterns within the County.**~~

GOAL UE 3: Ensure that adequate public utilities are provided to meet the projected and desired land use patterns within the County.

Policy UE 3.1: Encourage energy conservation and the use of cost-effective alternative energy sources, such as solar and wind power.

Rationale: Energy conservation is essential as the County accommodates more people. The utilization of other energy sources should be explored and implemented where feasible.

Policy UE 3.2: Incentivize the use of energy conservation design strategies in new construction and rehabilitation of existing residential, commercial, industrial and public facility structures.

Rationale: As the County develops, the demand for energy will grow. Conservation is vital to continue serving the County and maintain productive and livable lifestyles.

Policy UE 3.3: The capacity of extended utilities should be adequate to meet anticipated growth in the County.

Rationale: Utilities should consider the anticipated growth of the County to assure that new facilities do not become obsolete.

Policy UE 3.4: Implement development regulations for provision of utilities that are flexible and receptive to innovations and advances in technology.

Rationale: As the utility industry advances in technology it is important for local permitting agencies to keep their standards and permitting requirements current and applicable.

Policy UE 3.5: Stehekin Area: Enhance the County's hydroelectric power generation capabilities through improvements to system efficiency, maintenance of hydroelectric facilities, and protection of facilities from erosion and flooding.

Policy 3.6: Urban governmental services should not be extended into or expanded within rural areas except under limited circumstances necessary to protect basic public health, safety, and the environment. Extensions should be financially supportable at rural densities, should not induce or permit urban-scale development, and should comply with applicable state law and other agreements.

Rationale: Restricting such extensions (unless necessary for health, safety, or environmental) preserves rural character, supports agricultural and resource uses, and reduces the fiscal burden of providing infrastructure in sparsely populated areas. This policy is consistent with RCW 36.70A.110(4), amended in 2021.

Policy UE 3.7 Countywide: Promote development that recognizes and efficiently utilizes renewable sources of energy like hydropower.

Rationale: Chelan County is a region with an abundance of renewable hydroelectric energy resources.

GOAL UE 4: Document, monitor, and track all public utilities, facilities, and services that are required by the GMA.

Policy UE 4.1: Establish a list of information and contact information for utilities and public entities, including special purpose districts that own utility systems that are necessary to support development.

Rationale: Establishing a list of public entities that own utility systems contributes to coordination and work endeavors development efforts.

Policy UE 4.2: Map the distributions of GMA-required services and facilities, and provide an inventory of existing facilities, level of service standard, and forecast of future needs for those utilities and public facilities and services deemed necessary to support development.

Rationale: Mapping public entities that own utility systems contributes to coordination and work endeavors with other public entities in development efforts.

Policy UE 4.3: Encourage jurisdictions to coordinate on the data, analysis, and methodologies relating to the levels of service standards for all public facilities and services that are required by the GMA. Each jurisdiction may implement and monitor its own level of service standards in accordance with each jurisdiction's adopted comprehensive plan.

Rationale: Coordination on data, analysis, and methodologies between jurisdictions helps ensure practices and level of service standards remain generally consistent within the county.

GOAL UE 5: Protect the quality and quantity of groundwater used for public water supplies.

Policy UE 5.1: Coordinate with local and regional jurisdictions to develop and implement stormwater management programs that manage runoff and improve water quality before discharges reach surface waters or groundwater supplies.

Rationale: Stormwater utilities are critical in managing infrastructure designed to capture, convey, and treat runoff. By coordinating with land uses regionally, development can address drainage and flooding issues that cross jurisdictional boundaries, ensuring consistency in water quality protections. This policy supports compliance with state and federal clean water requirements and protects aquatic ecosystems.

Policy UE 5.2: Prioritize the protection of groundwater resources by maintaining and upgrading water and wastewater infrastructure to prevent contamination, reduce leakage, and safeguard aquifer recharge areas that support public water supplies.

Rationale: By proactively investing in infrastructure and implementing protective measures, utilities reduce the likelihood of contamination, preserve long-term water supply reliability, and enhance public health.

CHAPTER 8

ECONOMIC DEVELOPMENT ELEMENT

I. Introduction

The Economic Element is an optional element in the Comprehensive Plan. -The County recognizes the importance of healthy economic development in maintaining the stability of the local economy and quality of life while providing flexibility to serve the community in periods of growth and recession and is open to periodic review and refinement. -Industries in Chelan County serve diverse markets and needs that include local, regional, state, national and international markets.

The purpose of the Economic Element is to set goals and establish policies that encourage and support effective economic development efforts and promote economic growth, vitality, and a high quality of life for the future of Chelan County where all residents can thrive. Provisions to support these goals are also integrated in the land use, housing, utilities, and transportation elements.

*Growth Management Act
Economic Goal: Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.*

II. General Economic and Income Profile

Population & Education

As of 2024, the population has grown moderately by 11% in the last 10 years and is expected to continue growing slowly through 2046.²⁷ The share of residents with a high school diploma has increased by four percentage points from 2014 to 2024. The number of people with Bachelor's

²⁷ Washington Office of Financial Management, Official Population Estimates

Degrees has also increased by about the same amount in that period. The number of people with graduate degrees, however, has decreased.²⁸

Employment by Sector

Due to the close proximity of the regions two largest cities – Wenatchee (Chelan County) and East Wenatchee (Douglas County), both Chelan and Douglas Counties are interlinked for employment, housing and retail.- The ~~largest~~ four ~~sectors employment sectors employing the largest number of workers for Chelan County~~ are agriculture (forestry, fishing), health~~services~~care and social assistance; local government and ~~accommodations and food services~~retail trade²⁹. —.

Table ~~7.18-1~~
Top Employment Sectors in 20~~24~~14

Sector	Number of jobs	Share of employment
1. Agriculture, forestry and fishing	~~7,763~~ 9,962	~~17.3~~ 24.1%
2. ~~Local government~~ Health services	~~7,180~~ 5,602	~~16.0~~ 3.5%
3. ~~Healthcare and social assistance~~ Local government	~~7,105~~ 4,766	~~15.8~~ 1.5%
4. ~~Accommodation and food services~~ Retail trade	~~4,857~~ 4,379	~~10.8~~ 6%
5. ~~Accommodation and food services~~ Retail trade	~~4,328~~ 4,097	~~9.6~~ 9%
Total covered employment	~~44,962~~ 1,345	100%
All other industries	~~13,729~~ 2,539	~~30.5~~ 3%

Source: Washington Employment Security Department, Covered Employment (QCEW)

Douglas County is similar with agriculture (forestry, fishing) at ~~19.8~~28.6%, local government at ~~18.8~~15.3%, retail trade at ~~15.2~~2.0% and ~~accommodations and food services~~ at 8.4%. ~~health services at 7.7%.~~³⁰

Unemployment

~~Unemployment in the region is consistently higher than the state average. This is most likely due to the seasonal nature of the biggest employer, agriculture.~~

²⁸ Census Bureau, 1-Year ACS 2014 & 2024, Table S1501

²⁹ Washington Office of Financial Management

³⁰ Washington Office of Financial Management

Unemployment in the region is typically higher than the state average; however, it has decreased significantly since 2014. Historically higher unemployment is largely a result of the seasonal nature of the county's biggest employer agriculture, forestry, and fishing.

Table 7.28-2
Unemployment Percentages

Region	201405	20190	202415
Chelan County	6.05.7%	59.3%	45.79%
Douglas County	5.46.9%	6.19.7%	5.16.3%
Washington State	5.94.90%	4.26.40%	4.54.70%

Source: Bureau of Labor Statistics, Local Area Unemployment Statistics-Chelan Douglas Trends

Income Levels

As noted in the Housing Element, median household income measures all sources of income – wage/salary, investments, rents, pensions, transfer payments. The median household income is the value at which 50% of households in Chelan are below and 50% are above. Households are different from families, since they may contain unrelated people living together or single inhabitants in a dwelling. Household income in 202314 was estimated to be \$50,82584,430 for Chelan County as compared to \$94,55360,153 for Washington State³¹.

Average Annual Wage by Industry

The total covered payroll in 20214 in Chelan County was approximately \$2.591.48 billion. The average annual wage was \$57,53935,912 or 62.25.3 percent of the state average of \$92,46755,003.³²

Table 7.38-3
Top Five Industries by Payroll in 20142024

Chelan County Sector	Countywide Payroll	Percent of Payrolls
1. Health servicesLocal government	\$304,232,620555,769,034	210.5%
2. Local governmentHealthcare and social assistance	\$234,376,378549,333,976	21.215.8%

³¹ Washington Office of Financial Management

³² Washington State Employment Security Department Overview

Chelan County Sector	Countywide Payroll	Percent of Payrolls
3. Agriculture, forestry and fishing	\$286,685,18728,904,393	11.15.4%
4. ~~Retail trade~~ Construction	\$255,146,501115,390,841	9.97.8%
5. ~~Wholesale trade~~ Retail trade	\$166,971,24403,679,515	6.57.0%
Total covered payrolls	\$2,587,071,2561,484,761,635	100%
All other industries	\$773,165,313498,177,888	29.933.6%

Source: [Washington](#) Employment Security Department, [Covered Employment \(QCEW\)](#)

Although agriculture was clearly the ~~top largest~~ job provider in Chelan County in 20214, with ~~17.324.1~~ percent of total covered employment; ~~local government and private~~ [healthcare & social assistance each services](#) provided a ~~payroll over~~ [\\$500304.2 million-payroll](#), ranking the ~~theseis~~ [industriesy](#) first ~~and second~~ out of 22 industries/categories in wages and accounting for ~~210.5 and 21.2~~ percent, ~~respectively of all earned wage income countywide~~. More than one out of every five dollars earned in Chelan County, is earned in [local government, and another one out of five dollars is earned in](#) health services (i.e., at a doctor/dentist's office, in a hospital, nursing home, vocational rehab facility, etc.).³³

[Overall, in terms of employment, Chelan County's economy has grown 1.7 percent since 2019. Table 8-4 displays the top 15 fastest growing industries during this period. Of these top 15, four are from the Healthcare and Social Assistance sector, another four are from the Manufacturing sector, and two each from the Construction and Retail Trade sectors. In manufacturing, the Other Aluminum Rolling, Drawing, and Extruding went from virtually no presence, four jobs in 2019, to over 100 jobs in 2024 and several other industries went from less than 100 jobs to multiple hundred in 2024 including Lessors of Other Real Estate Property and Electronic Connector Manufacturing.](#)

Table 8-4

Top 15 Fastest Growing Industries by Employment, 6-digit NAICS, 2019–2024

NAICS	Industry Name	2019	2024	Change	% Change
531190	Lessors of Other Real Estate Property	71	362	291	409.9%
622110	General Medical and Surgical Hospitals	3,670	3,953	283	7.7%
445110	Supermarkets and Other Grocery Retailers (except Convenience Retailers)	675	882	207	30.7%
237310	Highway, Street, and Bridge Construction	151	353	202	133.8%
621498	All Other Outpatient Care Centers	290	484	194	66.9%
334417	Electronic Connector Manufacturing	61	246	185	303.3%

³³ [Washington State](#) Employment Security Department

NAICS	Industry Name	2019	2024	Change	% Change
238212	Nonresidential electrical contractors	184	351	167	90.8%
485113	Bus and Other Motor Vehicle Transit Systems	317	439	122	38.5%
331318	Other Aluminum Rolling, Drawing, and Extruding	4	122	118	2950.0%
321215	Engineered Wood Member Manufacturing	35	153	118	337.1%
611210	Junior Colleges	199	316	117	58.8%
455211	Warehouse Clubs and Supercenters	490	600	110	22.4%
624120	Services for the Elderly and Persons with Disabilities	365	470	105	28.8%
621910	Ambulance Services	29	122	93	320.7%
312130	Wineries	350	439	89	25.4%

Source: [Data Tactical Group 2024](#)

Cost of Living Index for Selected Cities

Data collected for ~~each of the Cities within~~ Chelan County indicates that Chelan County ~~Cities are more is less~~ expensive to live in than Washington State ~~but more than~~ and the US average.- The index measures relative price levels for consumer goods and services in those participating areas; it does not measure inflation of price changes over time.- A 'cost of living index' above 100 means that community is more expensive than the US average; below 100 means that community is less expensive than the US average.

Table ~~7.48-5~~
Cost of Living

Washington State	121.992
~~City of Cashmere~~ Chelan County	~~107.6~~ 111.90
~~City of Chelan~~	~~115~~
~~City of Entiat~~	~~106.9~~
~~City of Leavenworth~~	~~124.10~~
~~City of Wenatchee~~	~~106.20~~

Source: ~~bestplaces.net February 2017~~[Sperling's Best Places 2024](#)

Commuter Patterns

Chelan County is highly connected to surrounding Counties for workforce and employment opportunities. Of roughly 45,500 total employees, about 35% of Chelan County employees live and work in the county. Another 34% commute from outside the county to work in the county. The remaining 31% live in Chelan County but commute elsewhere for work.

III. Goals & Policies

GOAL ED 1: Encourage efforts to diversify the existing economic base to focus on long-term sustainable economic development throughout the County.

Goal Rationale: The diversification of the economic base through sustainable economic development can help provide expanded job opportunities as well as a healthy, stable and growing economy. Diversification will reduce negative impacts during shifts in industries and from seasonal employment.

Policy ED 1.1: Seek to attract businesses and industries that complement and build upon existing business and industry.

Rationale: Building upon relationships with existing business and industries can diversify the economic base and strengthen positions for existing businesses and industries. It can also stimulate living-wage job creation.

Policy ED 1.2: Incentivize development that creates local re-investment funds and provides jobs in the local community.

Rationale: Diversification and expansion of the County's economic base will expand job opportunities and bring additional resources for the growth and development of the County.

Policy ED 1.3: Maintain the County's rural economic base by permitting limited development in rural areas of industrial and natural resource land uses that are not suitable for urban areas, provided

critical areas and surrounding land uses are protected and usage remains compliant with Washington Commerce expectations of land use impacts.

Rationale: Some industrial and natural resource based uses due to their nature are not appropriate to be located in urban growth areas but can be located within remote rural locations within the limits set by rural governmental services, and the protection of the rural character and critical areas. Some such usages could include agribusiness, energy/utilities, transportation and warehousing, along with accommodations, retail and professional/technical services, at a small scale. Said uses can play an important role in support of other industries and businesses in the County.

GOAL ED 2: Encourage the retention and growth of existing industries ~~recreational and tourist based industries~~ consistent with the comprehensive plan.

Goal Rationale: It is more advantageous to retain existing home-grown businesses than to seek out new businesses that may or may not relocate or expand to the County. The rapidly diversifying economy features many strong local businesses across all sectors with interest in expanding, opening new branches, and hiring more employees. Recreation and tourism play a significant role in the County's economy. Opportunities exist to strengthen and build upon the many tourist and recreational amenities and the locational advantages the County has to offer

Policy ED 2.1: Promote local tourism activities by developing brochures and media advertisements, and supporting local and self-contained events.

Rationale: Marketing of recreational and tourist amenities supports year-round tourism and the relocation of businesses to this area.

Policy ED 2.2: Support ventures in resource tourism and outdoor recreation that are financially viable, adaptable to changing conditions, and support existing local businesses.

Rationale: Support continued investments in signature places and spaces through ongoing maintenance or improvements to recreational features, leading to attracting more tourism.

Policy ED 2.3: The county should recognize the value of archeological and historic preservation to economic development initiatives. This includes promoting historic resources as a tourism resource.

while ensuring alignment with state and federal obligations and best practices in preserving the county's cultural and historic resources.

Rationale: Historic and archaeological resources can increase a community's sense of place and contribute to local economies by drawing heritage tourists. Historic districts and cultural landmarks, for example, can serve as anchors for revitalization and job creation in rural regions.

Policy ED 2.4: The county will understand the economic and workforce circumstances of businesses in emerging sectors, such as healthcare, energy, and professional services, and seek to ensure a high quality of life and vibrant economy so these industries can continue to grow and serve their customers.

Rationale: There is a growing recognition that a thriving economy requires quality services and community amenities if it is to expect visitors to come to the region, and to retain existing residents.

GOAL ED 3: Accommodate and support efforts to diversify the agricultural economy.

Goal Rationale: Agriculture plays a significant role in the economic base of the County. Diversity of the agricultural economy strengthens the County's economic base against changes in the market, and workforce.

Policy ED 3.1: Strengthen and diversify the agricultural economy by promoting value-added agricultural activities such as food and beverage processing, eco-tourism, beverage manufacturing, and wineries/breweries and distilleries.

Rationale: The development of value-added agricultural activities can strengthen both the agricultural and tourism components of the County's economy.

Policy ED 3.2: Conserve and enhance existing agriculture efforts and support innovative farming approaches as an essential part of local and regional economy and food and farm product supply.

Rationale: By conserving existing agricultural lands and operations, the county helps maintain a resilient economic sector that is less vulnerable to external market shocks, changing environmental conditions, and development pressure. Additionally, local farms provide fresher,

more nutritious food options while contributing to a more secure and stable food supply for local communities.

GOAL ED 4: Local economic development efforts should promote the advantages of working and living in Chelan County, such as availability of work, job security and stability, access to recreational and cultural activities, educational opportunities, quality health care, and affordable housing.

Goal Rationale: Quality of life factors play a role in attracting and retaining employees and businesses.

Policy ED 4.1: Promote and maintain open space, recreation, and cultural and heritage resources that are attractive to both local residents and visitors.

Rationale: These amenities and activities are key to the high quality of life enjoyed by County residents and are important in the retention and recruitment of business and industries.

Policy ED 4.2: Encourage economic development efforts that invite broad community participation and address the needs, concerns, rights and resources of a diversity of cultural groups.

Rationale: County residents come from a broad array of cultural backgrounds and should feel welcomed to express the greatest of what those cultures have to offer for the benefit of all residents.

Policy ED 4.3: Foster a diverse private-sector job base that supports attractive wages and facilitates the retention and expansion of existing businesses.

Rationale: The aim is to retain college graduates and relevant educational certificate holders from the area in addition to decreasing unemployment and under employment.

Policy ED 4.4: Support partnerships which expand vocational, post-secondary and higher education programs to promote a highly skilled, educated and a technically trained work force.

Rationale: A technically skilled local labor force will help attract and retain industries paying family wage jobs.

Policy ED 4.5: Support a full range of human and social services necessary to encourage a strong local economy.

Rationale: Adequate human and social services are necessary to meet community needs and contribute to a complete list of services that industries and businesses seek for their employees when locating in an area.

Policy ED 4.6: Ensure an adequate housing supply for all income levels in a variety of housing types by ensuring the provision of middle-income and low-income housing.

Rationale: Adequate, affordable housing plays an important role in retaining and attracting business and industry.

GOAL ED 5: Implement a regional and multi-jurisdictional approach to economic development.

Goal Rationale: A regional approach and a consolidation of efforts are key to the success of economic development for the County.

Policy ED 5.1: Coordinate with the Chelan County Port District and other surrounding economic development entities in the evaluation and ranking of economic ~~in the evaluation and ranking of economic development projects.~~

Rationale: The Chelan ~~County~~Douglas Port District is a resource to use in making economic development decisions for the economic diversification of the County's economy.

Policy ED 5.2: Promote economic development policies that discourage inter-jurisdictional competition for sales tax revenues.

Rationale: Competition within the region is an inefficient use of limited resources. Economic goals may have a higher chance of success through coordinated and consolidated efforts.

Policy ED 5.3: Pursue improvements to the region's air and land transportation systems to improve year-round accessibility through continued commitment of resources and the development of new projects.

Rationale: The region would benefit from improved transportation systems that provide greater accessibility of people, products, and services to the region.

Policy ED 5.4: Coordinate with adjacent jurisdictions to create an environment that is supportive and attractive to the internet/information technology industries.

Rationale: Chelan County will benefit from regional collaboration for the attraction of high technology industries of both large ~~or~~ and small scale.

Policy ED 5.5: Coordinate with the region's cities to develop a process for siting major industrial developments outside urban growth areas, pursuant to RCW 36.70A.365

Rationale: The potential for the siting of major industrial development consistent with RCW 36.70A.365 and the comprehensive plan should not be precluded.

GOAL ED 6: Establish a regulatory climate favorable for economic development.

Goal Rationale: Many factors make up a positive economic climate. Economic development requires policies of positive and predictable support and encouragement for private investment.

Policy ED 6.1: Support the retention of redevelopment of existing industrial areas by economic development agencies.

Rationale: Industrial development and retention of existing industrial activities helps diversify the economy within ~~the~~ rural areas.

Policy ED 6.2: Support development of tourism and recreational uses on both public and private lands.

Rationale: Because of its extraordinary geography, the County has many areas with potential for recreational and tourism development. Identification of specific sites requires the assistance of the County.

Policy ED 6.3: Streamline the permitting process and provide the public with excellent customer service.

Rationale: A streamlined permitting process with a customer service approach towards the public helps to provide a positive environment for economic development and a greater degree of certainty in the permitting process.

Policy ED 6.4: Develop and maintain a regulatory system that is fair, understandable, coordinated, and timely.

Rationale: The county should work to ensure that the Chelan County Code is an understandable, accessible, and user-friendly document, maintains enough flexibility to allow for timely responses to unanticipated and desirable developments by eliminating unnecessary procedures.

Policy ED 6.45: Evaluate economic development and resource use implications as part of land use planning, transportation planning, infrastructure planning, and environmental planning projects and in the determination of urban growth boundaries.

Rationale: Consideration of economic development in the process of planning for growth and development is necessary to build sustainable, healthy communities.

Policy ED 6.56: Support economic development by providing adequate levels of infrastructure and promoting technological advancements in public service and facility systems.

Rationale: This will enable the County to meet the demands of growth as these facilities and services are needed.



CHAPTER 9

PARKS AND RECREATION ELEMENT

The Parks and Recreation Element is replaced by the Recreation Element Parks, Recreation, and Open Space (PROS) Plan included in Appendix K.

CHAPTER 10

SHORELINE ELEMENT

I. Introduction

The Growth Management Act considers the goals and policies of a Shoreline Master Program (SMP) developed under the Shoreline Management Act to be an element of the Comprehensive Plan, and the Shoreline Master Program development regulations to be a component of a jurisdiction's GMA development regulations.

~~This Element will be revised upon the complete adoption by both Chelan County and the State of Washington Department of Ecology.~~ This Element was updated and approved by the Department of Ecology September 30, 2021.

CHAPTER 11

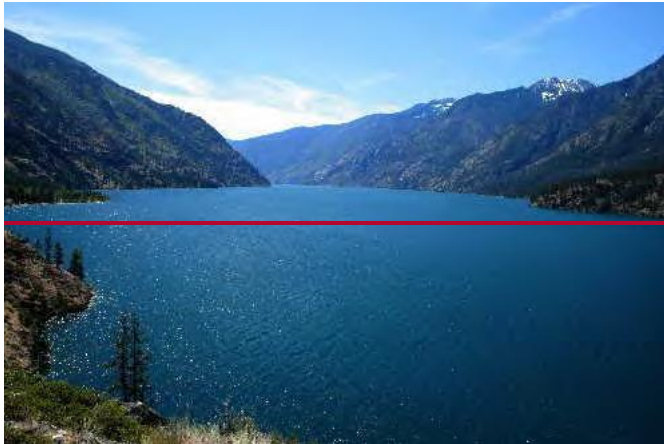
TRANSPORTATION ELEMENT

Executive Summary

Chelan County, named for the Salish word for “deep water,” is a county rich in history and natural beauty. Over the past century, the county has grown into one of Washington’s most attractive destinations and places to live. This Transportation Element aims to provide a 20-year vision for Chelan County’s transportation system, which respects the region’s history and character and supports anticipated growth through [20372046](#).

The overall vision for Chelan County’s Transportation Element is to provide a safe, balanced, and efficient multi-modal transportation system that serves anticipated local and regional growth. Guidance from county staff, the Board of County Commissioners, the Chelan-Douglas Transportation Council, stakeholders, and citizens helped identify six goals, which serve as the foundation for this plan:

- **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
- Create a transportation network that can be **shared safely by all users** and that provides sufficient access for emergency response
- Plan for a system that is **financially viable**, including consideration of lifecycle costs in infrastructure investments and leveraging outside funds wherever possible to maximize community benefits
- Provide a transportation system that **complements existing and planned land uses**, supports farm-to-market and recreational tourism needs, and balances economic development with existing users
- **Avoid and minimize negative environmental and societal impacts** from the transportation system and enhance the natural and social environment when possible
- **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.



Lake Chelan

The Transportation Element sets a framework for understanding, prioritizing, measuring, and creating a transportation network to help Chelan County achieve its vision. This ~~document~~chapter includes seven ~~chapters~~sections:

~~Chapter 11.1~~ – Introduction:

Describes the purpose of the Transportation Element and the planning requirements it needs to address. Also provides an overview of Chelan County’s position in the state and related planning efforts.

~~Chapter 11.2~~ – Conditions and Trends:

Describes conditions for all travel modes in the existing transportation system. This ~~chapter~~section also identifies challenges and trends that may affect Chelan County’s transportation network in the future.

~~Chapter 11.3~~ – Maintaining Our System:

Describes how the county operates and maintains its transportation system, including ongoing programmatic activities and expenditures. This ~~chapter~~section discusses best practices in good state of repair.

~~Chapter 11.4~~ – Transportation Goals and Policies:

Explains the county’s vision for transportation and the goals and policies that serve as the basis for this Transportation Element.

~~Chapter 11.5~~ – Future Transportation Vision:

Details on how to accommodate each travel mode and ~~establishes~~establish the county’s qualitative level of service standards.

Chapter 11.6 – Capital Plan:

Provides the 20-year capital plan based on the community's values expressed in the transportation goals and layered network.

Chapter 11.7 – Implementing the Transportation Element:

Evaluates Chelan County's financial conditions over the next 20 years and provides guidance on plan implementation.

To serve as a useful document for all residents and staff of the county, this Transportation Element focuses on the county's vision and the projects and programs intended to meet that vision. Technical and supporting information are available in the [AppendicesAppendix L](#).



[Eagle Creek Road, Chelan County](#)

[Chapter](#)

11.1 ÷Introduction

Chelan County, named for the Salish word for “deep water,” is a county rich in history and natural beauty. Aided by tourist destinations like Lake Chelan and the city of Leavenworth and economic drivers like the fruit industry, the county has grown over the past century into one of Washington’s most attractive destinations and places to live.

This Element aims to provide a 20-year vision for Chelan County’s transportation system, which respects the community’s history and character and supports anticipated growth through [20372046](#).

I. Purpose

The overall vision for Chelan County’s Transportation Element is to provide a safe, balanced, and efficient multi-modal transportation system that serves anticipated growth. Guidance from county staff, the Board of County Commissioners, stakeholders, and citizens helped identify several key priorities:

- **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
- Create a transportation network that can be **shared safely by all users** and that provides sufficient access for emergency response
- Plan for a system that is **financially viable**, including consideration of lifecycle costs in infrastructure investments and leveraging outside funds wherever possible to maximize community benefits
- Provide a transportation system that **complements existing and planned land uses**, supports farm-to-market and recreational tourism needs, and balances economic development with existing users
- **Avoid and minimize negative environmental and societal impacts** from the transportation system and enhance the natural and social environment when possible
- **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.

The Transportation Element sets a framework for understanding, prioritizing, measuring, and creating a transportation network to help Chelan County achieve its vision.

II. Planning Requirements

Chelan County's regional location ~~plays a role in~~and geographic diversity influence the type and magnitude of the demands put on its transportation system. The county encompasses Lake Chelan, Leavenworth's Bavarian village, several major forests and mountains, many farm-to-market connections, and many other destinations. The county is bordered by the Columbia River to the east and the Cascades to the west. US 2 connects Chelan County to King County in the west and Douglas County in the east while US 97 links Chelan County to Kittitas County in the south and Okanogan County to the north.

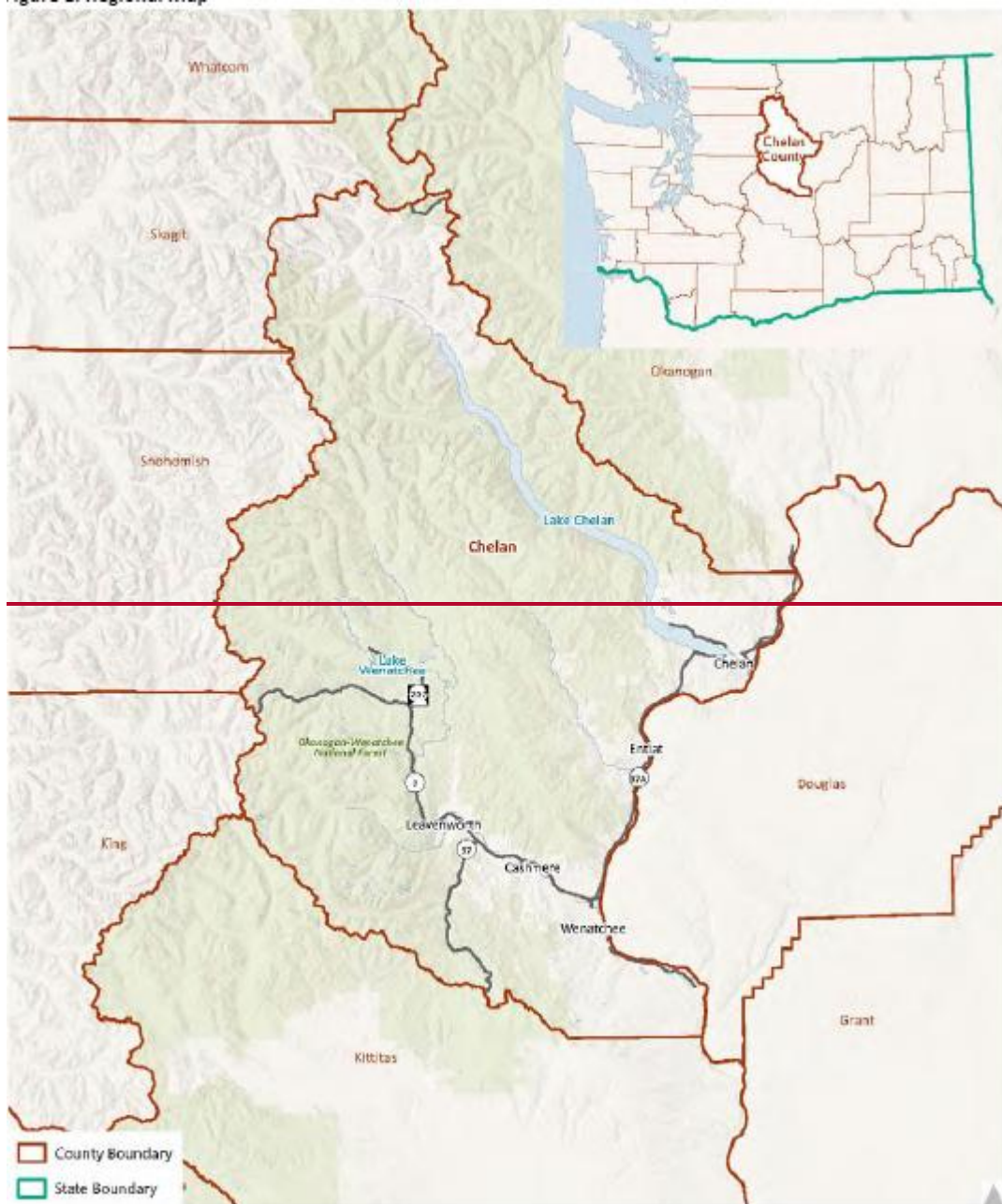
Figure 11-1 shows the location of Chelan County in its statewide and regional setting.

As part of the public engagement process, the following agencies and stakeholder groups were interviewed to provide feedback and input for the Transportation Element update:

- Ballard Ambulance
- Chelan County Public Utility District
- Chelan-Douglas Transportation Council
- City of Leavenworth
- City of Wenatchee
- LINK Transit
- North Central Washington Libraries
- People for People
- Thriving Together North Central Washington
- Wenatchee School District
- Wenatchee Valley Fire
- WSDOT

Note that additional individuals, groups, and agencies were contacted for interviews, but responses to the interview requests

Figure 1
Regional Map



The county must coordinate its transportation planning with a variety of jurisdictions, agencies and stakeholder groups. Through a robust public engagement process, the update of the Chelan County

Coordinated with:

- City of Cashmere
- City of Chelan
- Chelan County Public Utility District
- Chelan-Douglas Transportation Council
- City of Entiat
- City of Leavenworth
- Community Council of Peshastin
- Greater Wenatchee Bicycle Advisory Board
- Lake Wenatchee Fire and Rescue
- LINK Transit
- Malaga Community Council
- Manson Community Council
- Monitor Rural Community
- U.S. Forest Service
- Wenatchee
- WSDOT

Transportation Element was discussed with several stakeholder groups and public agency partners. Feedback gathered from these groups was used to inform the update to the Transportation Element.

In addition to the public participation process conducted for the 2026-2046 Chelan County Comprehensive Plan update, a transportation-focused outreach effort was conducted to gather feedback from key stakeholders and the community which were used to shape the Transportation Element update. Strategies through which feedback was collected included Chelan County staff workshops, an online survey, and countywide pop-up events, including a table at the Chelan County Fair in September 2025. Open houses were also held throughout the county (in coordination with the

Comprehensive Plan update process) to gather community input on the transportation needs and priorities for the county. The feedback gathered throughout the process was used to develop the transportation network vision outlined in this chapter.



Other Plans

As part of this planning process, several local, regional, and statewide transportation plans and documents were reviewed to determine how Chelan County's transportation network aligns with the transportation vision set forth by adjacent agencies. This section summarizes some of the key regional plans reviewed.

Growth Management Act

Washington State's Growth Management Act ~~of 1990~~ requires communities to prepare a transportation element that ties directly to the county's comprehensive plan, land use decisions and financial planning. This Transportation Element Update fulfills that mandate ~~and includes the following elements, as required by RCW 36.070A.070:~~

- Existing travel conditions and land use assumptions used in estimating future travel conditions
- Estimated travel impacts on state-owned transportation facilities
- Inventory of existing facilities
- Assessment of future facility needs to meet current and future demands
- Multi-year plan for financing proposed transportation improvements
- Forecasts of traffic for at least 10 years based on adopted land use plan
- Level of Service (LOS) standards for arterials, active mode facilities, and public transportation, including actions to bring deficient facilities into compliance
- Transportation Demand Management (TDM) strategies
- Identification of intergovernmental coordination efforts
- A pedestrian and bicycle component that includes collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote active transportation.

Additionally, given the status of US 2 as a major transportation corridor that travels through Chelan County, this plan aims to coordinate with the Washington State Department of Transportation (WSDOT) and adjacent counties to ensure that these state facilities can adequately serve the region's needs.

OTHER PLANS

~~As part of this planning process, several local, regional, state plans, and documents that influence transportation planning in Chelan County were reviewed. This section summarizes some of the key regional plans reviewed.~~

TRANSPORTATION 2040 – Transportation 2050 – Chelan and Douglas Counties

The ~~2040~~ Regional Transportation Plan Transportation 2050, prepared by the Chelan-Douglas Transportation Council, lays out the long-term goals for growth management, economic, and transportation issues.

The plan identifies ~~six key priorities~~ four goals for determining the effectiveness of the regional transportation system:

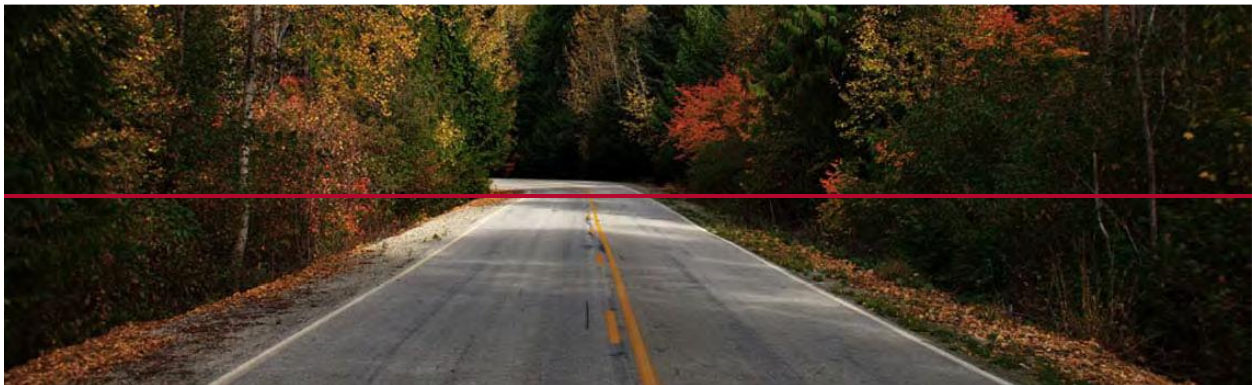
1. ~~The transportation in the region:~~ **system accommodates planned growth** – Coordinate land development with the transportation network to ensure that long-term growth and increases in travel demand in Chelan and Douglas Counties can be accommodated by existing and planned infrastructure.
2. ~~Public Involvement~~ – Develop awareness of community preferences and stakeholder concerns, and build community support for plans and proposals
3. ~~Intergovernmental Coordination~~ – Align policy objectives with land use, economic development and transportation, promote regional strategies to increase transportation funding, and develop actionable plans to address urban, rural, and small city transportation needs
4. ~~Transportation Safety~~ – Improve safety for vehicle drivers, transit riders, bicyclists, and pedestrians
5. ~~Access and Mobility~~ – Develop actionable plans for maintaining adopted performance standards for vehicle drivers, transit riders, bicyclists, and pedestrians, and integrate multimodal improvements whenever possible with roadway maintenance and improvements. Improve freight access and mobility
6. ~~Financial Stewardship~~ – To increase roadway capacity and safety, apply technology, manage access to major roadways, maximize the use of nonsingle occupancy vehicle modes, and balance future investments in roadways and other modal infrastructure. Ensure that financial resources allocated to transportation improvements maximize community benefits
7. ~~Environmental Stewardship~~ – Avoid and minimize negative environmental and societal impacts from transportation improvements. Enhance the natural and social environment when possible
2. **The transportation system provides multimodal mobility, accessibility, and connectivity** – Balance the needs of vehicles, public transit, and active transportation users within the roadway network to allow for mobility, accessibility and connectivity for all travel modes, especially in alignment with the context of surrounding land uses.
3. **The transportation system is safe for all users** – Design and implement transportation improvements that prioritize roadway safety for all users and evaluate the benefits and impacts of proposed design treatments on all travel modes.

4. The transportation system supports community and economic development plans – Leverage transportation improvements as an opportunity to encourage community and economic development.

Douglas County Comprehensive Plan Transportation Element

Douglas County borders Chelan County directly to the east and since Wenatchee and East Wenatchee are so close in proximity, the ~~work force~~workforce, business markets, and residents often cross county boundaries. ~~Its Douglas County's~~ transportation element is important to consider when developing Chelan County's own element. The planned modal networks and project recommendations identified in the Douglas County transportation element were reviewed and considered as part of the update to the Chelan County Transportation Element to ensure consistency between the two adjacent counties.

The land use pattern in the Transportation Element determines the demand for travel to, from, and through various locations. Therefore, the transportation element has been integrated with other elements of the plan to ensure consistency. Land use forecasts developed and analyzed as part of the Chelan County Transportation Element considered land use growth in jurisdictions throughout the CDTC region, including Douglas County, Wenatchee, and East Wenatchee.



Chelan County

Additional Plans

Other local plans and documents that were reviewed include:

- Cashmere Area Transportation Study
- Chelan County Six-Year Transportation Improvement Program
- Chelan County ~~2009~~2017 Transportation Element
- Chelan County ADA Self-Evaluation & Transition Plan
- Chelan County Roadway Safety Plan
- Chelan County Multimodal Pathways Plan

- Chelan-Douglas Transportation Council 2016-20192026-2031 Regional Transportation Improvement Program
- Chelan-Douglas Transportation Council Regional Bicycle Plan
- Chelan-Douglas Transportation Council Coordinated Mobility Plan
- Chelan-Douglas Transportation Council South Wenatchee Bicycle Connectivity Study
- City of Cashmere Comprehensive Transportation Plan
- City of Wenatchee Comprehensive Plan Transportation Element
- Entiat Shoreline Public Access Plan
- ~~GreaterUS 2 Upper Wenatchee Bicycle Master Plan~~
- ~~Malaga Vision Plan~~
- ~~Manson Subarea Plan~~
- ~~Monitor Rural Community Vision Statement~~
- North Wenatchee Valley Transportation Master PlanCorridor Study
- ~~Peshastin Urban Growth Area Comprehensive Plan~~
- ~~Revised Schedule A to Forest Development Road Cooperative Agreement between Chelan County and U.S. Forest Service Memorandum~~
- ~~Urban Valley Regional Trails Plan~~
- Wenatchee Valley Urbanized Area Freight Study

III. Role of the Transportation Element

The Transportation Element provides a framework that outlines the policies, projects, and programs necessary to implement Chelan County's vision of future mobility. The Transportation Element also projects the financial environment for transportation investments out to ~~2037~~2046.

In essence, the Transportation Element informs the prioritization of projects by identifying the types of investments the county should make to support future travel ~~trends. The plan also evaluates how these projects coincidedemand and achieve the established transportation networks. The plan and recommendations contained herein have been developed in alignment~~ with the community's values and financial resources.



North Wenatchee Avenue, Wenatchee



Cottage Avenue, Cashmere

IV. Plan Organization

This Transportation Element includes six chapterssections in addition to ~~the~~**11.1 – Introduction (Chapter 1)**:

Chapter 11.2 – Conditions and Trends:

Describes conditions for all travel modes in the existing transportation system. This [chaptersection](#) also identifies current challenges and trends that will affect Chelan County’s transportation network in the future.

Chapter 11.3 – Maintaining Our System:

Describes how the county operates and maintains its transportation system, including ongoing programmatic activities and expenditures on into the future. This [chaptersection](#) discusses best practices in good state of repair.

Chapter 11.4 – Transportation Goals and Policies:

Explains Chelan County’s vision for transportation as well as the goals and policies that form the basis for the Transportation Element.

Chapter 11.5 – Transportation Vision:

Details how to accommodate each travel mode and establishes the county’s qualitative transportation level of service standards.

Chapter 11.6 – Capital Plan:

Provides the 20-year transportation investment list which reflects on the community values expressed in the transportation goals and ~~layered network~~[modal networks](#).

Chapter 11.7 – Implementing the Transportation Element:

Evaluates the county’s financial conditions over the next 20 years and provides guidance on plan implementation.

Chapter

11.2 ÷Conditions and Trends

I. Existing Conditions

This ~~chapter~~section describes how people use Chelan County's transportation network today and how that may change over the next 20 years as the region grows. The way people travel is influenced by the land use, travel corridors, and key destinations where people live, work, play, shop, and recreate.

Land Uses and Key Destinations

The places where people live, work, and play are impacted by how a county and its communities guide where development occurs. The Land Use Element of this Comprehensive Plan provides the guidance mentioned here. It is important to consider land use when planning for transportation because it provides insight into areas where more people may concentrate their travel. Figures 11-2-through 11-4 show some of the many key destinations throughout the county. These figures include recreational, educational, and employment locations.

The incorporated cities in Chelan County are Cashmere, ~~the City of~~ Chelan, Entiat, Leavenworth, and Wenatchee. Wenatchee is the largest of these cities and the hub of commercial activity, ~~with~~. The cities of Chelan and Leavenworth ~~acting~~act as the centers of recreational tourism. Even within these denser communities, the majority of housing is detached single family.

Agricultural and industrial developments are located throughout Chelan County which include farms, orchards, and fruit packing warehouses, particularly along the US 2 and SR 97 corridors. Large ~~swaths~~stretches of the southwest and northwest portions of the county are highly mountainous, with the Okanogan-Wenatchee National Forest and the Lake Chelan National Recreation Area comprising large areas of public land.

It is important to consider that areas of commercial, industrial, and dense residential land use within the cities, urban growth areas (UGAs), and local areas of more intense rural development (LAMIRDs) tend to have more concentrated trips and can be supportive of alternative modes of travel such as transit, walking, and biking, whereas more rural areas tend to have dispersed trip patterns that are often best accommodated by car or truck. In the following pages, some of the county's key destinations and land uses are described and mapped.

Chelan/Manson Vicinity

Many residents and visitors alike enjoy the lake and adjacent parks to recreate outdoors in the Chelan/Manson vicinity which serves as a gateway to the Lake Chelan National Recreation Area. Various parks, piers, and boat launches provide access to the lake. The parks along the lake generate significant amounts of vehicle traffic in addition to the non-motorized uses at the parks themselves. South Lakeshore Road and SR 150 (along the north shore) ~~serve~~ as a cycling ~~route~~ for residents and visitors in addition to being an active ~~motorway~~.

~~In addition to~~ Besides being a popular tourist and recreation destination with numerous vineyards and wineries, the City of Chelan is also a key employment center. Some major employers are situated in eastern Chelan, ~~which include: Trout Blue Chelan, Chelan Fruit, and Manson Growers~~ specifically agriculture and produce distributors.

This area also contains two of the four airports in the county: ~~The Lake~~ Chelan ~~Municipal~~ Airport and Stehekin State ~~airports~~ Airport.

~~Lake~~ Chelan ~~Municipal~~ Airport is classified as a ~~local service~~ general aviation public-use airport ~~and generates the highest amount of daily airplane traffic in the county.~~

This airport provides service for ~~amphibious floatplanes~~ recreational seaplanes that land on and take-off from Lake Chelan. The airport is located approximately five miles northeast of the City of Chelan.

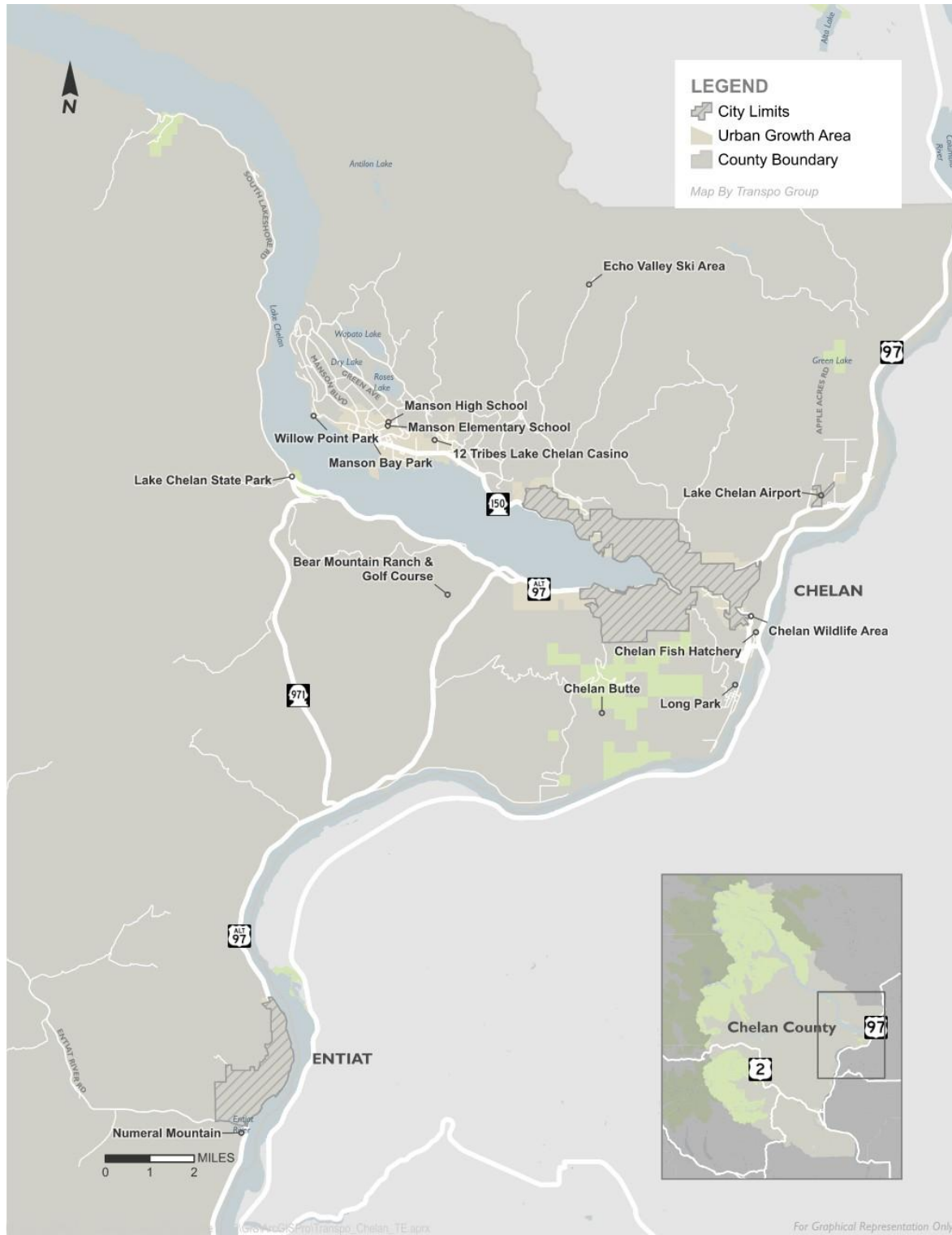
~~The Stehekin Airfield~~ State Airport is ~~located~~ five miles northwest of Stehekin on the northern edge of Lake Chelan. It provides access for private landowners and recreational users. The airfield provides an alternative mode of access to Stehekin for residents or visitors. It is also used as a staging area for ~~fire fighting~~ and for emergency evacuations.

In addition, commercial water transportation in this area includes passenger boats, commercial barges and small boat service on Lake Chelan. For the communities of Stehekin, Lucerne, and Holden, barges provide the only means of transportation of large goods, fuel, building supplies, and vehicles.



Figure 11-2

Key Destinations (Chelan, Manson, & Entiat Vicinity)



Entiat Vicinity

Entiat is located along the Columbia River and acts as an eastern gateway to the Wenatchee National Forest. It is situated along SR 97A and lies between the cities of Chelan and Wenatchee.

Between SR 97A and the Columbia River waterfront is a rail line operated by the Cascade and Columbia River Railroad. Discussions with, which creates a barrier to direct shoreline access. Entiat's Waterfront Master Plan (2009) identifies a vision for activating undeveloped land between the city indicate that increased rail traffic could impact line and the Columbia River to provide opportunities for commercial development and open space. In addition, the Entiat Corridor Revitalization Plan (March 2025) establishes a vision for potential improvements along SR 97A to promote future development along the corridor and identify opportunities to connect SR 97A with future waterfront access in Entiat development. A park and ride facility is proposed at the intersection of Entiat River Road and Entiat Way to provide alternative transportation options to city residents.



Entiat Park, Entiat (Source: City of Entiat)

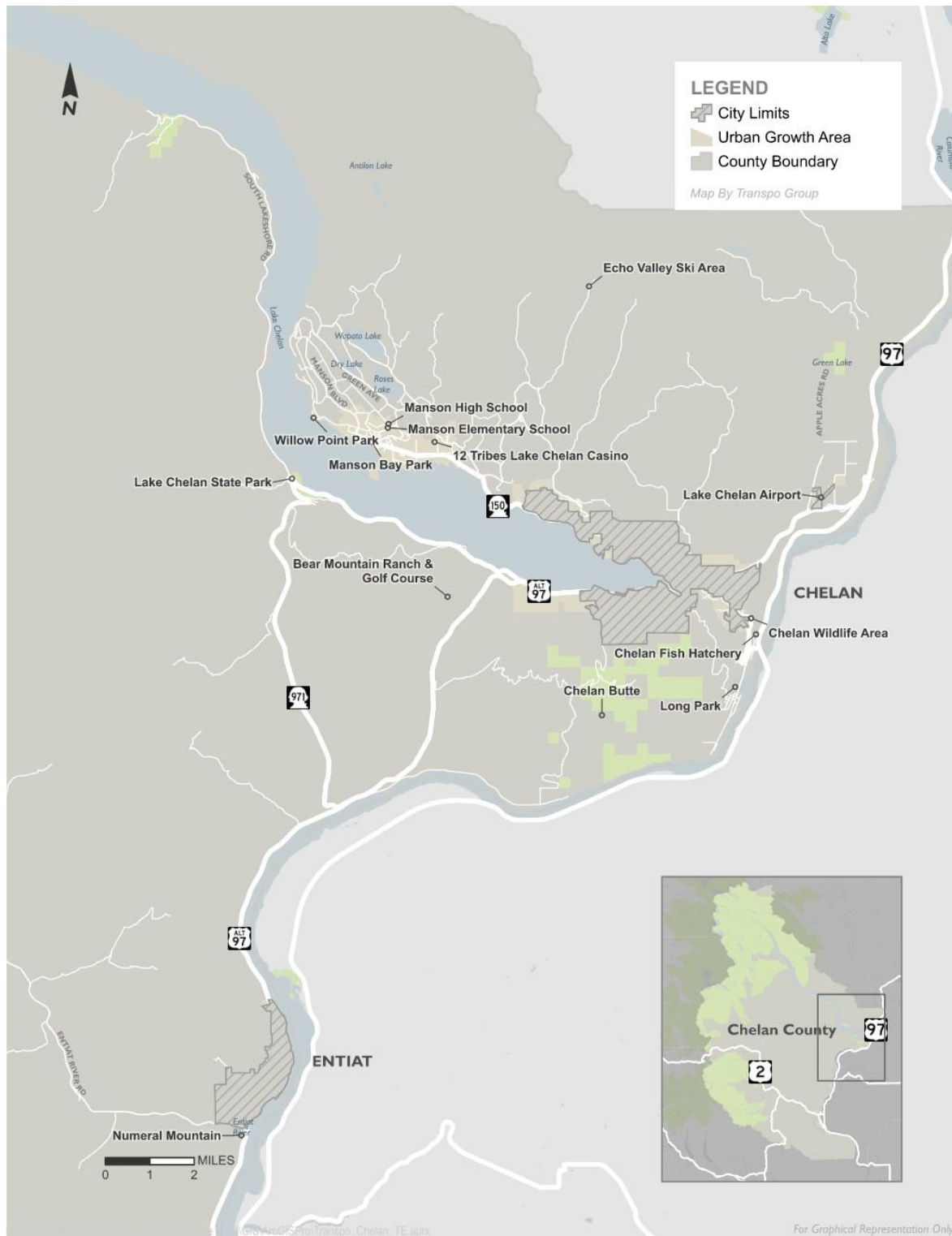


Entiat Park, Entiat (Source: Daily Journal of Commerce)

Entiat serves as one of the many recreational destinations in the county for visitors and residents with a developing recreational and commercial waterfront area near the Entiat City Park and many opportunities for boating and fishing. Entiat River Road provides access ~~into~~ to the Wenatchee National Forest for biking, hiking, hunting, camping, horseback riding, and fishing.

Figure 11-32
Key Destinations (Chelan, Manson, and Entiat Vicinity)





Wenatchee/Sunnyslope Vicinity

The City of Wenatchee is the largest city in Chelan County. This city is a regional hub for employment, freight, residential, and commercial activity. The city borders the Columbia River, also the Chelan/Douglas County line. Access to East Wenatchee crossing the Columbia River is either on US 2/97 or SR 285 making it a key gateway to ~~inter-county~~intercounty movement and transportation.

The Sunnyslope Subarea is a large, unincorporated community north of the Wenatchee River and US 2/97. Easy Street is classified as an Urban Minor Arterial and serves as primary access to the Sunnyslope Subarea. Easy Street intersects US 2/97 ~~generally southeast near at roundabout in the~~ Olds Station neighborhood of the city and further west near the community of Monitor.



South of Wenatchee, the community of Malaga is located along the south side of the Columbia River and currently developed with low- to medium-density residential housing. As part of the Comprehensive Plan update process, the Malaga area, currently identified as a LAMIRD, is being converted to an Urban Growth Area (UGA). Malaga Alcoa Highway is classified as an Urban Minor Arterial and Rural Major Collector and serves as the primary roadway connecting the Malaga community to the City of Wenatchee.

Railroads through the area provide opportunities for regional freight and passenger movement. The Columbia Station in downtown Wenatchee serves as one of two Amtrak stations in the county along its Empire Builder route as well as a transit center for the region's Link Transit bus service.

Currently, no scheduled commercial passenger service is provided at airports located within Chelan County; however, Pangborn Memorial Airport in Douglas County provides that service to Chelan County and its cities.

Additionally, Wenatchee serves as the county seat and hosts the WSDOT regional office and Chelan-Douglas Transportation Council. The City of Wenatchee is home to recreational areas that range from local parks to regional ones such as Confluence State Park. There are also many trails and non-motorized facilities for bicyclists and pedestrians. Also, the Mission Ridge Ski Resort is located about 10 miles southwest of Wenatchee. The area also consists of retail and employment centers, large retail centers, and other commercial areas that serve the city. Major produce distribution facilities

supporting the region's agricultural land uses are located in the northeast part of the City of Wenatchee along SR 97A.

~~The area also consists of retail and employment centers from McDougall & Sons, Stemilt Growers, and Starr Ranch Growers to larger retail centers such as Walmart, Home Depot, Target and other commercial areas that serve the city.~~

With a population of ~~33,600~~35,537³⁴, the City of Wenatchee is served by the Wenatchee School District and the Wenatchee Valley College, which provides secondary education for students in the region. In terms of public services, the county's main hospital is also located in Wenatchee.

Cashmere/Monitor Vicinity

The Cashmere/Monitor vicinity serves as a major employment center for the large fruit and produce distributors in the region ~~which include Crunch Pak, Liberty Orchards, and Blue Star Growers.~~

The City of Cashmere has a historic downtown and provides many recreational amenities from local parks, to mountain biking trails, to a museum that ~~give~~ Cashmere its adds to Cashmere's character.



Aplets & Cotlets (Source: Liberty Orchards)

US 2/97, US 97A, and the railroad provide freight and passenger movement through and in the area.

Additionally, Cashmere-Dryden Airport is located to the southwest of Cashmere. It is classified as a municipal and county-owned airport that accommodates general aviation operations.

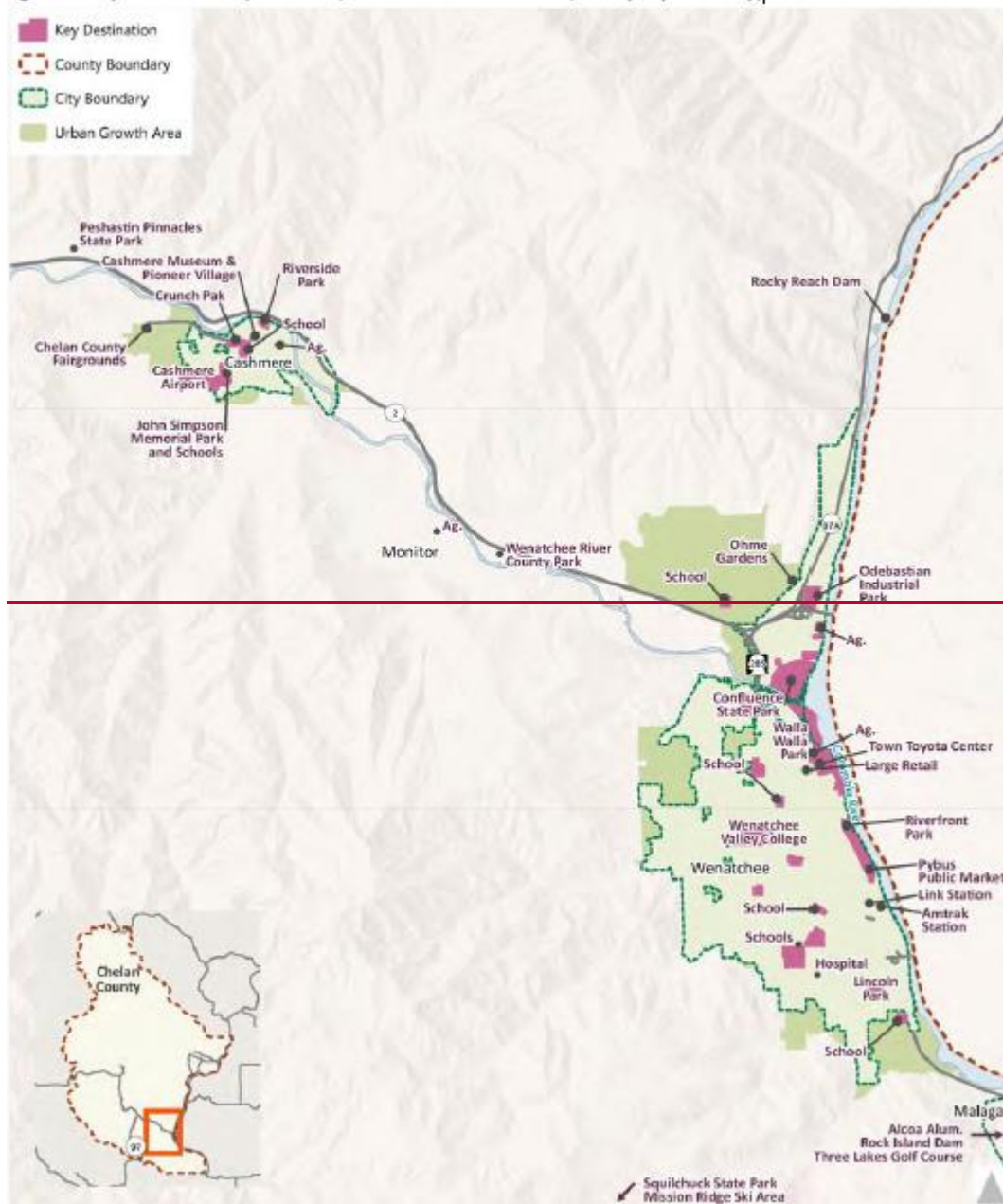
~~Also, there has~~There have been discussions to provide trail access through the area to connect Wenatchee through Cashmere and Monitor to Leavenworth creating an additional option for travelers through the region; ~~however, this project has gone no further than as a topic for discussion~~Recent planning efforts by the Chelan-Douglas Transportation Council (CDTC) have made progress towards identifying an alignment for the planned multi-use path connecting these population centers within the region.

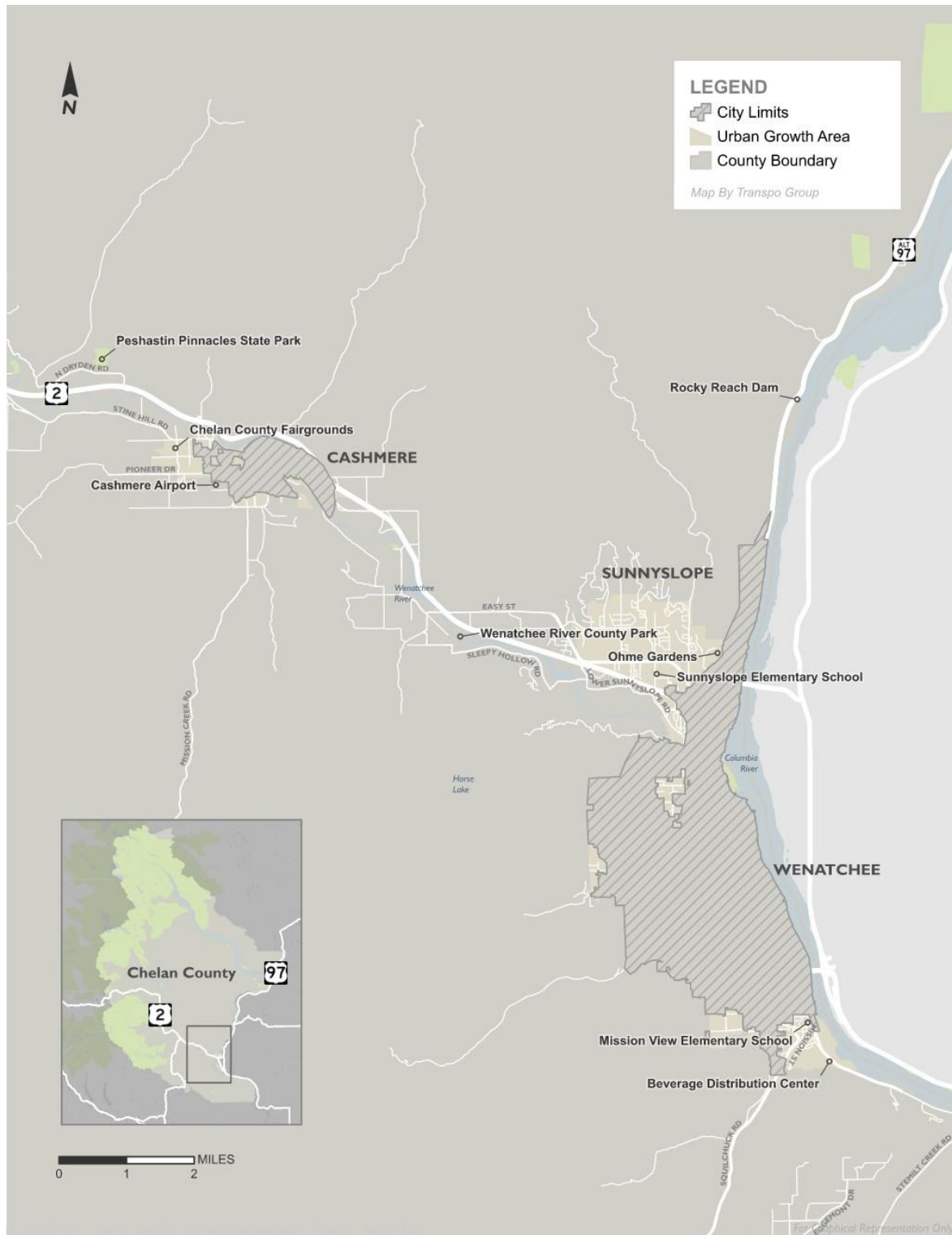
~~Additionally, the Cashmere-Dryden Airport is located to the southwest of Cashmere. It is a county-owned airport that accommodates general aviation operations.~~

³⁴ United States Census Bureau. *Quick Facts Wenatchee City, Washington. 2025.*
<http://www.census.gov/quickfacts/table/PST045215/5377105>

Figure 11-43.

Key Destinations (Cashmere, Monitor, and Wenatchee Vicinity)





Leavenworth/Peshastin/Plain Vicinity

Leavenworth's Bavarian-styled main street is characterized as the historical city center and serves as a major attraction for residents and visitors alike. It features a mix of commercial, residential, and civic destinations, such as City Hall and the Upper Valley Museum. As a result, it generates high traffic



Downtown Leavenworth, Leavenworth

volumes for all modes of travel – vehicle, pedestrian, bike, transit, and rail. The area is also home to a couple of major agriculture grower employers of the region.

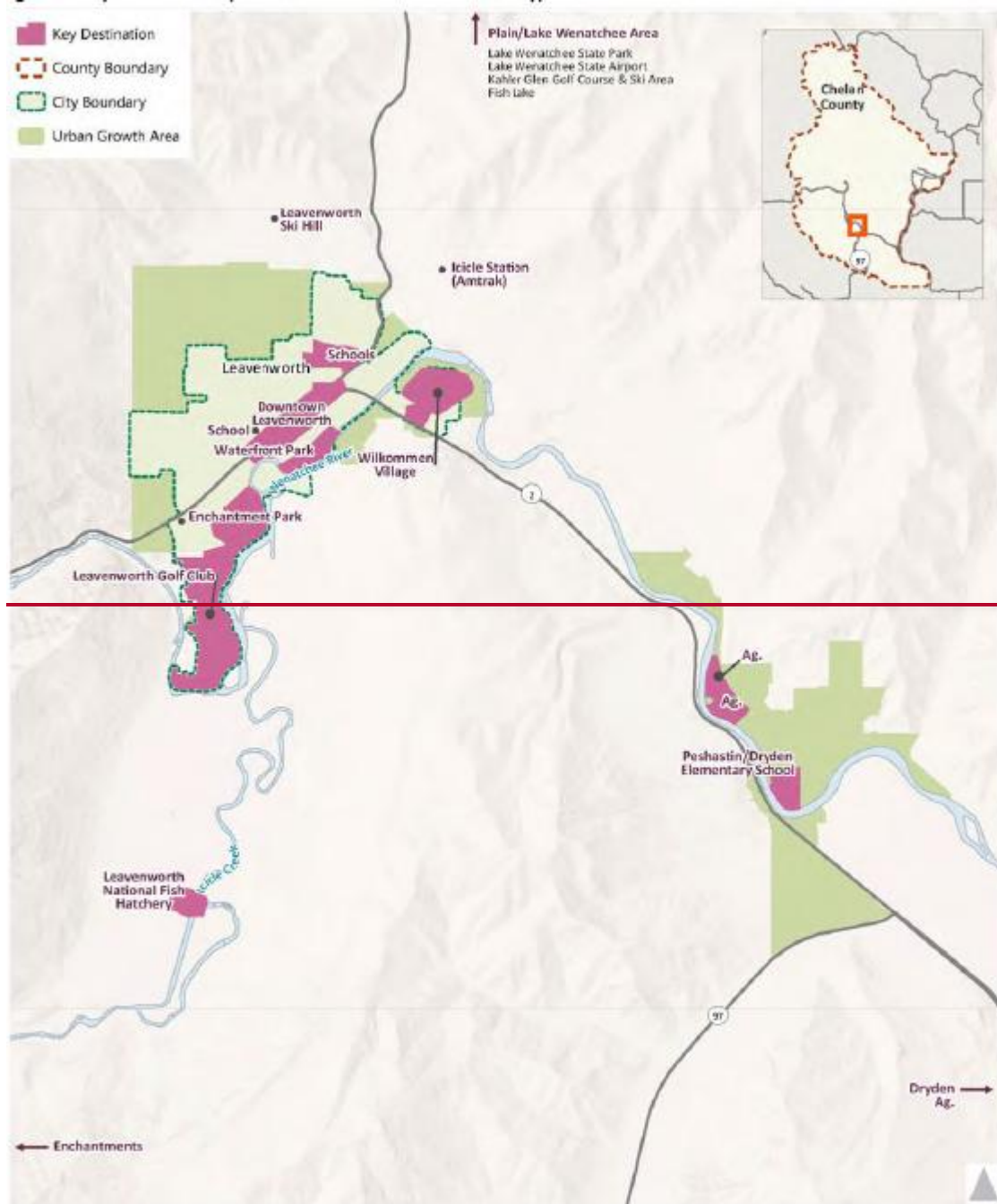
~~The area is also home to two major employers of the region: Blue Bird and Hi-Up Growers.~~

Many additional recreational attractions are located within this area such as parks, mountain bike trails, hiking trails, campgrounds, and Lake Wenatchee. The Okanogan-Wenatchee National Forest is also easily accessible through the Leavenworth and Plain areas.

US 2 ~~bifurcates~~divides Leavenworth primarily separating much of its residential units from its commercial core. US 2 provides access to Stevens Pass and Western Washington.

~~The~~ Lake Wenatchee State Airport, 16 miles northwest of Leavenworth and only a mile east of the lake, provides direct access to Lake Wenatchee. Icicle Station, located east of Leavenworth, is one of two Amtrak stations along its Empire Builder Route in Chelan County, providing interstate connectivity.

Figure 11-54
Key Destinations (Leavenworth and Peshastin Vicinity)



Transportation Network Overview

Chelan County possesses a rich and diverse mix of land uses and destinations that require a specialized transportation plan to ensure efficient mobility and accessibility throughout the county.

The transportation network accommodates many modes of travel, including walking, bicycling, public transit, and driving. Vehicular travel is still the primary mode for most travelers in and around the county.

Rural roads and highways form the foundation of the transportation ~~framework~~network with roadways connecting the many communities in Chelan County. Additionally, intercity transit is available between and within many of these communities.

The incorporated cities have relatively well-connected street grids, while rural roadways with ~~more~~limited pedestrian amenities characterize the remaining areas of the county.



US 97A, City of Chelan

~~Also,~~ The United States Forest Service (USFS) maintains certain roadways within Chelan County. As county residents use USFS roadways, coordination between both parties is important to properly maintain these roadways.

This plan classifies Chelan County's roadways into freeways and expressways (highways), arterials, major and minor collectors, and local streets, as shown in Table [11-1](#) and displayed in ~~Figure~~[Figures 11-65, Figure 6, and Figure through 11-87](#). Examples of each roadway type and characteristic are also described below.

Table 11-1
Roadway Functional Classification

Roadway Type	Description/Purpose	Examples
Freeways & Expressways (Highways)	Freeways are designed and constructed for mobility and long-distance travel. The freeway network links many major cities and urban growth areas throughout Chelan County.	• US-2 • US 97/97A • SR 285 • SR 150
Urban/Rural Minor Arterial	Minor arterials are designed for higher volumes, but tend not to be major travel ways. Minor arterial streets provide inter-neighborhood connections as well as connections to the regional freeways.	• Chumstick Hwy • Easy St, (within UGA), • Squilchuck Rd (within UGA) • Malaga-Alcoa Hwy
Urban/Rural Major Collectors	Collectors distribute trips between local streets and arterials and serve as transition roadways to and from commercial and residential areas. Collectors have lower volumes than arterials, and can include select traffic elements to balance experience for all modes. Urban and rural connectors differ in the areas that they serve.	• Manson Blvd • W Malaga Rd • N Dryden Rd • Entiat River Rd
Urban/Rural Minor Collectors	These smaller collectors link the major collectors to local roads, providing connections to rural communities throughout the county.	• Joe Miller Rd • Camp 12 Rd • Totem Pole Rd • Mission Creek Rd
Local Streets	Local streets are the lowest functional classification, providing circulation and access within residential neighborhoods and in accessing private properties	• Kimber Rd • Mountain Home Rd • Boetzkes Ave • Viewdale Ave, • Zager Rd

ROADWAY TYPE	DESCRIPTION/PURPOSE	
Freeways & Expressways (Highways) <i>Examples:</i> US 2, US 97/97A, SR 285, SR 150	Freeways are designed and constructed for mobility and long-distance travel. The freeway network links many major cities and urban growth areas throughout Chelan County.	 US 2, Cashmere
Urban / Rural Minor Arterial <i>Examples:</i> Easy St (within UGA), Squilchuck Rd (within UGA)	Minor arterials are designed for higher volumes, but tend not to be major regional travel ways. Minor arterial streets provide inter-neighborhood connections as well as connections to the regional freeways.	 Easy Street, Sunnyslope
Urban / Rural Major Collectors <i>Examples:</i> Manson Blvd, Chumstick Hwy, W Malaga, N Dryden Rd	Collectors distribute trips between local streets and arterials and serve as transition roadways to and from commercial and residential areas. Collectors have lower volumes than arterials, and can include select traffic elements to balance experience for all modes. Urban and rural collectors differ in the areas that they serve.	 West Malaga Road, Malaga  N Dryden Road, Dryden
Urban / Rural Minor Collectors <i>Examples:</i> Joe Miller Rd, Ski Hill Dr, Apple Acres Rd, Mission Creek Rd	These smaller collectors link the major collectors to local roads, providing connections to rural communities throughout the County.	 Ski Hill Drive, Leavenworth
Local Streets <i>Examples:</i> Kimber Rd, Mountain Home Rd, Boetzkes Ave, Viewdale Ave, Zager Rd	Local streets are the lowest functional classification, providing circulation and access within residential neighborhoods and in accessing private properties.	 Boetzkes Avenue, Manson

Figure 11-65

Roadway Functional Classification (Chelan, Manson, and Entiat Vicinity)

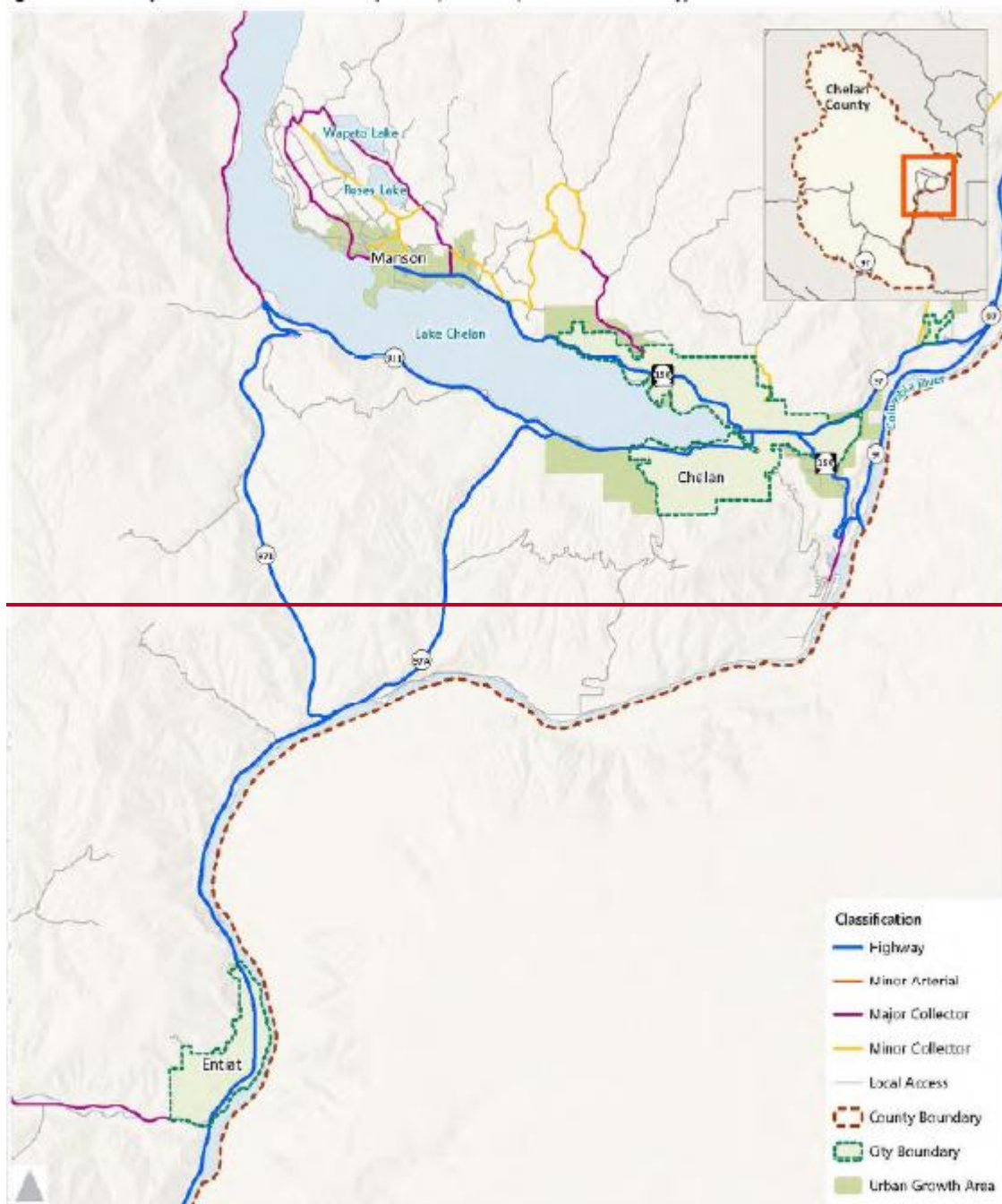
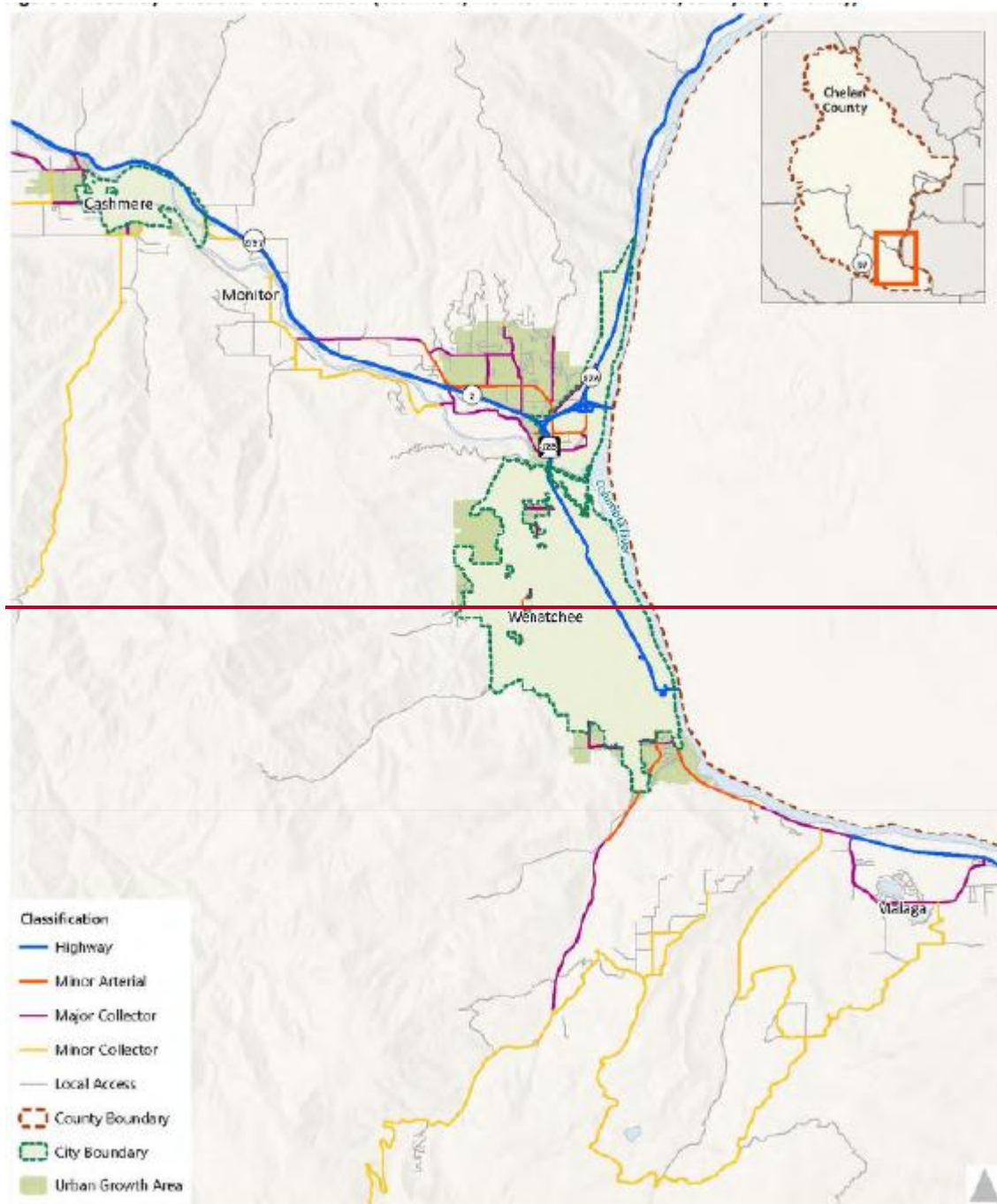




Figure 11-76
Roadway Functional Classification (Cashmere, Monitor and Wenatchee/Sunnyslope Vicinity)



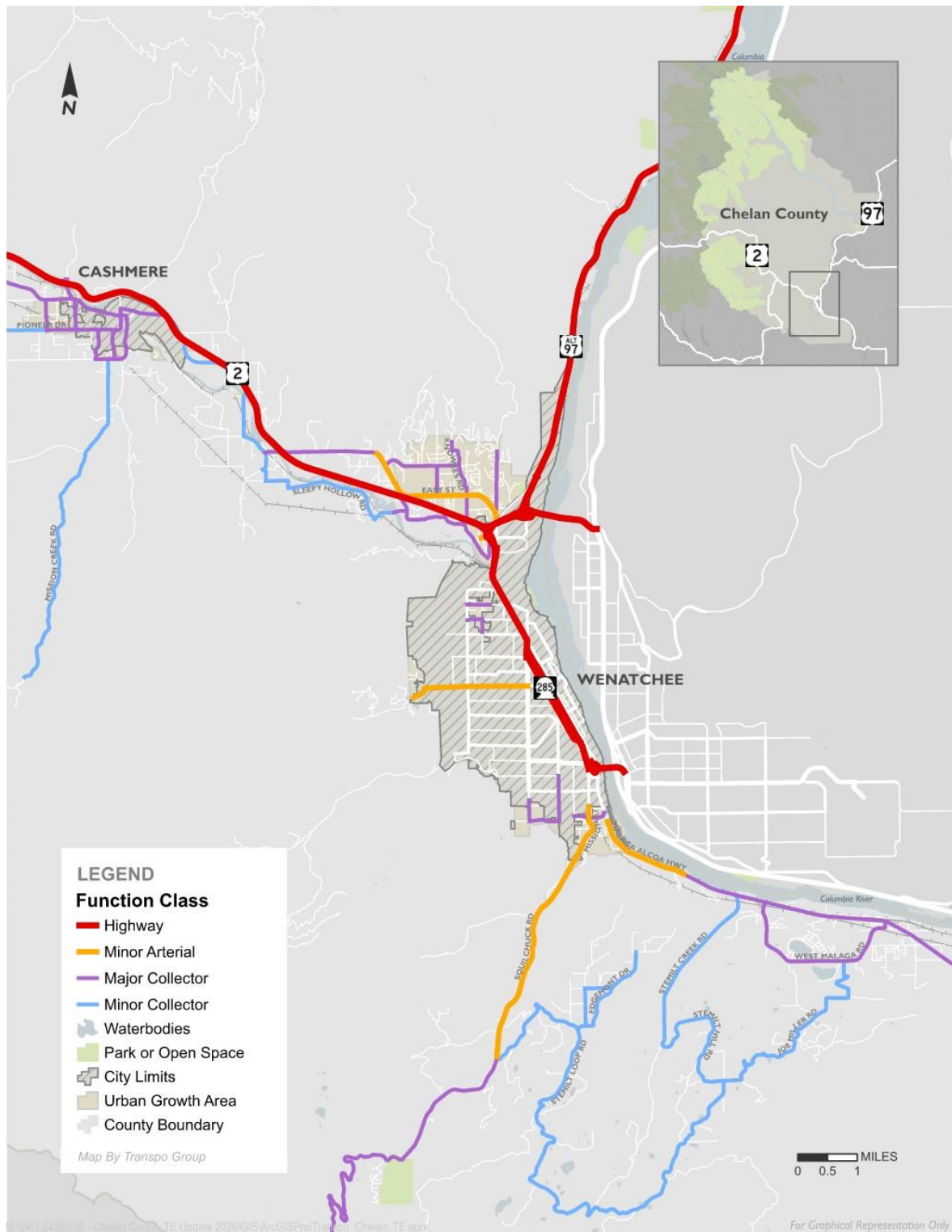
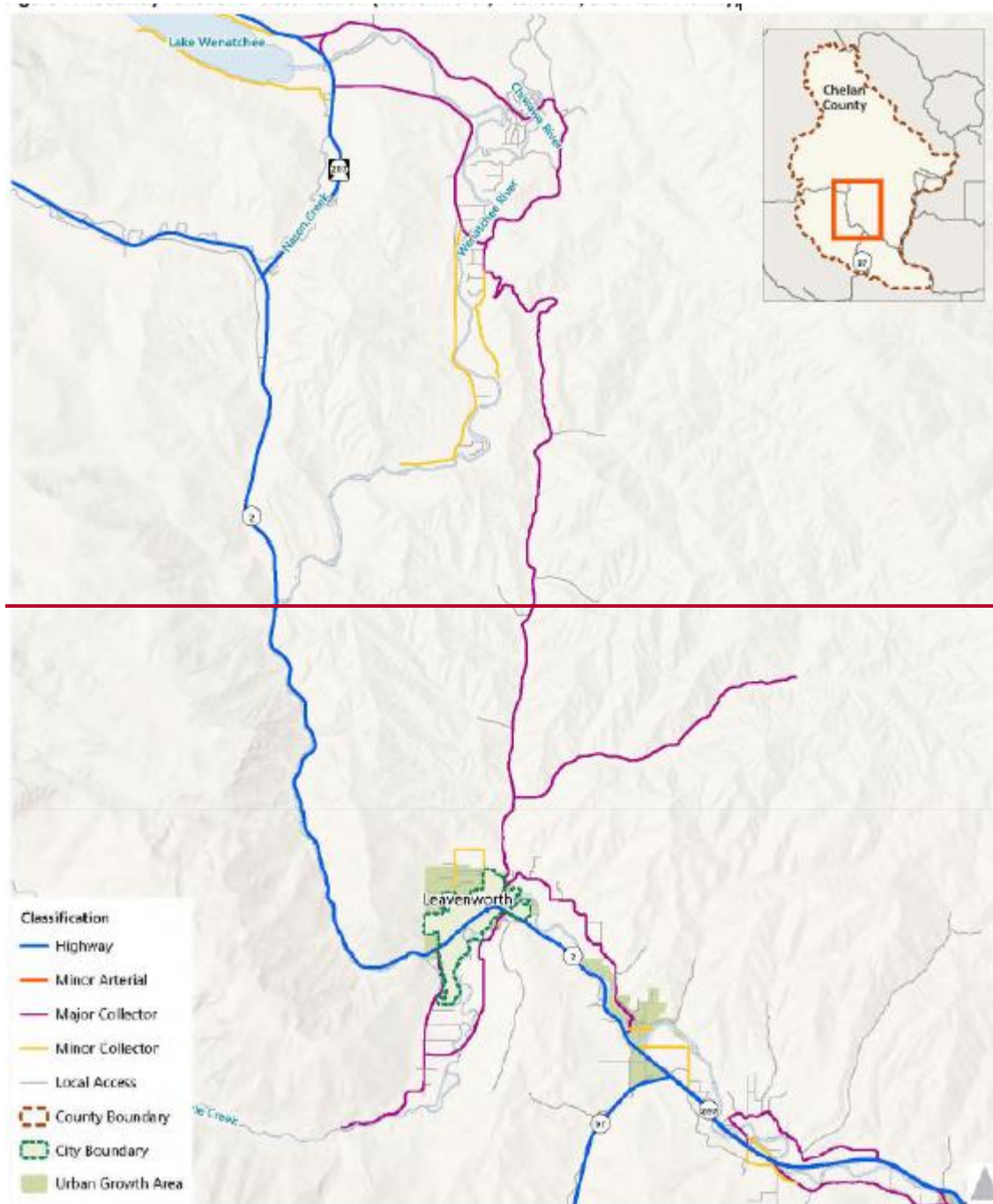
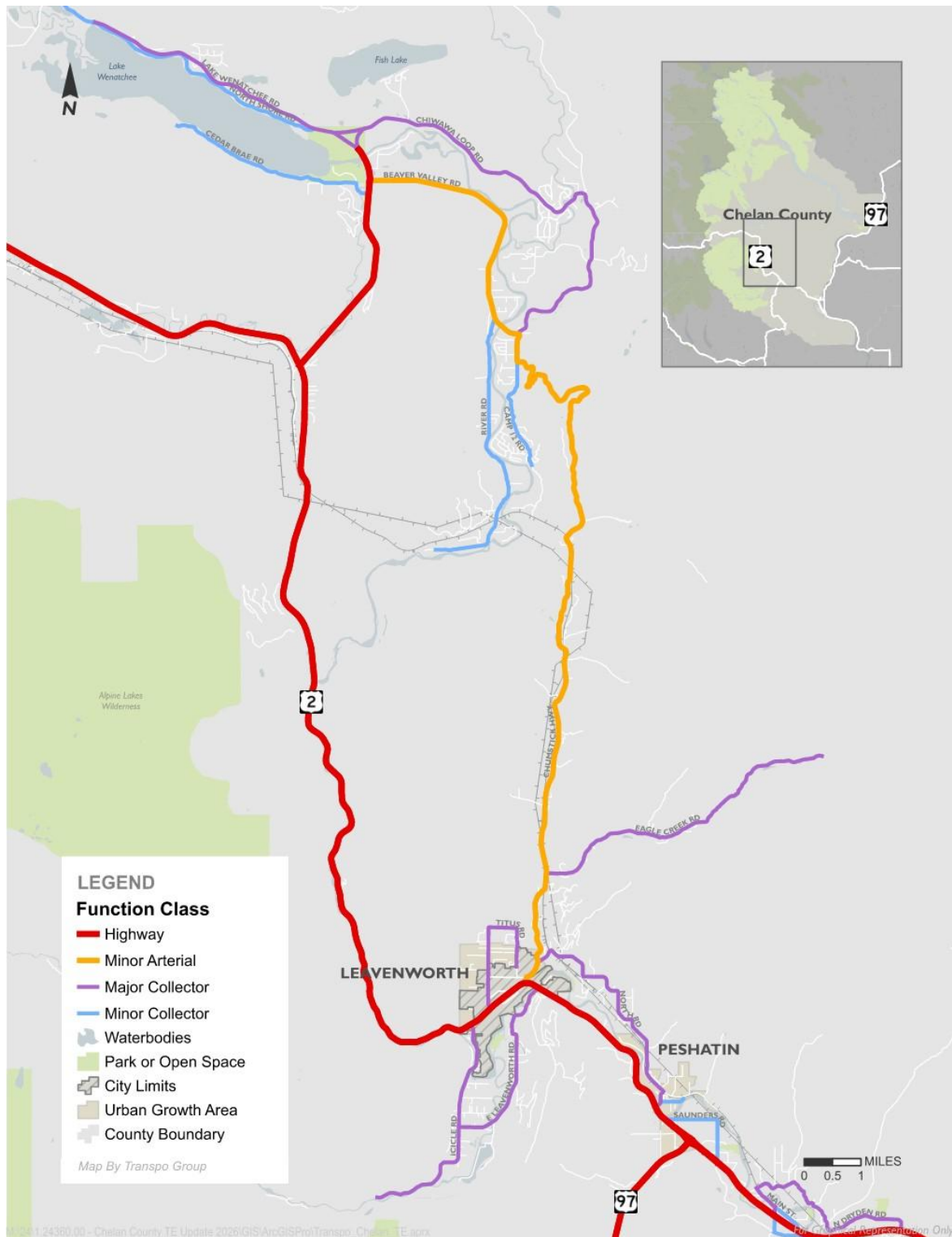


Figure 11-87

Roadway Functional Classification (Leavenworth, Peshastin, and Plain Vicinity)





Pedestrian and Bicycle Network

Provision of facilities for walking and biking is a goal for providing a functional, multimodal transportation system to accommodate all users. Residents and visitors walk and bike as part of their daily travel for many reasons. Children attending school, commuters taking the bus or connecting with a carpool to get to work, bicycle commuters, and senior citizens making mid-day trips, all require safe amenities.

Most of the ~~great~~ walkable areas in Chelan County are in incorporated downtowns³⁵. Wenatchee, Chelan, Leavenworth, and Cashmere all enjoy walkable downtowns with complete sidewalk coverage.

Outside of these downtowns and in the unincorporated areas, pedestrian facilities are much more limited. Cashmere, Chelan, Entiat, Leavenworth, Manson, Peshastin, and Wenatchee are all identified in Transportation ~~2040~~2050 as communities with ~~some~~ higher levels of pedestrian demand³⁵, ~~but major. Nevertheless, based on feedback gathered from community members during public outreach events, many rural routes with auto-priority make walking a less-desirable alternative to driving.~~³⁶



Tigner Road near Cashmere High School lacks basic pedestrian facilities

~~With respect to biking, the City of Wenatchee offers a robust network of bike lanes and signed routes to make bike travel easy throughout the city. Wenatchee is unique among Chelan county roads also experience active transportation demands. County communities with a CDTC-approved Greater Wenatchee Bicycle Master Plan. The plan includes further development of the Princeton, Western, North End, Hawley, Fifth Street, First Street, Orondo, Methow, Wenatchee~~

~~Avenue, Bridge Street, and Miller Bikeways. These are programmed to see improved connections, better signage, better buffers, and spot improvements.~~

roadways noted by the community as experiencing higher levels of pedestrian/biking activity include:

- Chumstick Highway
- East Leavenworth Road



Chelan County's Share the Road Sign alerts drivers of the many multi-modal-uses of the county's roadways

³⁵ Transportation 2050. CDTC. Figures 3-7. [Chelan Douglas 2050 Regional Transportation Plan](#)

³⁶ Transportation 2040. CDTC. Figures 2-4, 2-5, and 2-6.

- Eagle Creek Road
- Totem Pole Road
- US 2 Hwy
- State Hwy 97
- Manson Blvd.
- E Wapato Way

Countywide, biking is accommodated on trails, and on shoulders along rural roadways. The scenic Apple Capital Loop Trail encircles a section along the Columbia River in and around Wenatchee and East Wenatchee. Other plans include increasing bicycle access and connectivity throughout the county. The county has incorporated “share-the-road” signs on several of its roadways that see a higher use of multi-modal transportation. ~~The Upper Valley Trail is an envisioned project that will connect the City of Leavenworth all the way to the City of Wenatchee through Peshastin, Cashmere, and Monitor.~~

Outside of city jurisdictions, the bicycle and pedestrian network is sparse and contains many gaps due to the rural nature of the county. The county is interested in planning better connectivity from cities to the neighboring areas in the county where feasible and prudent.

~~The Figures 11-9 through 11-11 show the locations of existing pedestrian facilities and bike facilities in Chelan-Douglas County. As shown, dedicated active transportation facilities are limited within the county and are primarily concentrated in UGAs (e.g., Sunnyslope, Manson, Malaga, and outside Cashmere).~~

Figure 11-9
Existing Pedestrian & Bicycle Facilities (Chelan, Manson, & Entiat Vicinity)

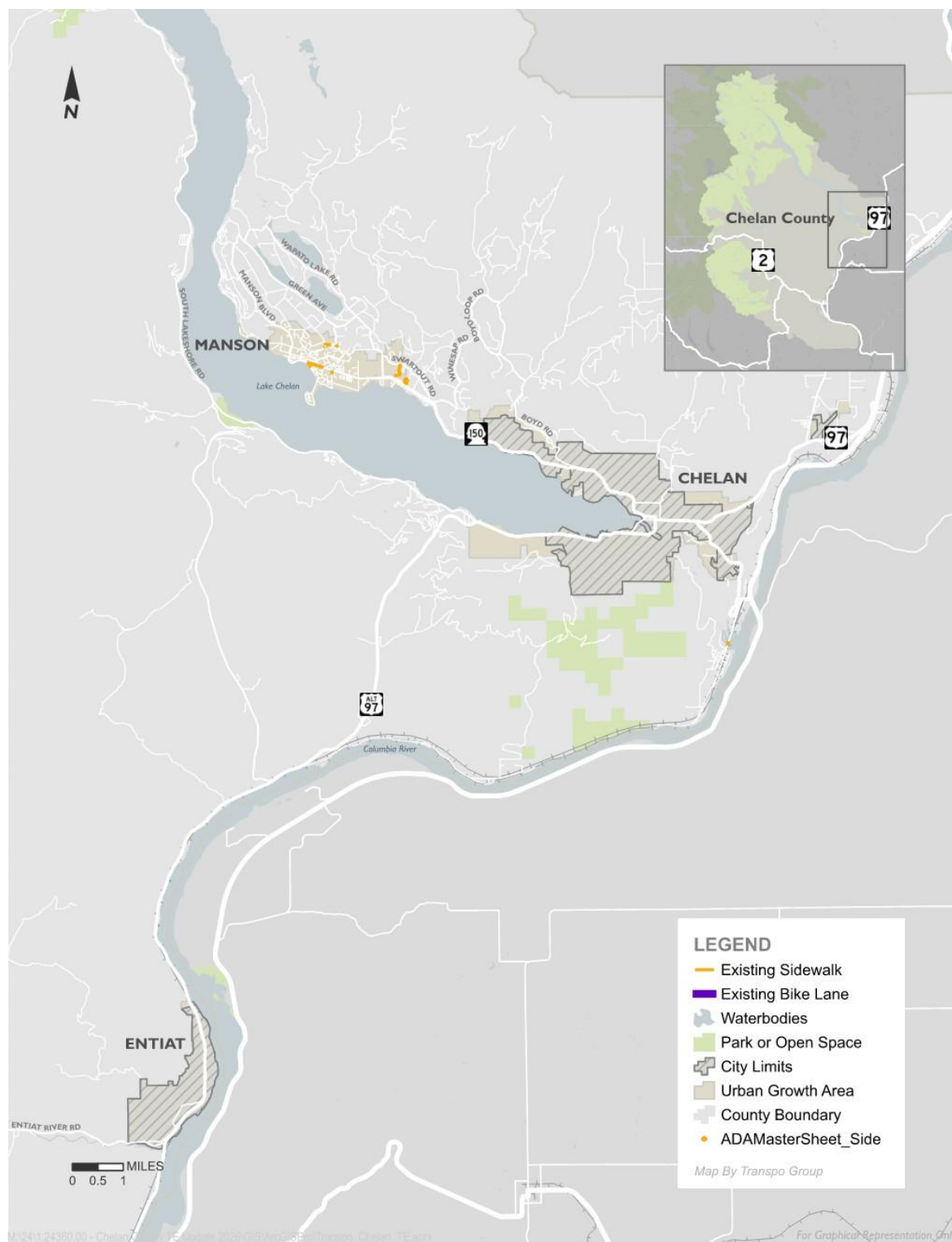


Figure 11-10
Existing Pedestrian & Bicycle Facilities (Cashmere, Monitor & Wenatchee Vicinity)

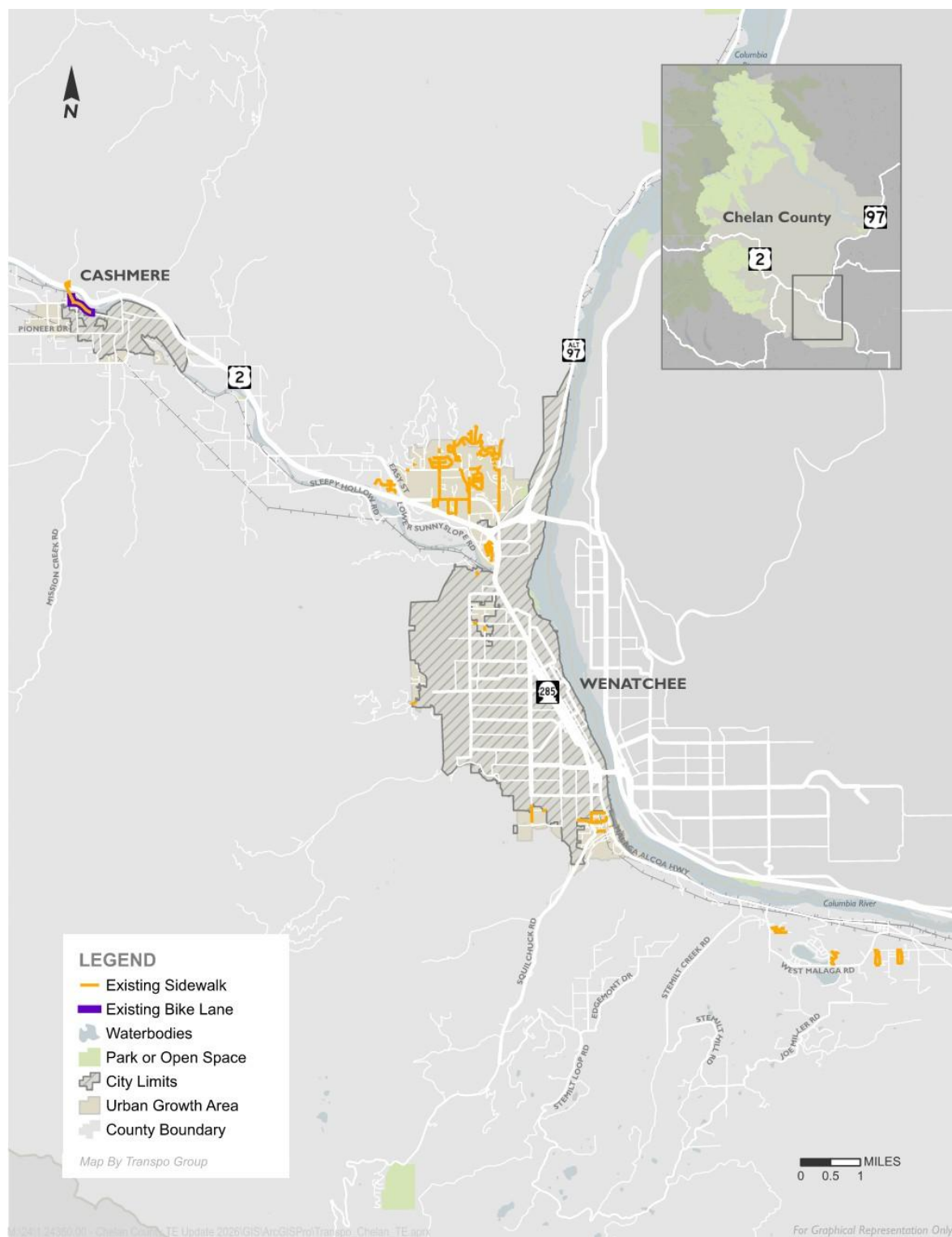
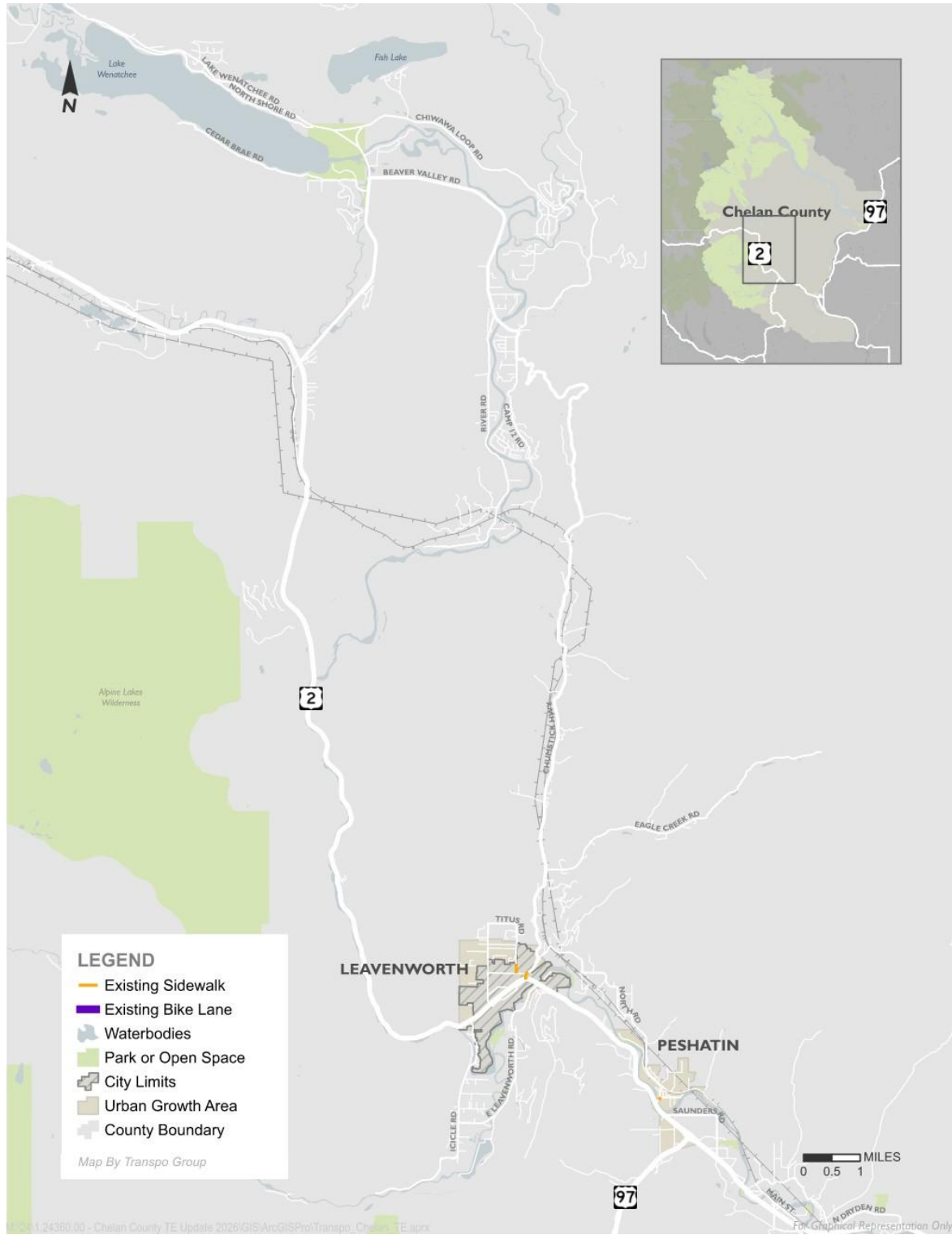


Figure 11-11

Existing Pedestrian & Bicycle Facilities (Leavenworth, Peshastin, & Plain Vicinity)

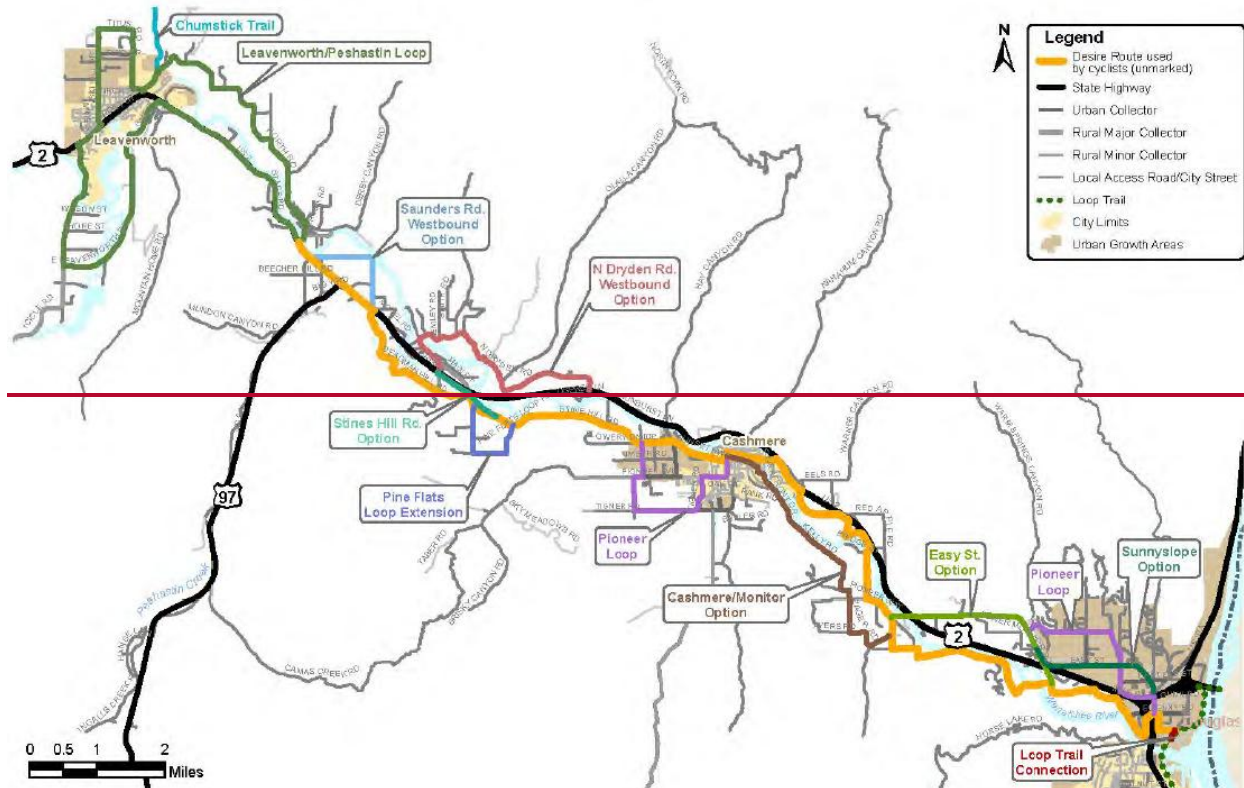


As part of Transportation Council has 2050, CDTC identified implementation of the Bicycle a network of planned bikeways and pathways to accommodate bicycle travel throughout the region. While the majority of these facilities are identified in the Wenatchee/East Wenatchee urban area, Community Connector and Rural Connector routes are also identified between population centers to provide connectivity countywide.

In addition, CDTC prepared the Chelan Douglas Pathways Master Plan as a performance target (March 2026) which further identified and evaluated potential alignments and concepts for Transportation 2040. Several of the subarea plans also call for improved pedestrian and bicycle safety. As a result, multi-use pathway connections between several population centers within the region. Figure 11-12 shows the pathway connections evaluated as part of this study. The pathway connections in Chelan County are described in Table 11-2. These planning efforts indicate that providing pedestrian and bike infrastructure remains an important goal throughout the county.

Figure 8 shows the locations of pedestrian facilities and bike facilities in Chelan County from Wenatchee to Leavenworth. This map was adopted from the previous Transportation Element. Existing sidewalk facilities throughout the county are mapped and shown in the Appendices.

Figure 8
Existing Bicycle and Pedestrian Facilities (Leavenworth, Peshastin, Cashmere and Sunnyslope Vicinity)³⁷



³⁷ Source: Chelan County Transportation Element, 2009

Figure 11-12
CDTC Pathways Master Plan – Pathway Corridors



Source: Chelan-Douglas Pathways Master Plan (CDTC March 2026)

Table 11-2
Chelan-Douglas Transportation Council Regional Pathways Plan

Project	Description and Alignment
Chelan to Manson Pathway Corridor	This corridor will connect Chelan to Manson along the northern shoreline of Lake Chelan, beginning just east of the city of Chelan and terminating in Manson. The path is proposed along the south side of State Route (SR) 150.

Project	Description and Alignment
Leavenworth to Cashmere to Wenatchee Pathway Corridor	This corridor will be routed along Highway 2 near the Wenatchee River. This pathway corridor connects to the Apple Capital Loop Trail in Wenatchee and crosses through Monitor, Cashmere, Dryden, and Peshastin before terminating in downtown Leavenworth.
Malaga to Wenatchee Pathway Corridor	This corridor is characterized by commercial and industrial uses at the west end in Wenatchee, which transitions to rural residential and agriculture toward Malaga. The planned Waterfront Park in Malaga and a new bridge, which will cross over the railroad tracks at Bridge Street and connect to the Loop Trail in South Wenatchee, are the two major destinations and logical endpoints on this corridor.
Wenatchee to Entiat to Chelan Corridor	The pathway and alignment for this corridor is still in the preliminary development stage, public outreach has not been started.

Transit Network

Link Transit provides local and intercity bus ~~services~~ throughout Chelan County. The majority of transit riders access this service by walking or parking at a park-and-ride lot or on-street parking and then connecting to transit. ~~Three~~There are currently 6 Link Transit routes ~~serve that provide daily service within~~ Chelan County ~~with~~. Most of these routes currently have service frequencies ~~ranging from 15–of~~ 30 minutes, ~~with 10 other routes connecting communities in the county and offering local service in Wenatchee to 1 hour~~. Service is offered at all of Chelan County’s ~~seventen~~ park-and-ride lots (Table ~~211-3~~), which are located adjacent to state routes. The approximate number of parking spaces provided at each park and ride lot is also provided in Table ~~211-3~~. Figures 11-13 through 11-15 show existing Link transit routes that operate within Chelan County.



Link Transit’s Columbia Station, located in Wenatchee

Link Transit also operates LinkPlus, a paratransit service that operates as a dial-a-ride service based on pre-scheduled requests. This fulfills the Americans with Disabilities Act mandate and is active within a $\frac{3}{4}$ mile radius of Link Transit’s fixed route services in Cashmere, Chelan, Entiat, Malaga, Manson, Monitor, and Wenatchee. Link Transit also provides free Dial-A-Ride Transit (DART) services in Chelan and Leavenworth outside of the fixed-route service area.

Table 211-3
Park and Ride Location and Spaces

Lot Name	Location	Approx. Spaces	Bus Routes Served
Big Y	US 2 & SR 97	41 spaces	22
Columbia Station	Kittitas and Columbia Streets, Wenatchee	64 spaces	All routes except 18, 32, and DART
East Wenatchee	310 Rock Island Rd, East Wenatchee	32 spaces	2
Entiat	SR 97A & Entiat Way	21 spaces	21
Lake Chelan	SR 97A & Center Street (Lakeside)	29 spaces	21
Leavenworth	SR 2 near USFS	43 spaces	22, 122
Olds Station	Surrounding Wenatchee Area	242 spaces	8, 18, 21, 22, 28
Willkommen	Behind Leavenworth Safeway	89 spaces	22, 122, 32
Chelan County Museum	Cashmere	2 spaces	22, 28
Buckshot Honey	400 Aplets Way, Cashmere	2 spaces	22

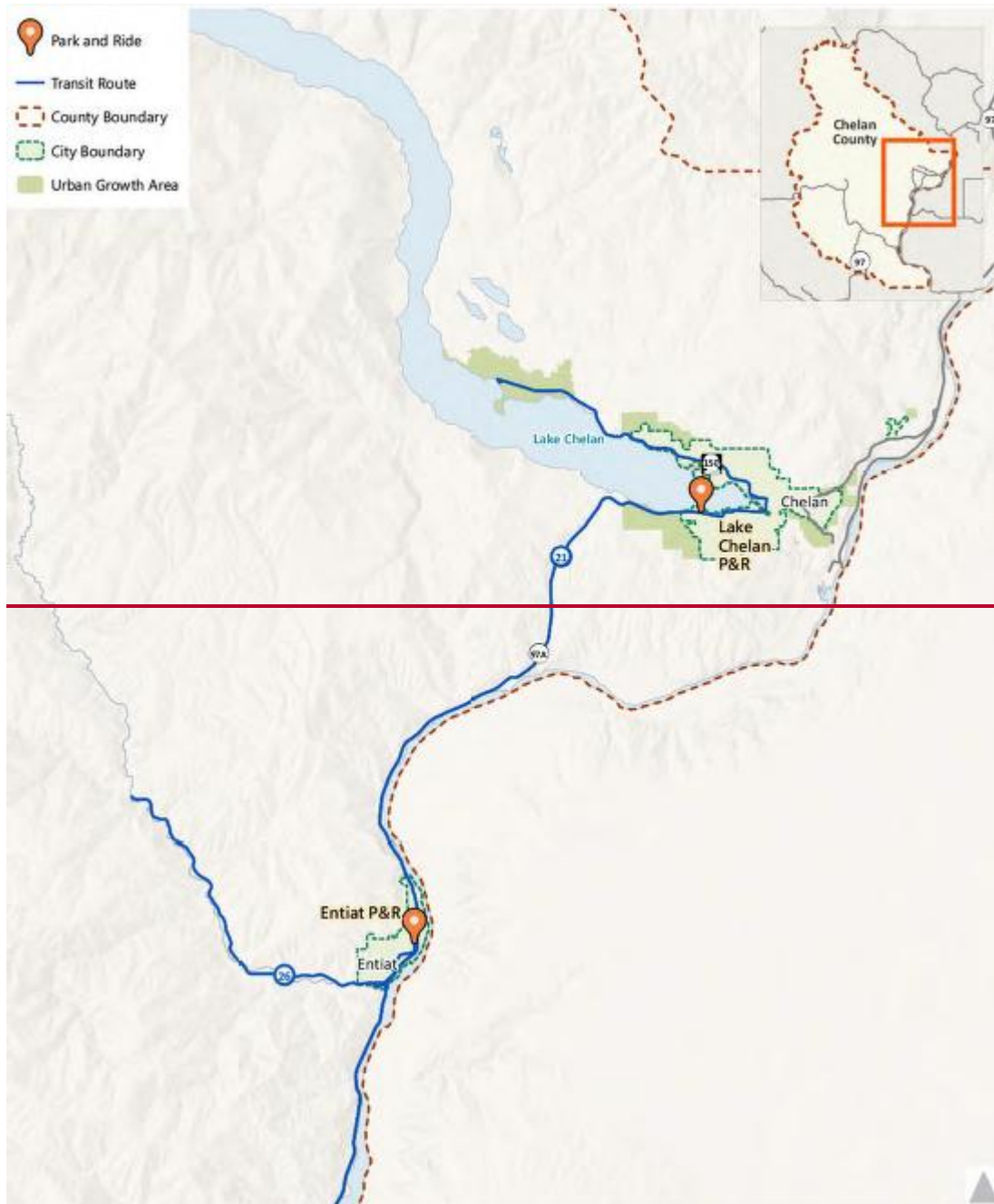
Lot Name	Location	Approx. Spaces
Big Y	US 2 & SR 97	32 spaces
Columbia Station	Kittitas and Columbia Streets, Wenatchee	67 spaces
Easy Street	US 2 & SR 97	29 spaces
Entiat	SR 97A & Entiat Way	21 spaces
Lake Chelan	SR 97A & Center Street (Lakeside)	29 spaces
Leavenworth	SR2 near USFS	42 spaces
Olds Station	Olds Station Road	200 spaces



Link Transit's Columbia Station, located in Wenatchee (Source: Link Transit)

In addition to ~~Link~~**INK** Transit, ~~Amtrak~~**MTRAK** provides long distance commuter rail services through Chelan County along its Empire Builder Route. The route runs from Seattle or Portland to Chicago. Within Chelan County, this route serves the cities of Leavenworth and Wenatchee providing interstate transit connections to and from the county. ~~Figure 9, Figure 10, and Figure 11 show existing LINK transit routes and park & rides throughout the county.~~

Figure 11-139
Link Transit Routes (Chelan, Manson, and Entiat Vicinity)



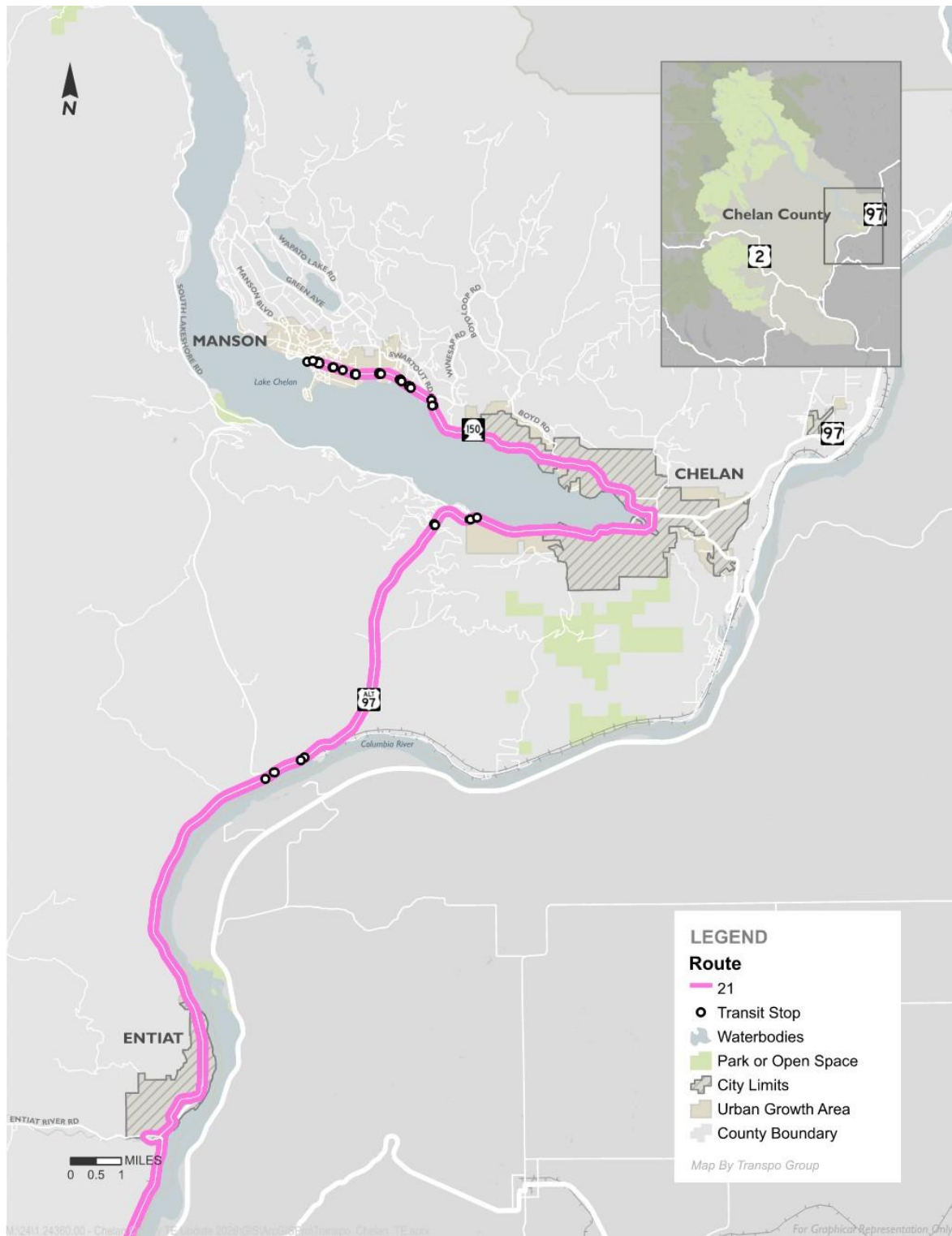
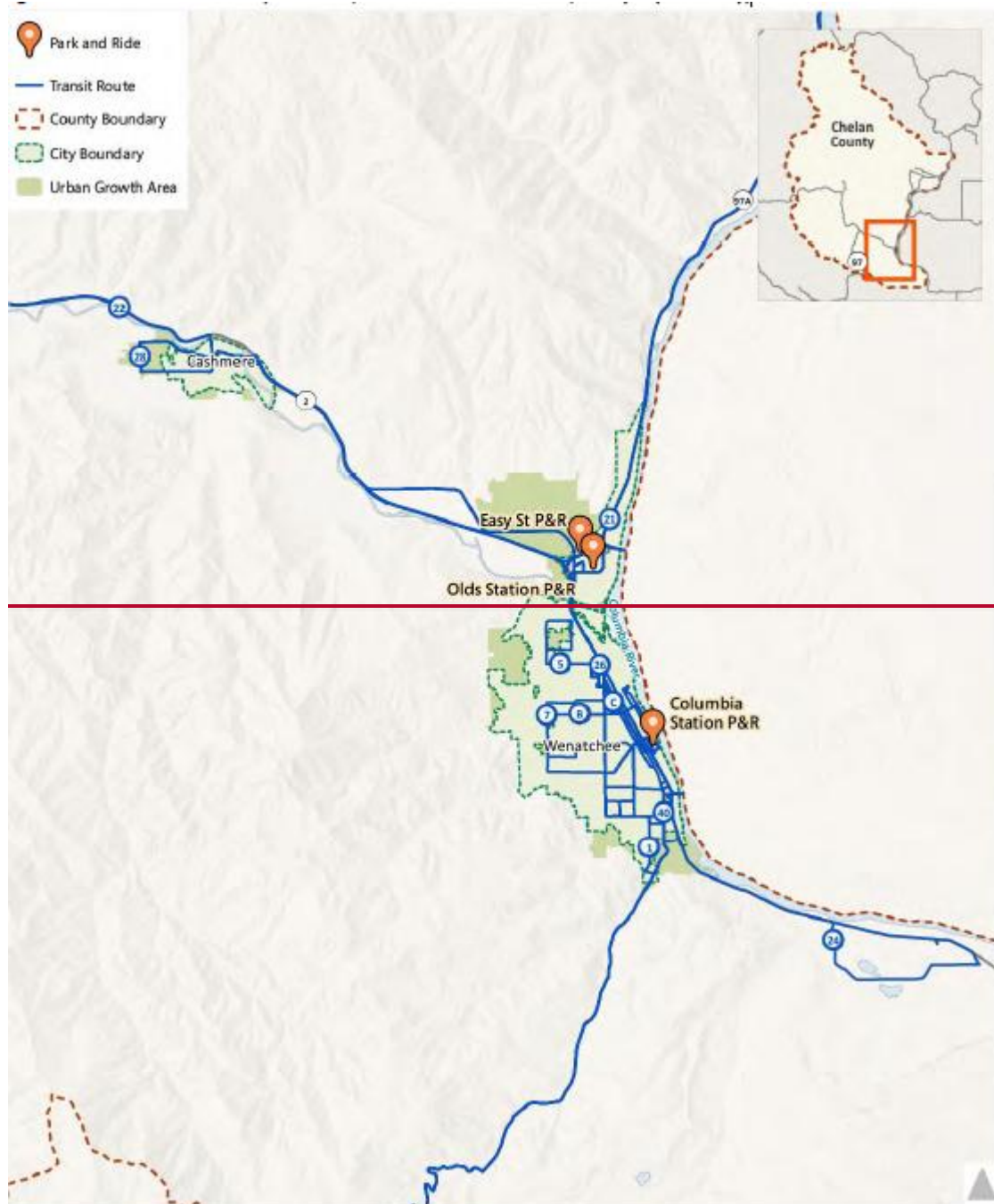


Figure 11-1410

Link Transit Routes (Cashmere/_ Monitor and_ Wenatchee/_Sunnyslope Vicinity)



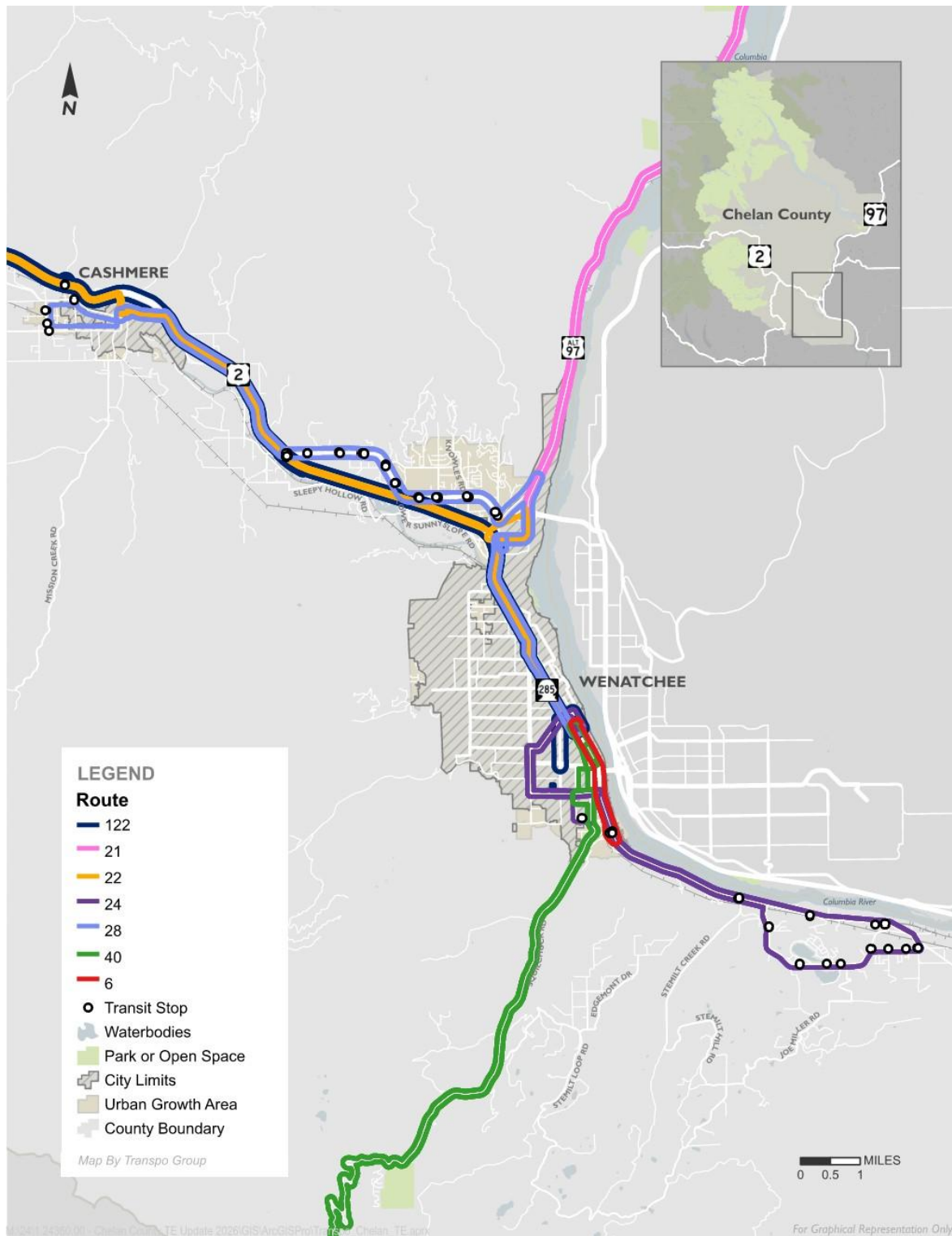
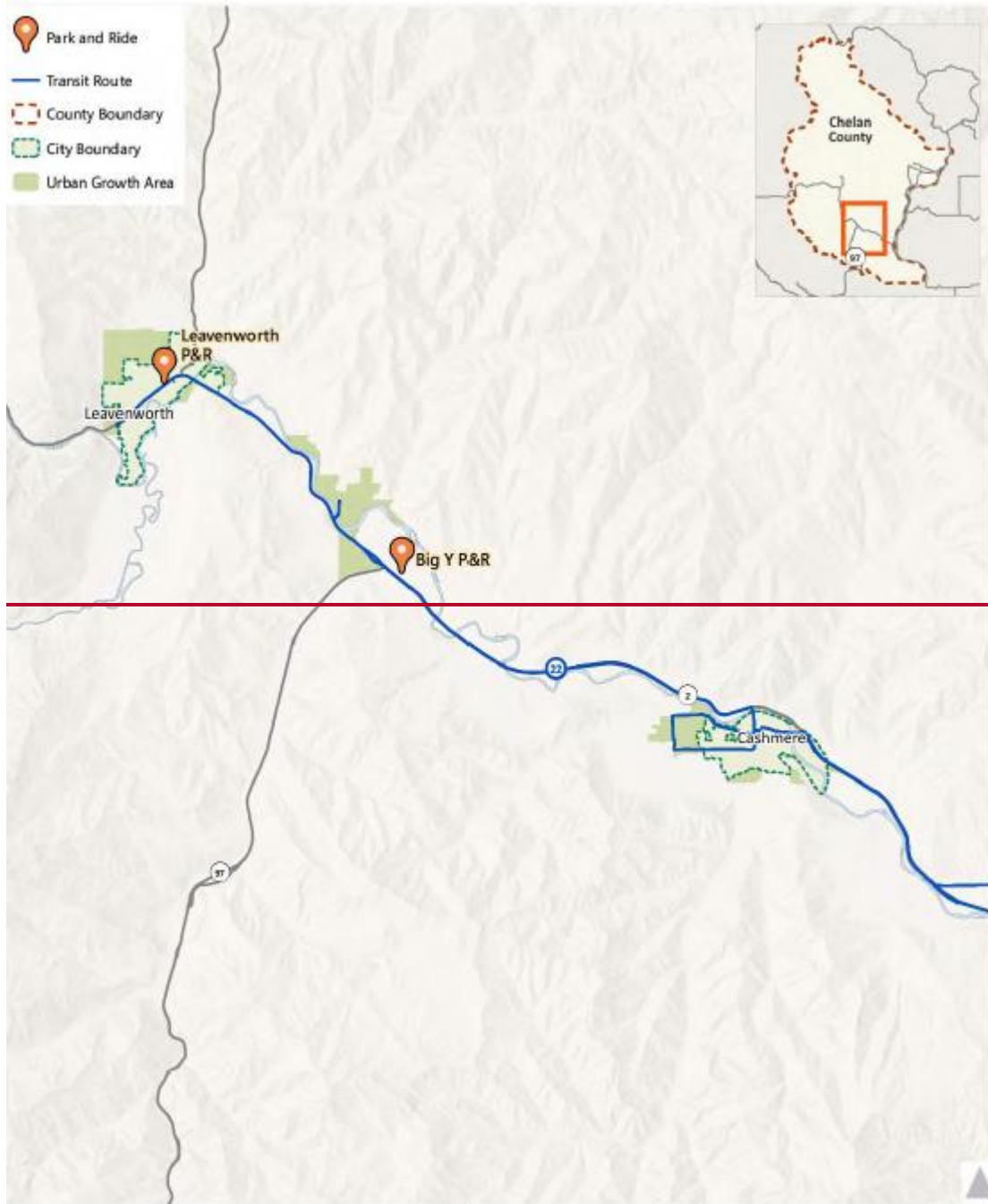
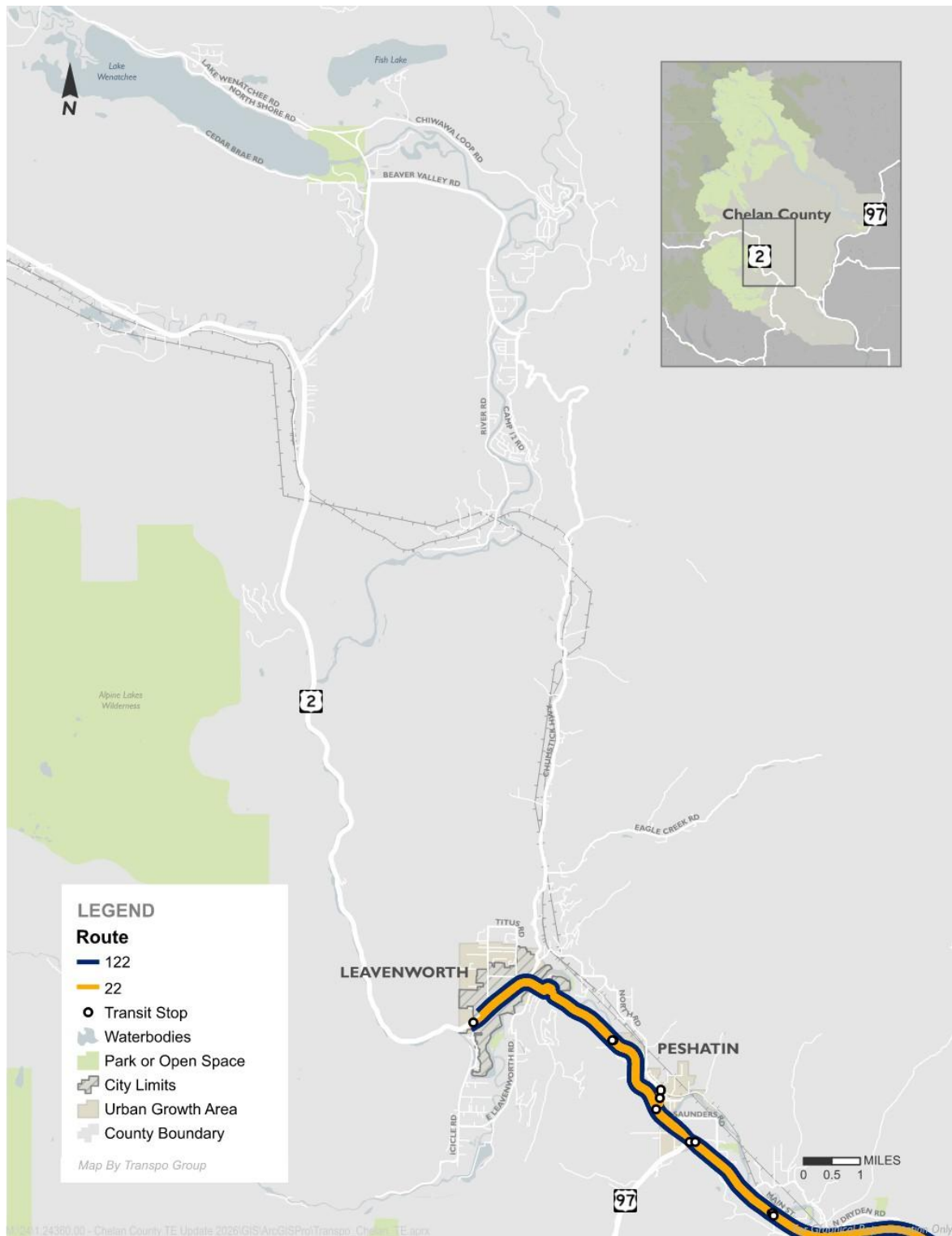


Figure 11-1511

Link Transit Routes (Leavenworth, Peshastin, ~~and~~ Plain Vicinity)





Freight Network

Freight and goods movement is a vital and often underappreciated element of the transportation network. Everyone is directly impacted by how goods are delivered to ports, distribution centers,



Freight Hauling in Chelan County

stores and their homes. Chelan County is a key regional player in the movement of goods with major highway and arterial connections to distribution facilities.

As discussed earlier in this ~~chapter~~section, Chelan County is home to a number of key ~~freight~~generatingfreight-generating and time-sensitive industries, including agriculture and forestry. ~~Some of the key freight generators in the county are described in the key~~

~~destinations section, including CrunchPak in Cashmere, Chelan Fruit in Chelan, and Hi-Up Growers in Peshastin.~~ Providing a transportation system that accommodates these key economic generators, and a timely movement of goods is of central importance to Chelan County.

US 2, from SR 285 to the Chelan/Douglas County line, is the most heavily ~~-~~traveled roadway facility in Chelan County, followed closely by many of the segments of US 2, US 97, and SR 285 in the immediate vicinity of Wenatchee. The Chelan-Douglas Transportation Council has identified many of these facilities for roadway and signage improvements to better facilitate freight movement.

The WSDOT freight and rail corridors within Chelan County are shown in Figure ~~4211-16~~. The State's Freight and Goods Transportation System (FTGS) ~~county maps~~freight routes within Chelan County are ~~included~~shown in Figures 11-17 through 11-19. The FGTS classifies highways, county roads, and city streets according to the ~~Appendices~~average annual gross truck tonnage they carry. These classifications are classified as shown:

- ~~T-1: more than 10 million tons per year~~
- ~~T-2: 4 million to 10 million tons per year~~
- ~~T-3: 300,000 to 4 million tons per year~~
- ~~T-4: 100,000 to 300,000 tons per year~~
- ~~T-5: at least 20,000 tons in 60 days and less than 100,000 tons per year~~

The freight network in Chelan County includes rail and water transportation as well. BNSF runs between Everett and Spokane, passing through Chelan County. The BNSF route supports double-stack intermodal containers, and is connected to the transcontinental BNSF network. ~~A 2006 Washington State Transportation Commission study found that this route is over capacity with roughly 27-60 car trains passing along it every day, but no further studies have been conducted and~~

~~no plans have been made for improvements.~~ The Columbia River Railroad Company runs another line connecting to the BNSF mainline in Wenatchee, extending to Entiat, Chelan Falls, Chelan, and Oroville in Okanogan County. The route primarily serves small industrial and agricultural locations.

The major commercial water transportation operators are ~~Tom Courtney Tug and~~Mountain Barge Services and the Lake Chelan Boat Company, whose barges transport many of the large goods to Stehekin, Lucerne, and Holden. The US Postal Service utilizes the passenger ferry system in these communities as well.

Figure 11-1612 Freight and Rail Corridors

Figure 12. Freight and Rail Corridors



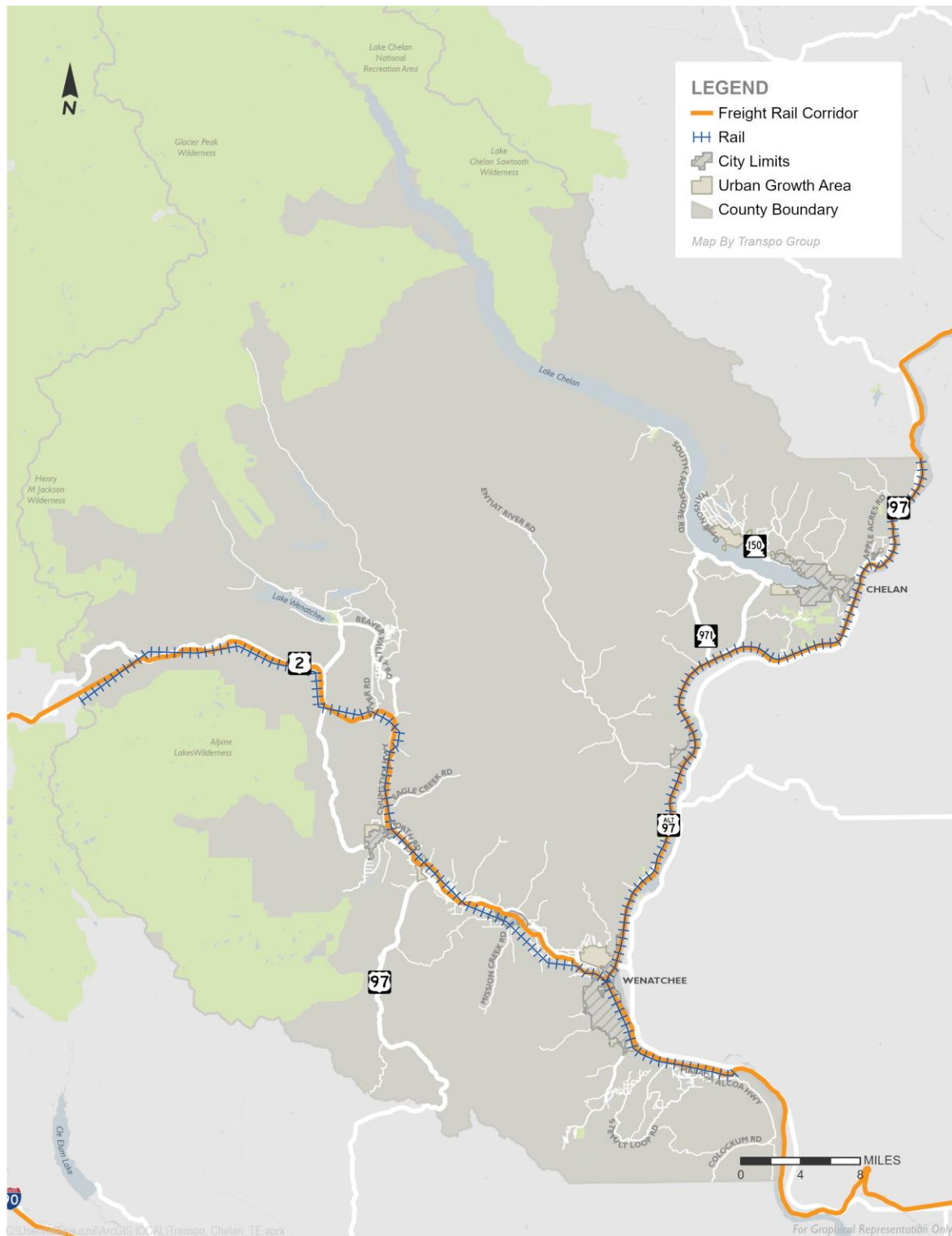


Figure 11-17
FGTS Classifications (Chelan, Manson, & Entiat Vicinity)

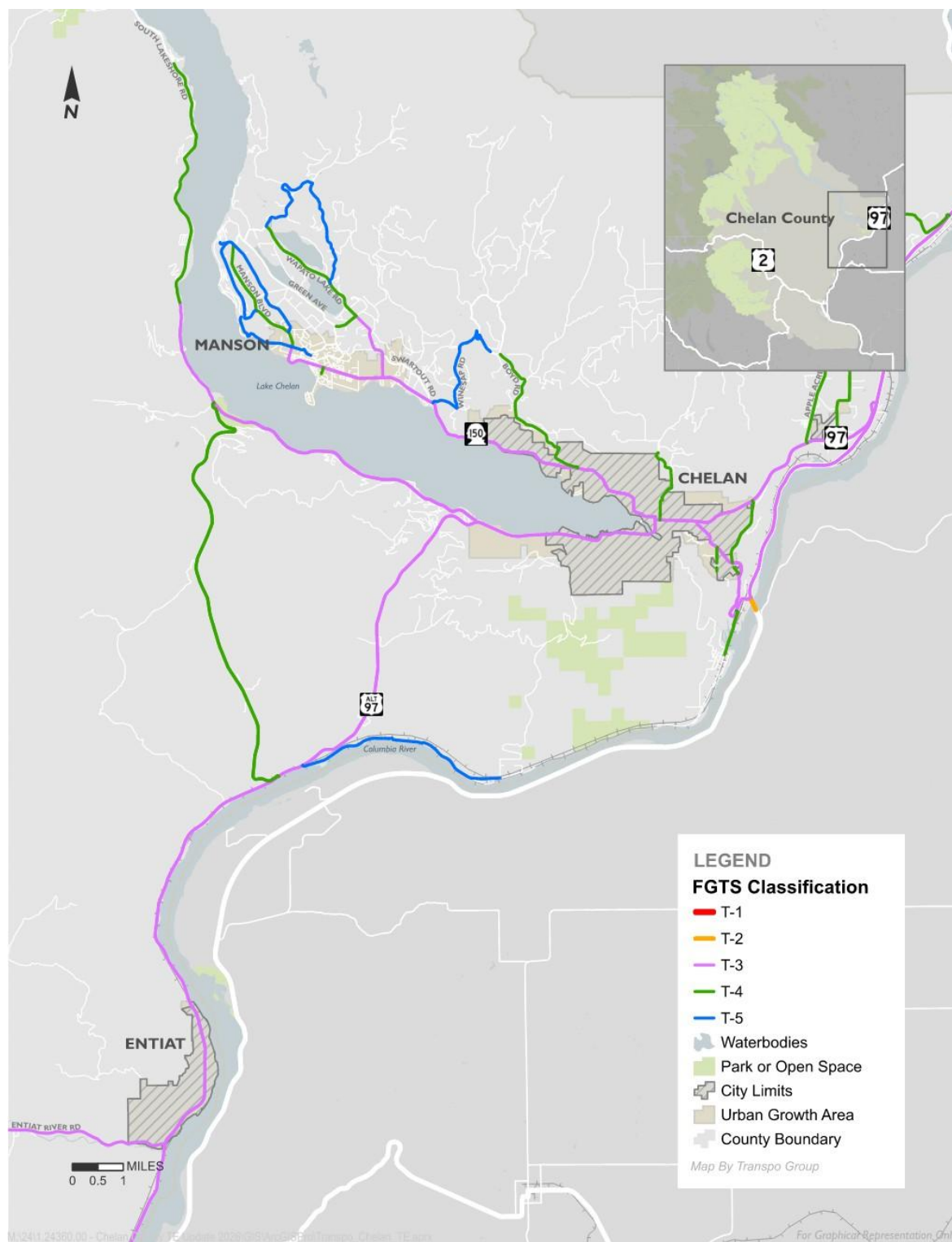
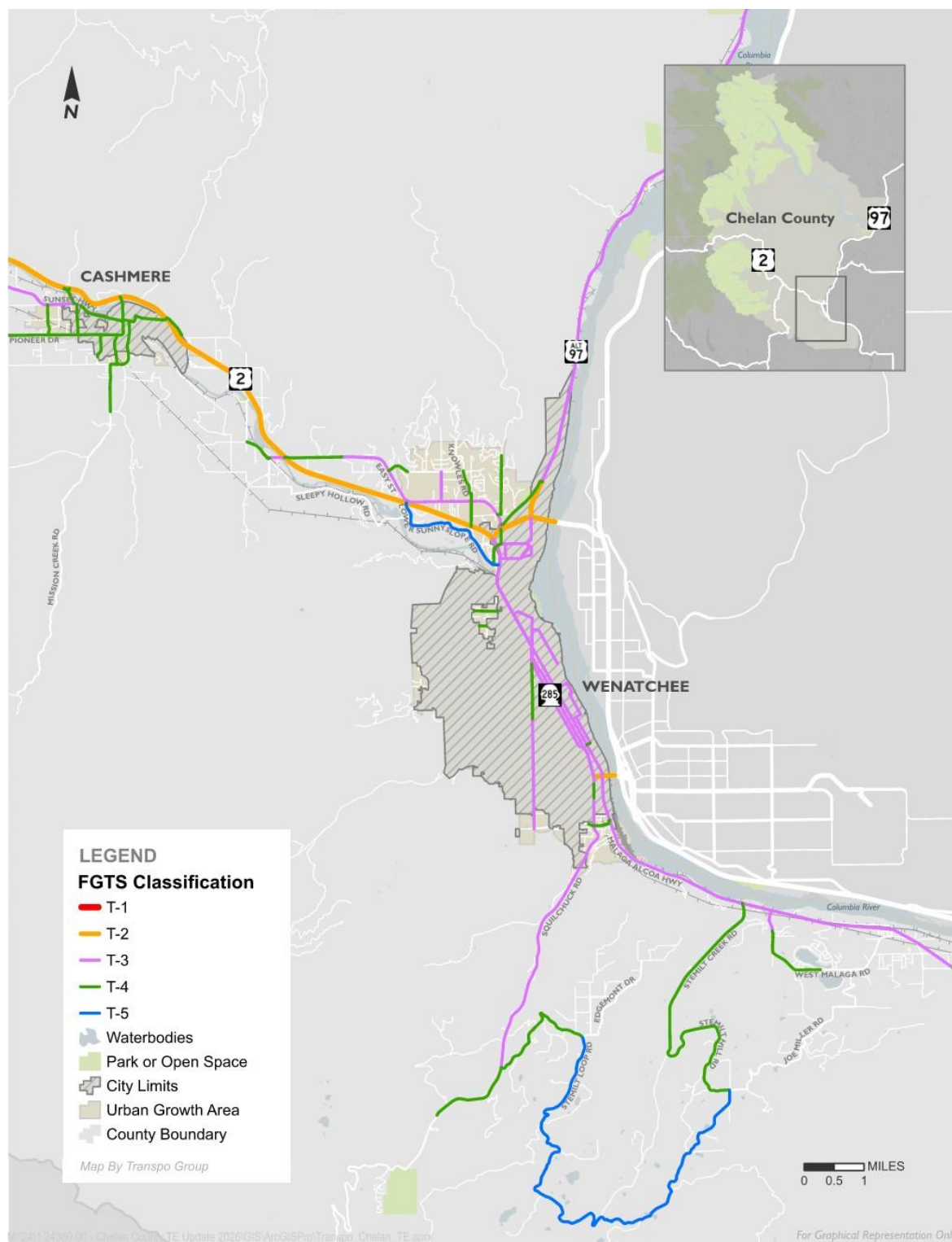


Figure 11-18
FGTS Classifications (Cashmere, Monitor & Wenatchee Vicinity)



Auto Network

With most Chelan County residents, employees, and visitors relying on driving as their primary mode of transportation, the county's roadway network is critical to the transportation system.

Most of the congestion in Chelan County is experienced in the urban areas or at certain times of year – nearby ski resorts in winter or routes accessing Lake Chelan in the summer. ~~In the unincorporated area, only one short segment of roadway regularly experiences congestion that exceeds the county's level of service standards—Easy Street in the Sunnyslope subarea.~~

~~Analyses were~~LOS analysis was conducted on major arterial and collector roadways (the county's highest class of roadways) throughout the county and ~~are shown~~summarized in Figure 13Appendix L. Roadway segment operations were evaluated and assigned a level of service (LOS) grade based on their operations in terms of volume to capacity ratio. In Chelan County, the standard for a roadway to be considered "acceptable" is LOS C or better in rural areas and LOS D or better in urban areas. Table ~~311-4~~ describes the Level of Service definitions laid out in Chapter 17 of the *Highway Capacity Manual* (HCM) (Transportation Research Board, 2010), which is a standard methodology for measuring the performance of roadway segments. In Chelan County, the standard for a roadway to be considered "acceptable" is LOS C or better in rural areas and LOS D or better in urban areas.

Table 311-4
Level of Service Definitions

Level of Service	Description
A	Free-flowing conditions
B	Reasonably unimpeded operation
C	Stable operating conditions, but individual motorists are affected by the interaction with other motorists
D	Less stable operating conditions where a small increase in flow may cause substantial increases in delay and decreases in travel speed
E	Unstable operation and significant delay
F	Over capacity, with delays

Level of Service	Description
A	Free-flowing conditions.
B	Reasonably unimpeded operation.
C	Stable operating conditions, but individual motorists are affected by the interaction with other motorists.
D	Less stable operating conditions where a small increase in flow may cause substantial increases in delay and decreases in travel speed
E	Unstable operation and significant delay
F	Over capacity, with delays.

As described earlier, traffic volumes on the county's roads vary by season. Peak tourism seasons draw heavy traffic, and crop harvest times see increased numbers of trucks on the roads.

Based on traffic counts collected over many months of the year, ~~May was~~spring (May) and fall (October) were identified as a "typical" month as it generally avoids abnormal travel seasons during the summer and winter periods. In contrast, August represents peak summer conditions, when tourism and the agricultural sector drive traffic congestion. For the Transportation Element, traffic volumes from spring and fall months were used to evaluate roadway LOS under typical (non-peak) conditions.

Under current year conditions, ~~of the county's road system, only a short segment on Easy Street fails~~no County roadway segments are shown to operate below the county's LOS standard, ~~as it operates at a level of service "E" in peak summer time under typical (spring/fall) conditions (see Figure 13).~~

20372050 Forecast

Of course, the traffic volumes seen today are expected to grow based on population and employment growth both in the county, as well as regionally. Using ~~population~~housing and employment growth estimates ~~(provided in from the Appendices), an annual growth rate of one percent was applied~~Land Use Element of the Comprehensive Plan, annual growth rates were calculated from the CDTC regional travel demand model for areas of the county expecting more intense land use growth (i.e., Sunnyslope, Malaga, and Manson). In line with historical growth across Chelan County, a one percent annual growth was used where development is expected to roadway segment counts, which accountsoccur in line with historical development patterns. The annual

growth rates used to estimate future traffic volumes countywide are summarized in Table 11-5. These rates account for both Chelan County and regional growth.

Table 11-5
Chelan County Annual Growth Rates

Area	Annual Growth Rate
Sunnyslope ¹ (Wenatchee UGA)	2.8%
Malaga UGA ¹	2.5%
Manson UGA ¹	2.3%
All Other Areas ²	1.0%

Notes:

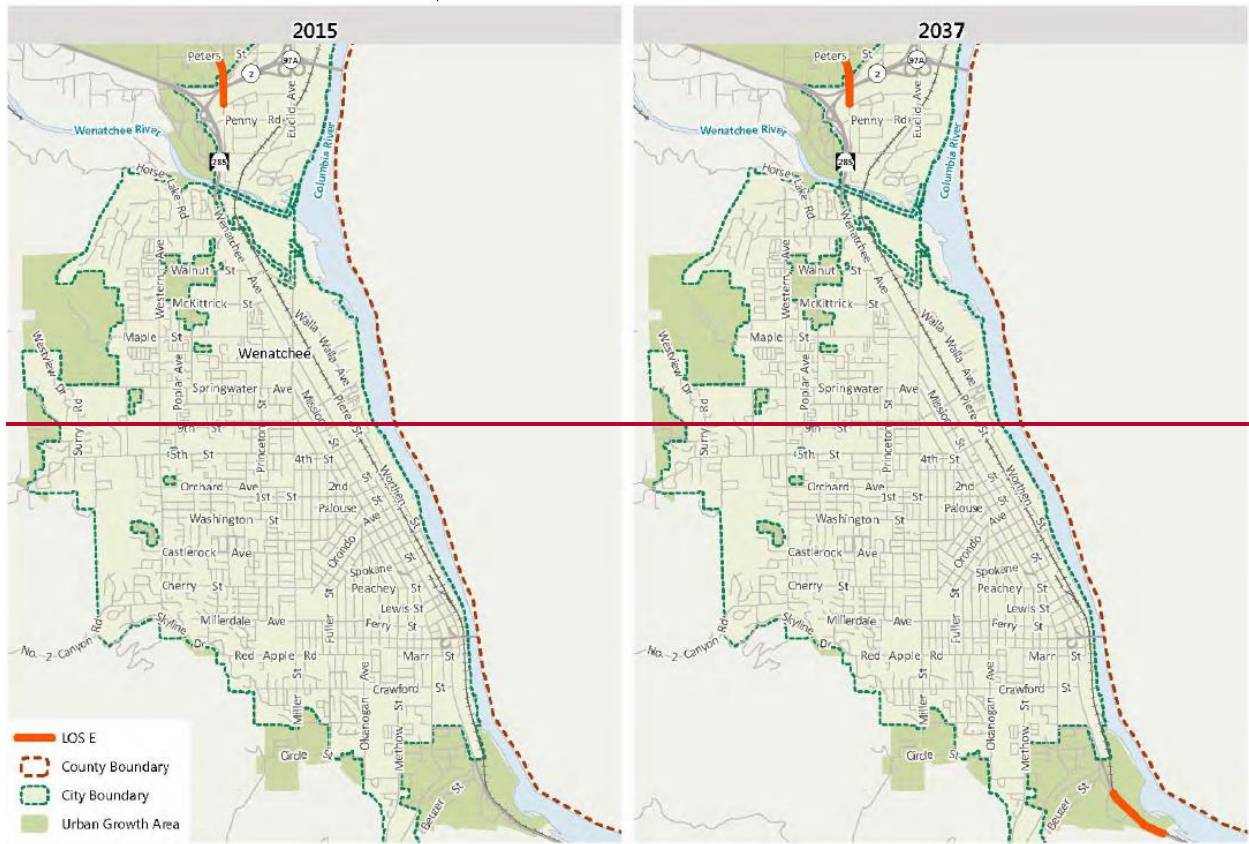
1. Annual growth rate developed based off volume forecasts from the CDTC Regional Travel Demand Model

2. Annual growth rate developed based off historical traffic count data

Future (2046) traffic volumes were estimated using the annual growth rates presented in Table 11-5 and roadway segment operations were evaluated under ~~this 2037 condition, with anticipated LOS in peak summertimetypical future (2046) conditions in 2037 also shown in Figure 13.~~ Based on the forecasted volumes, only two county roadway segments are expected to fall below the county's LOS standard: Easy Street near the US 2 intersection as well as a segment along the Malaga Alcoa Highway just south of the city of Wenatchee.

The finding that the Malaga Alcoa Highway ~~fails in the future assumes full utilization of the facility that used to house the Alcoa Plant. Since that facility has been vacant since early 2016, it is unlikely that the roadway will fail the county's standard anytime soon will fall below the county's LOS~~ standard is consistent with more intense development associated with the conversion of the Malaga LAMIRD to a UGA. Since the Malaga Alcoa Highway serves as the main access roadway between Malaga and the rest of the county, it is recommended that operations along this roadway be monitored as the area develops to ensure continued access to the Malaga community.

Figure 13
Roadway Segment Level of Service (2015 and 2037)



The county is aware of the capacity issues along Easy Street, especially near the US 2 and US 97 interchange. The county recognizes multiple projects that could improve conditions in this area, including the proposed Confluence Parkway as well as the US 2 and Easy Street intersection improvements in the City of Wenatchee. Chelan County will work closely with WSDOT and the City of Wenatchee to address the expected increase in traffic.

Based on the regional demand and the forecasted traffic volume, county roadways should be able to accommodate anticipated local and regional growth for the next 20 years. Nevertheless, the county should monitor key segments especially near freeway interchanges and potential bottleneck locations to maintain an efficient roadway network.

Safety

Between 2019 and 2023, a total of 581 crashes were reported in Chelan County, 39 (7%) of which resulted in a fatality or serious injury. Figures 11-20 through 11-22 present the crashes by crash type, the pedestrian/bicycle crashes, and the fatal and severe injury crashes, respectively, for the 5-year analysis period.

The county has prepared a Safety Action Plan that follows WSDOT's Target Zero methodology where primary crash factors and high-risk behaviors are identified so that a countywide, or systemic, approach would be taken to generate high priority mitigation projects. The analysis found that lane departure crashes are identified as the top risk factor for crashes within the county. Over half of collisions involved a stationary object along rural roads (i.e. trees, signs, guardrails). As part of the Safety Action Plan, the county has identified several safety projects and programs to address these crash types. This Transportation Element looks to build on and implement the recommendations of the safety plan.

In line with the policies outlined in the Safety Action Plan, Chelan County strives to provide safe access routes to schools. Through WSDOT's Safe Routes to School (SRTS) grants program, the county is evaluating safety needs around schools in South Wenatchee (Mission View Elementary School) and Manson (Manson Elementary and High Schools). The outcome of these projects is to identify the necessary active transportation facilities to provide a safe walking route for local students.



Figure 11-21
Crash History – Pedestrian and Bicycle Crashes (2019–2023)

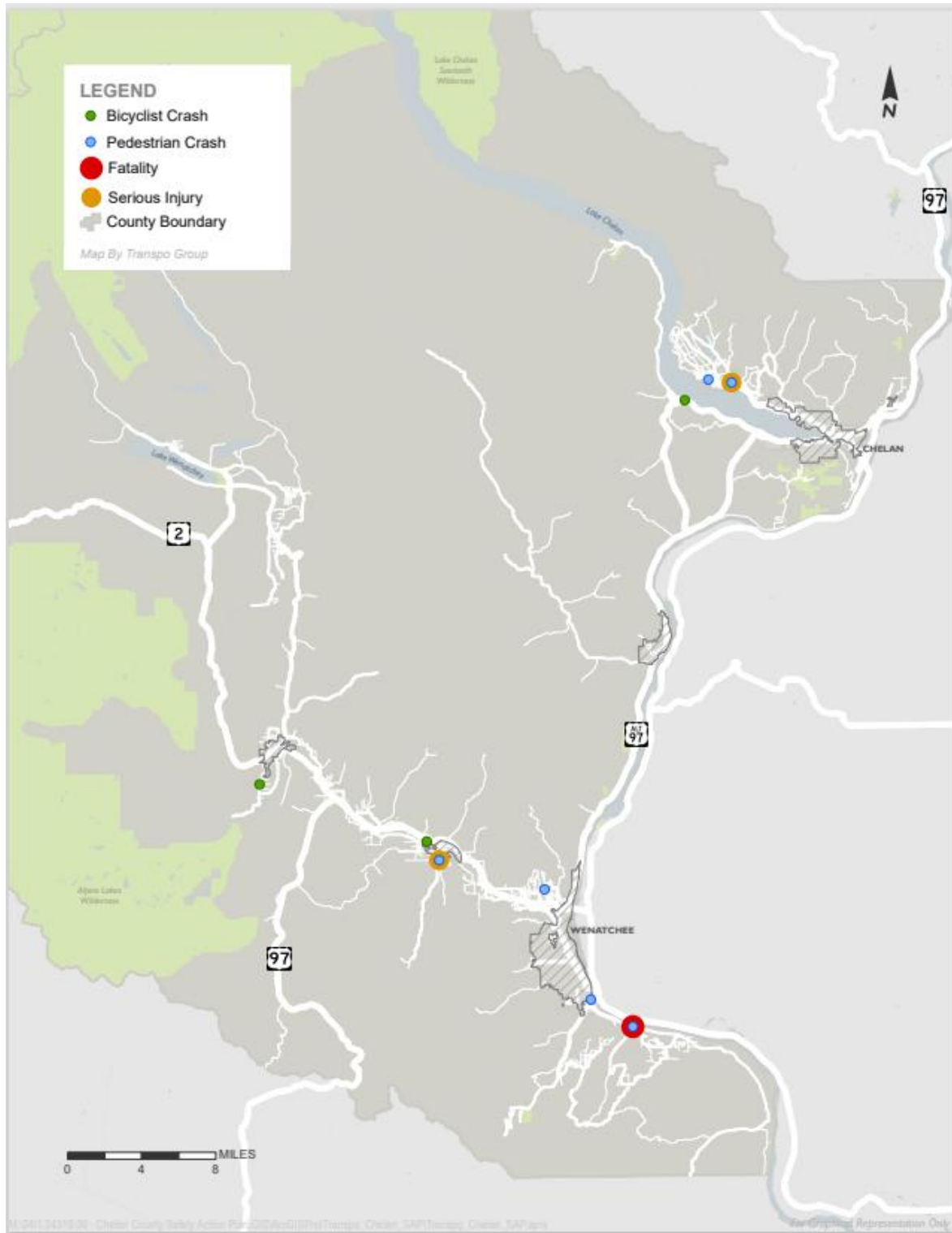
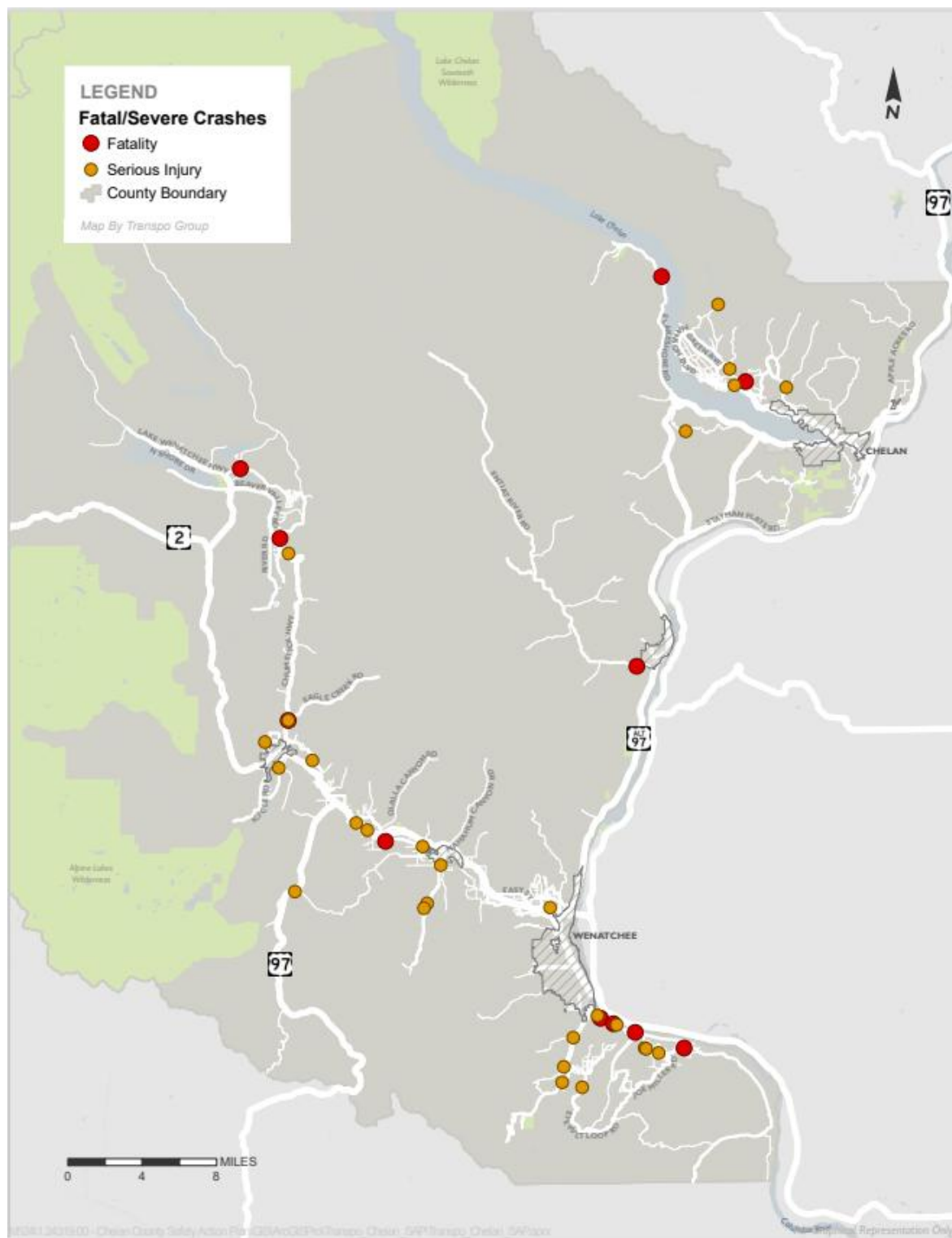


Figure 11-22
Crash History – Fatal and Severe Injury Crashes (2019–2023)



II. Opportunities and Challenges

Chelan County has several important challenges to face as it prepares for future growth and development. Each community and stakeholder possesses a different set of priorities, which the county must balance as it works to provide a multimodal network that serves diverse needs.

Network Connectivity

Maintaining a Functional System

The county's vast roadway network needs to be maintained to provide access for all roadway users. A poorly maintained network will hinder the county's ability to support future development as well as life safety and emergency operations. An important component of the roadway network is the county's bridge inventory. Bridge repair and maintenance is crucial to regional connectivity. In addition, seasonal changes and natural hazards (landslides, stormwater runoff, and fallen trees) guarantee that maintenance will be a significant component of Chelan County's transportation plan in the next 20 years.

Pedestrian and Bicycle Infrastructure

Sidewalks are generally available within city jurisdictions. However, in more rural areas of the county, only shoulders are provided and in most cases no separated pedestrian facilities are provided at all. This limits the mobility of pedestrians outside of city limits.

~~The CityAs part of WenatcheeTransportation 2050, CDTC has an existingidentified planned bicycle facility connections countywide. Chelan County will coordinate with CDTC and other local agencies to plan as it provides and pursue funding for the bicycle facilities throughout the city. Other jurisdictions provide shared mixed-use lanes and signage. The county plans and implements pedestrian and bicycle facilities outside of city limits where feasiblepathways identified in this plan and funding is availablethe Chelan-Douglas Pathways Master Plan.~~

Transit Access and Availability

Since population centers are distant from one another, bus service provides significant mobility. The county coordinates with and encourages transit usage and service to help residents, employees, and visitors reach their destinations.

Regional Growth

Regional development will play a role in the growing demands on Chelan County's transportation network by ~~2037~~2046. The county is expected to continue adding residents and jobs at a steady rate. This growth will add traffic to Chelan County's streets, as well as US 2, US 97 and US 97A, which has an impact on the quality of life for county residents. To maintain and improve mobility, as well as connectivity to the rest of the region, the county should coordinate with regional and local partners. Continued coordination with regional entities and city agencies will be critical to ensure a complete and connected transportation system that serves Chelan County residents, employees, and visitors in the future.

Funding

Funding for transportation improvement projects as well as preservation and maintenance of the current network has been stretched thin in recent years. The county is exploring multiple options to best maximize its funds to best serve the needs of residents, employees, and tourists in the county. Chapters three and seven of this Transportation Element shed more light on the challenges and opportunities of funding the transportation network.

Safety

~~Since 2011, Chelan County has seen 150 to 175 traffic collisions per year. Figure 14, Figure 15, and Figure 16 display traffic crashes around the county over a period spanning January 2011 to April 2016.~~

~~The county has a draft Roadway Safety Plan per the states mandate. This plan follows WSDOTs Target Zero methodology where primary crash factors and high risk behaviors are identified so that a countywide, or systemic, approach would be taken to generate high priority mitigation projects. The current analyses found that "Lane Departure crashes are identified as the top priority for the 2017 Chelan County Roadway Safety Plan (CCRSP). Based on the historical data from 2011 to 2016, over 54 percent of collisions involved a stationary object along rural roads (i.e. trees, signs, guardrails). The statistics not only verify Lane Departure as a Priority Level 1 factor but also demonstrate that other factors within the high risk behavior and road user groups may be positively affected by focusing efforts on reducing the occurrence and severity of lane departure crashes." This Plan analyzes fatal and serious injury crashes in the years 2005 through 2015.~~

Roadway safety has been identified as one of the key priorities of residents of Chelan County. Based off the analysis in the Safety Action Plan, rural county roadway exhibited a high percentage of lane departure crashes (i.e., roadway departure, hitting fixed object, from opposite direction head-on and

sideswipe). As part of this plan, the county has identified several safety projects and programs to address these crash types. This Transportation Element looks to build on and implement the recommendations of the safety plan.

Furthermore, the county and individual cities aim to provide safe access to schools through ~~the state's~~ WSDOT's Safe Routes to School (SRTS) ~~grants as well as other key destinations. These program.~~ Agencies apply for the grants in an effort to increase pedestrian safety. In addition, the county is looking to provide more complete facilities ~~for non-motorized users,~~ such as shoulders, trails, and sidewalks, to support active users. Chelan County's Safety Action Plan (SAP) will be used as a guide map for implementing safety improvements throughout the county.

Figure 14—
Collisions from 2011-2016 (Chelan, Manson, and Entiat Vicinity)

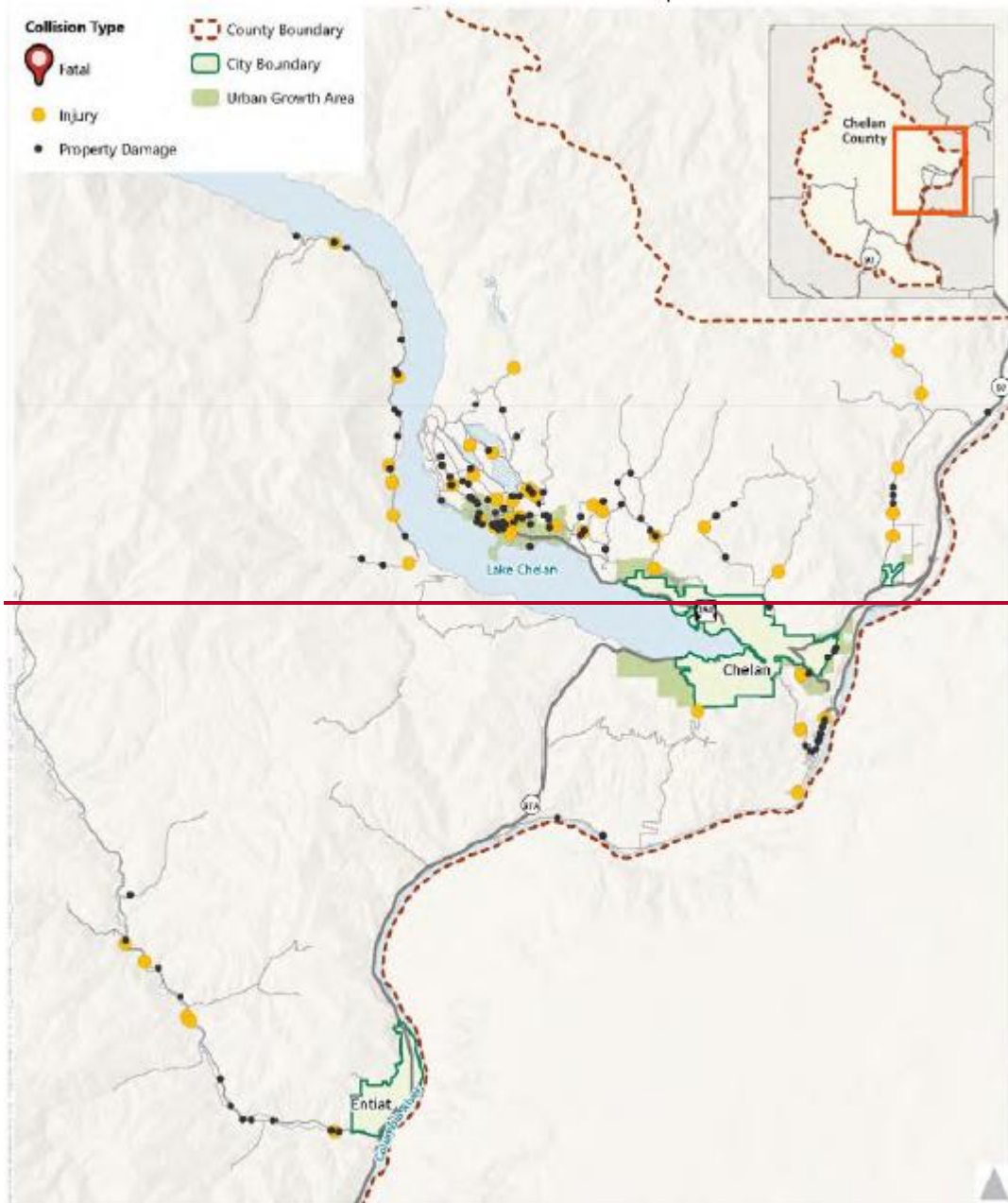


Figure 15
Collisions in 2011-2016 (Cashmere/Monitor and Wenatchee/Sunnyslope Vicinity)

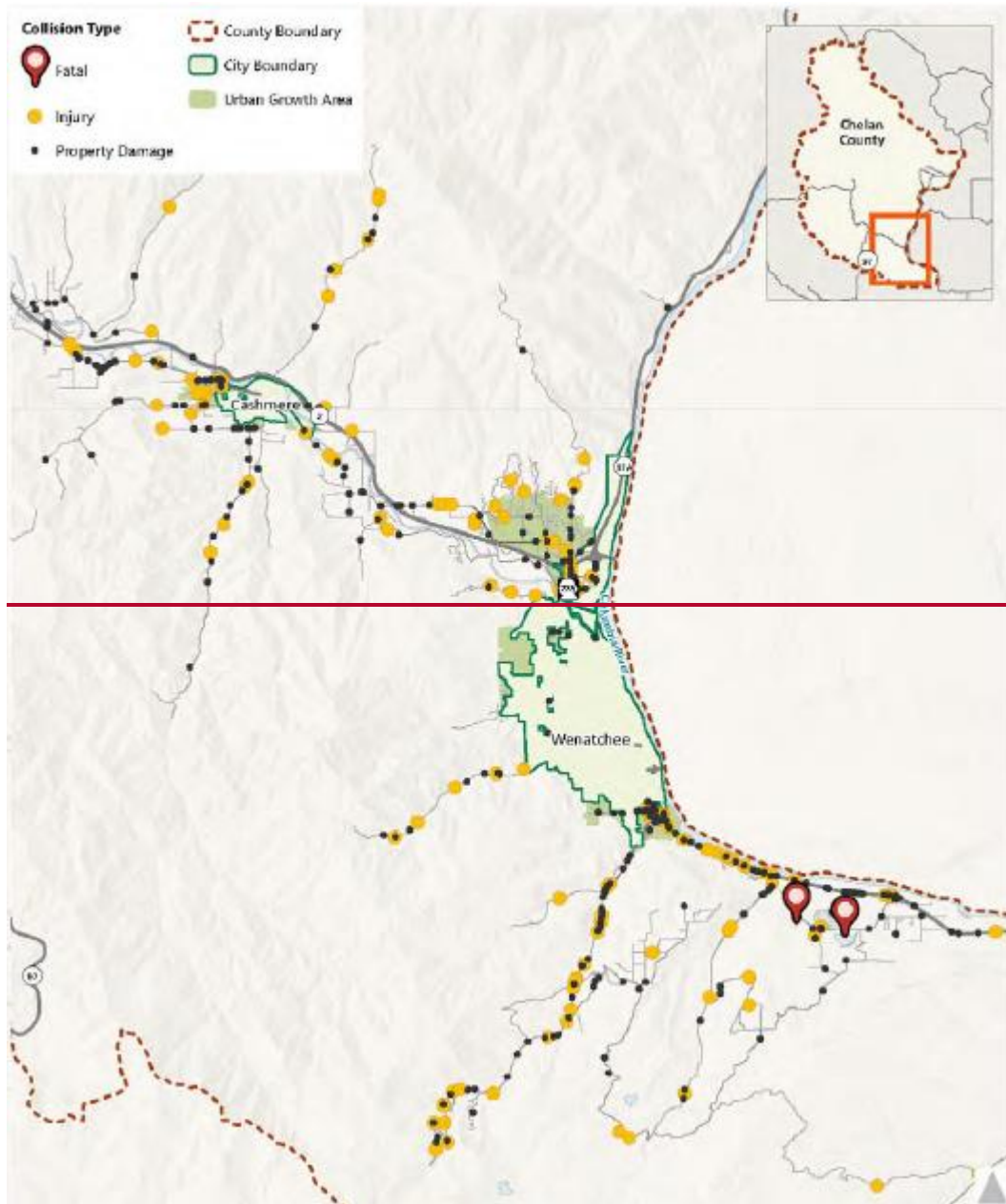
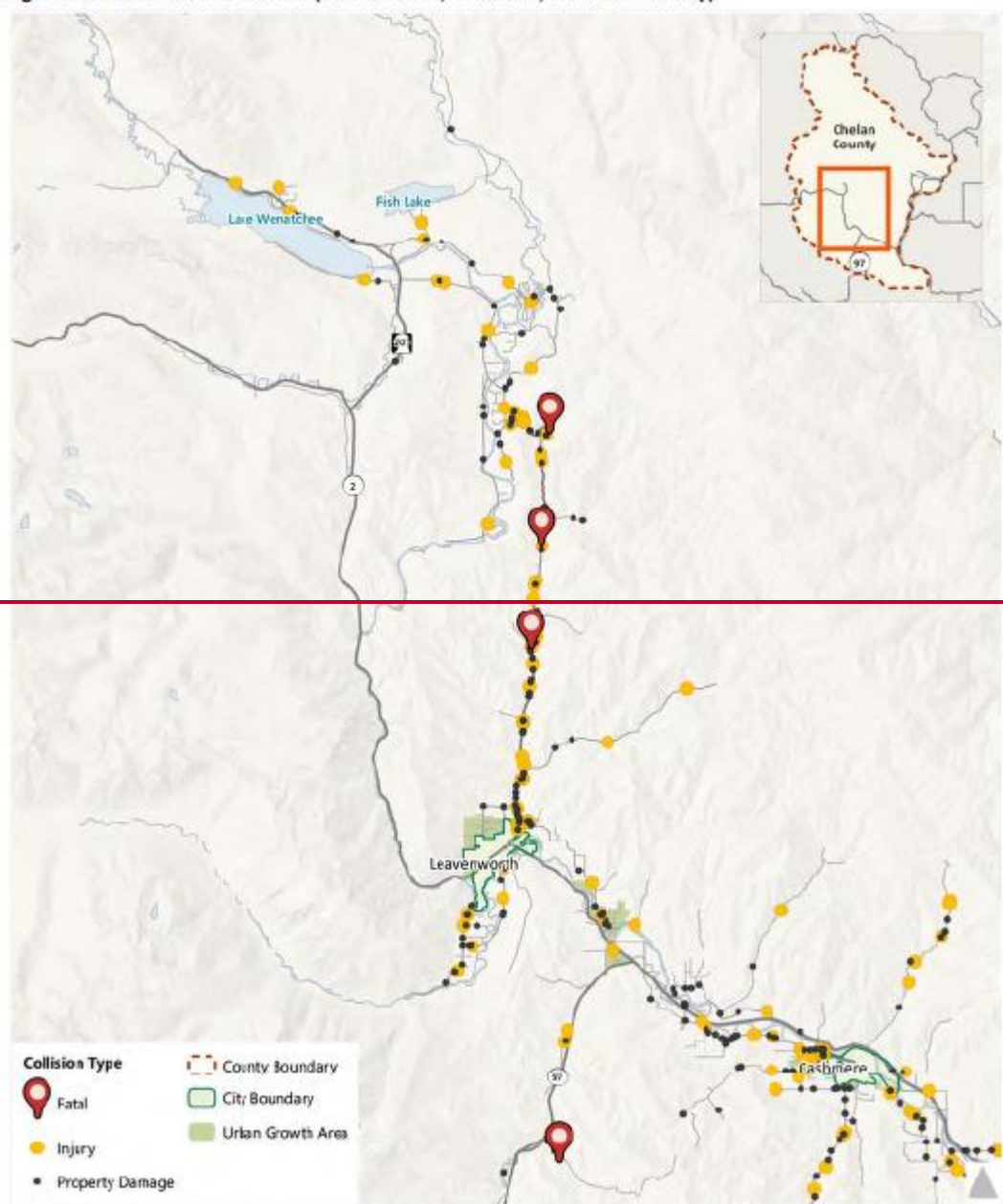


Figure 16
Collisions in 2011-2016 (Leavenworth, Peshastin, and Plain Vicinity)



Chapter

11.3 ÷ Maintaining Our System

The capital plan (~~Chapter~~ Section 11.6) of this element presents the future transportation infrastructure investments that are recommended to achieve the county's mobility goals. However, the vast majority of the county's future transportation system is already on the ground today and needs to be operated, maintained, and preserved over the life of this plan. The critical importance of adequately funding ongoing programmatic expenditures is emphasized in Goal 1 of this plan: Maintain What We Have.

This chapter discusses conditions and trends in programmatic expenditures related to the county's existing roads and bridges.

I. Existing System

The county road inventory consists of ~~a total of 644~~approximately 500 miles of paved roads and ~~5256~~ county-owned bridges. This inventory does not include State Routes or city streets, which are maintained and operated by the State and city agencies, respectively. ~~Rural roads form the majority of the system (567 miles). A total of 123 miles of county roadways were unpaved in 2016.~~

To keep this system functioning, the county makes the following types of investments, which are described in further detail below:

- **Maintenance.** Routine and ongoing activities to ensure facility utility, e.g. pothole repair and snow and ice control.
- **Preservation.** More substantive improvements to extend the useful life of assets, like pavement repair and chip seals.
- **Administration and Operations.** Public works transportation administration and support; engineering and planning services that support transportation projects.
- **Capital Outlay.** Buildings and maintenance facilities that support the transportation program.

Maintenance

The county performs regular maintenance on its roadway system. Maintenance is considered a routine activity associated with repairing a physical asset or keeping the physical asset functional during its useful life. The major maintenance activities conducted by the county include:

- Pavement crack sealing and pothole repair
- Gravel road maintenance

- Shoulder maintenance
- Roadside maintenance
- Road storm drainage facility maintenance
- Bridge repair and maintenance
- Guardrail repair and maintenance
- Signing and striping
- Snow plowing and ice removal

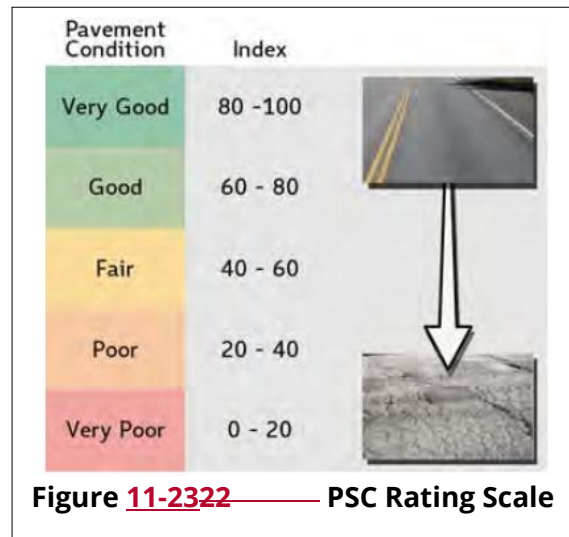
Preservation

Preservation is the replacement or repair of an asset to keep it in service at its lowest life cycle cost. Examples of preservation are replacing a bridge or repaving a roadway. There is a strong relationship between maintenance and preservation, in that if the county's roadways are well maintained, it will maximize their useful life and minimize the cost of keeping the roadways functional when it comes time to repair/replace them.

The following activities are examples of preservation:

- Pavement repair followed by
 - Chip Sealing
 - Hot Mix Asphalt overlay
- Bridge repair/replacement

To monitor pavement maintenance and preservation needs, Chelan County maintains a Pavement Management (PM) program that regularly collects data and rates pavement conditions for all paved roadways under the county's jurisdiction. The ratings are the result of field assessments of the percentage of roadway surface experiencing conditions like alligator cracking, longitudinal cracking, patching, asphalt raveling, and transverse cracking in a given length of roadway. From these observations, the Pavement Surface Condition (PSC) rating is calculated. The rating is a scale of 0 to 100 (Figure 11-23).



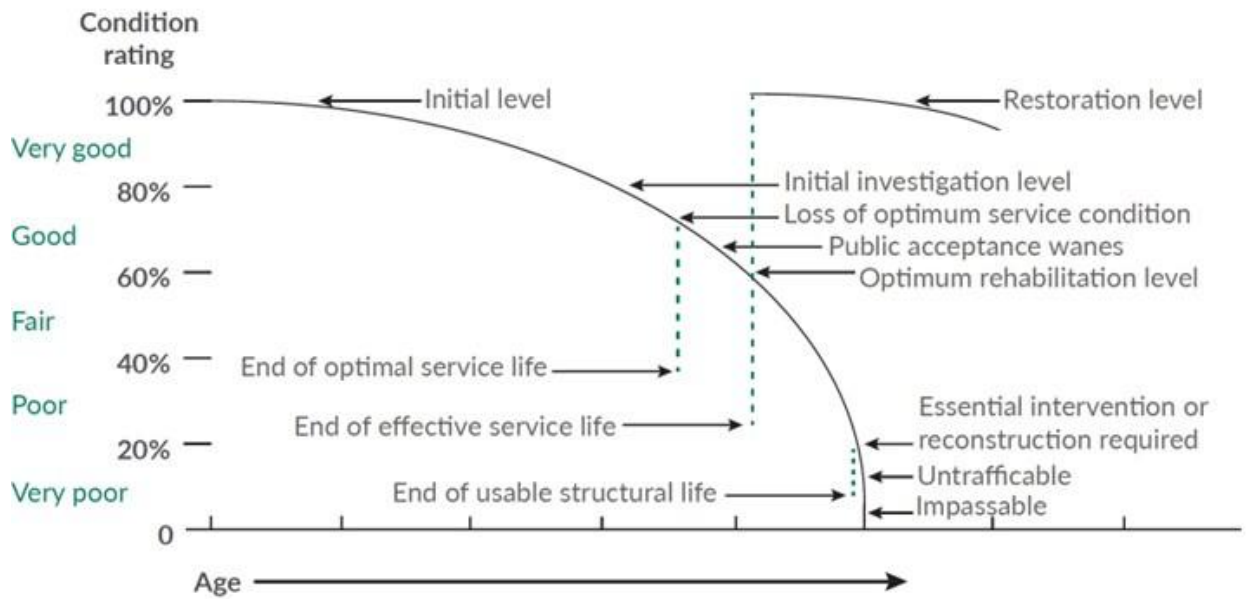


{Source: Chelan County Public Works}

These ratings are used to evaluate treatment strategies, assess overall management of the roadway surface network, and inform future funding needs.

As the figure (Figure 11-24) below shows, pavement degrades in a non-linear fashion. Once pavement falls into the fair/poor categories, its condition rapidly degrades without maintenance intervention. The cost to bring a road into good condition or maintain it at this level escalates quickly as the roadway degrades. A road in good condition can be maintained with simple patching and sealing, whereas roads in fair condition may require an overlay, and very poor condition roads often require full reconstruction.

Figure 11-24
Typical Pavement Deterioration Curve



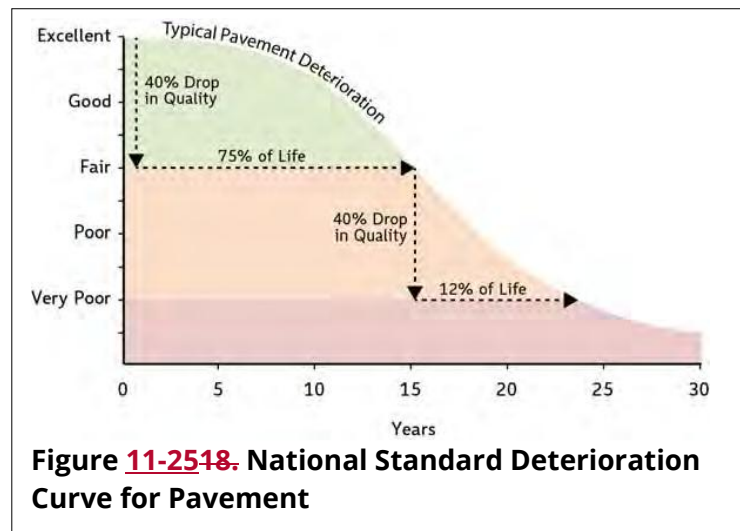
Source: WSDOT Pavement – Conditions & Performance Analysis

In addition to roadways, the other major asset that the county is responsible for is bridges. The State mandates a biannual review of all bridges to determine their condition. The result of this analysis is a rating of bridges to determine the condition of the structure and if they are functionally obsolete or

structurally deficient. Of the 5256 bridges under the county's jurisdiction, 113 are ~~deficient, either structurally deficient or functionally obsolete rated as being in Poor condition~~, while several other structures require deck rehabilitation, scour repairs, painting, or structural concrete repairs.

It is a federal requirement that signs be replaced when the visibility of the sign at night falls below a prescribed visibility. To comply with this mandate, the county must determine when signs need to be replaced based on the average visibility of a sign. Different sign material fades at different rates.

There are many other elements of county roads including shoulders, drainage features, walls, guardrail, pedestrian facilities, traffic signals and street lights. Most of these elements have not had a systematic method of evaluating condition over time, with elements of the system replaced only when they fail or fall out of compliance. The county's recent efforts to develop an Asset Management System for all roadway elements will close this gap and provide a systematic means for replacing or refurbishing these elements over time.



Administration and Operations



(Source: Chelan County Public Works)

Another critical component to keeping the county's transportation system functioning are the public works staff that administer and support the system by responding to emergencies, conducting maintenance activities, and providing planning and engineering improvements to the system.

Capital Outlay

Last, but not least, are the support infrastructure for the transportation system, such as snow plows, maintenance shops, and other heavy machinery that are owned and maintained by the county to keep the transportation system functioning year round.

The following table (Table 4) ~~11-6~~ shows programmatic expenditures over the past ~~540~~ years.

Table 411-6
Historical ~~Programmatic Maintenance & Preservation~~ Expenditures, 2005–2015 (2021–2025)

	2021	2022	2023	2024	2025	Total
Administration and Facility Operations	\$2,880,664	\$3,565,190	\$3,368,296	\$3,009,239	\$3,604,825	\$16,428,214
Maintenance and Preservation	\$7,966,811	\$9,052,222	\$9,424,529	\$11,159,930	\$7,782,809	\$45,386,300
Capital Outlay for Facilities	\$ -	\$25,121	\$23,121	\$ -	\$ -	\$48,242
Total	\$10,847,475	\$12,642,533	\$12,815,946	\$14,169,169	\$11,387,634	\$61,862,757

Year	Preservation	Maintenance	Administration & Facility Operations	Capital Outlay for Facilities	Total Programmatic Expenditures
2005		\$4,762,181 ⁵	\$1,407,740	\$494,992	\$6,664,913
2006		\$6,305,543	\$1,659,964	\$15,123	\$7,980,630
2007		\$7,432,486	\$2,193,314		\$9,625,800
2008		\$5,342,218	\$2,349,098	\$129,475	\$7,820,791
2009	\$1,121,213	\$5,090,481	\$2,358,031		\$8,569,725
2010	\$1,473,810	\$4,658,762	\$2,076,978		\$8,209,550
2011	\$1,430,599	\$4,700,316	\$2,384,530		\$8,515,445
2012	\$1,193,949	\$5,031,611	\$2,492,566		\$8,718,126
2013	\$2,020,342*	\$4,913,515	\$2,893,629	\$78,647	\$9,906,133
2014	\$2,472,675*	\$4,930,081	\$2,492,189	\$74,129	\$9,969,074
2015	\$1,163,702*	\$5,543,230*	\$2,719,765	\$18,767	\$9,445,464
TOTAL	\$10,876,290	\$58,710,424	\$25,027,804	\$811,133	\$95,425,651

Source: Chelan County Public Works; ~~2016~~2026.

~~*These years had an injection of funding allocated from the Distressed County fund with some Preservation dollars moved to Maintenance in 2015. The Distressed County funding was a one-time allocation.~~

~~⁵Maintenance expenditure includes preservation expenditures from 2005 to 2008.~~

II. Budgeting for Good State of Repair

The county evaluated its transportation system inventory and likely maintenance and preservation needs over the next 20 years. Below, each element of the county's inventory is described with annual expenditure needs summarized at the end.

Pavement

There are two primary types of paved roadways under Chelan County's jurisdiction:

- Hot mix asphalt (HMA) is the most durable asphalt treatment regularly performed in the county. These roadways have a design life of 20 years. ~~Performing a roadway overlay with HMA costs approximately \$210,000 per center line mile for roadways that are in fair condition or better and \$252,000 per center line mile for roads in poor condition.~~ The county has ~~7928~~ center line miles of HMA paved roadways, ~~5.52~~ miles of which are in ~~Poor or Very~~ Poor condition (PSC less than 40). (Roadways that are HMA paved generally receive a chip seal within 10-years to further the life of the road. These roads may be listed included in the BST inventory.)
- Bituminous surface treatment (BST), also known as chip seal, is a lower-cost treatment that has a shorter design life of approximately 7 years. The county currently has ~~444427~~-centerline miles of BST paved roadways, ~~133~~ miles of which are in Poor ~~or Very Poor~~ condition (PSC less than 40). ~~The cost of P~~performing an overlay of a BST roadway is approximately ~~\$3036,000~~ per center line mile. (An undetermined number of miles of BST roadways were originally constructed with HMA surfacing.)

Table ~~11-75~~, below, summarizes the annual investment need for pavement preservation based on this inventory. Consistent with Goal 1 of Maintaining What We Have, this plan recommends front loading pavement preservation costs in the first six years of this plan to address the existing backlog in pavement needs.

Other Roadway Elements

While pavement preservation is the primary cost related county roads, there are other important elements to consider, including shoulders, drainage features, pedestrian facilities, guardrail, concrete barriers, signals and signage. Table ~~11-75~~ summarizes costs associated with ~~replacereplacing~~/refurbishing guardrail, concrete barriers, and signage over the life of this plan.

Bridges

As described earlier, there are ~~5256~~ bridges under Chelan County's jurisdiction ~~and 11 are considered functionally obsolete or structurally deficient. While the County does not have the resources to address all 11 deficient. Of these 56 bridges, only 3 have an Overall Bridge Condition Classification of Poor, as indicated in the near future, to protect the safety and continued mobility of Chelan County residents and businesses, this Plan recommends starting rehabilitation~~Public Works Department Annual Bridge Report 2025:

- Peshastin Bridge #411A³⁸
- Ardenvoir Bridge #505A³⁹
- Chiwawa River Bridge #703A

Two of two of these the three bridges over in poor condition were addressed in 2024, with the next 10 years. It is assumed that remaining bridge, Chiwawa River Bridge #703A, scheduled for replacement in 2027. In 2024, the County received Surface Transportation Program (STP) Bridge funds to replace the girders, deck, and other structural elements, fully covering the cost to rehabilitate two bridges is approximately \$28 million. Assuming the federal match of 80 percent for those bridges, the cost to of the county of retrofitting these bridges would be approximately \$560,000 annually over repairs to the next 10 yearsChiwawa River bridge with Federal Funds.

Table 11-7
Recommended Preservation Expenditures

Element	Conditions PSC	Qualitative Condition	Inventory	Unit	Design Life (years)	Unit cost (\$)	Annual Investment
Paved County Roads							
Paved Roads	PSC ≥ 40	Fair to Very Good	490.85	Center line (CL) miles	7	\$36,000 per CL mile	\$2,525,000
	PSC < 40	Poor to Very Poor	9.66	CL miles	6	\$480,000 per CL mile	\$773,000
Annual Pavement (Years 1-6)							\$3,298,000
Annual Pavement (Years 7-20)							\$2,574,000
Other Roadway Elements¹							

³⁸ Bridge deck replaced in 2024. Bridge condition in the Annual Bridge Report 2025 does not reflect the improvements.

Element	Conditions PSC	Qualitative Condition	Inventory	Unit	Design Life (years)	Unit cost (\$)	Annual Investment
Guardrail & Concrete Barriers			83.47	CL miles	30	-	\$62,000
Sign/Striping			8,183	EA	10	-	\$585,000
Pedestrian Facilities			157,619	LF	50	-	\$7,000
Drainage Facilities			5627	EA	75	-	\$423,000
Annual Other Roadway Elements							\$1,077,000
Bridges							
Bridges			56	EA	100	\$5,360,000 for the replacement of 1 bridge	\$107,000 <i>(Assumes federal funding)</i>
Annual Preservation Years 1-6							\$4,482,000
Annual Preservation Years 7-10							\$3,651,000
Annual Preservation Years 11-20							\$3,651,000

Element	Conditions PSC	Qualitative Condition	Inventory	Unit	Design Life (years)	Unit cost (\$)	Annual Investment
Paved County Roads							
Paved Roads	PSC $\geq$ 40	Fair to Very Good	507	Center line (CL) miles	7	\$30,000 per CL mile	\$2,173,000
	PSC < 40	Poor to Very Poor	18	CL miles	6	\$400,000 per CL mile	\$1,200,000
Annual Pavement (Years 1-6)							\$3,373,000
Annual Pavement (Years 7-20)							\$2,173,000
Other Roadway Elements							
Guardrail			75	CL miles	30	\$158,400 per CL mile	\$396,000
Signs			45,150	SF	10	\$15 per SF	\$68,000
Concrete Barriers			12	CL miles	40	\$45 per linear foot	\$77,000
Pedestrian Facilities			118,117	LF	50	\$58	\$138,000
Drainage Facilities			35	EA	75	\$176,790	\$83,000
Annual Other Roadway Elements							\$762,000
Bridges							
Bridges			52	EA	100	\$28,000,000 for the replacement of 2 bridges	\$560,000 <i>(Assumes federal funding)</i>
Annual Preservation Years 1-6							\$4,695,000
Annual Preservation Years 7-10							\$3,495,000
Annual Preservation Years 11-20							\$3,495,000

Notes:

1. [Annual Investment Costs for Other Roadway Elements Based on historical annual investments.](#)
[Source: Chelan County Public Works 2026.](#)

Major Findings

It is worthwhile to note that this analysis suggests that the county's investments in preservation ~~should increase substantially~~ may need to increase relative to recent spending levels. Historical preservation expenditures average approximately \$2.1 million per year. To make room for this growth in preservation expenditures, the county will need to reconsider its funding priorities and potentially consider additional funding sources for transportation. The final chapter of this Plan considers ways to increase transportation revenues, such as local option gas taxes and a levy lid lift, both of which could fund system preservation.

III. Policies to Support a Good State of Repair

The following policies are recommended to enhance Chelan County's ability to preserve its existing system over the course of this Plan. Many of these policies have been applied in other jurisdictions and already with Chelan County.³⁹

Prioritize System Maintenance Over System Expansion

The cost-effective preservation of the existing and future transportation system should be a funding priority ahead of expanding the system. This Plan recommends addressing the backlog of pavement and bridge projects in the first 10 years, even at the expense of capital expansion.

Identify New Sources of Funding that can Pay for System Maintenance and Preservation

The county should look for ways to increase the amount of annual funding available for system maintenance and preservation activities. In considering new sources of funding, those that can fund maintenance and system preservation activities should be prioritized.

Maintain the County's Transportation System at Lowest Lifecycle Cost

To maximize the county's funding resources, transportation assets should be replaced or rehabilitated at the point of lowest cost in the lifecycle of the asset.

Enhance the Current Pavement Management System to Consider More Comprehensive Inventory of Assets

A comprehensive asset management system for all road assets is a key strategy for being able to accomplish the goal of lowest life-cycle cost for these assets. The county's Pavement Management system is an excellent step in the right direction, although the system could be expanded to monitor the condition of a comprehensive list of roadway assets, such as guardrail, signs, and concrete barriers. A comprehensive asset management system includes the following elements:

- Setting level of service goals
- Developing and maintaining a complete inventory of assets
- Regularly collecting asset condition and usage data

³⁹ Pierce County's May 2008 Transportation System Preservation Discussion white paper was a source for some of these policies.

- Tracking costs
- Developing a method for evaluating risk
- Developing a method for evaluating when and how to replace or refurbish the asset
- Adopting performance measures that provide information to best manage the resources used to manage the asset.

Once all of these elements of a system are in place to manage an asset, county staff can justify and allocate the resources needed to effectively preserve the assets.

Develop a Reserve Fund to Address Unfunded Programmatic and Unanticipated Events

In recent years, the county has seen an uptick in system failures related to weather and aging infrastructure. ~~The county should consider developing an emergency infrastructure fund to address these unanticipated events, as they can strongly impact safety and quality of life in Chelan County. The types of expenditures that might be covered by this sort of account includes the needs shown in Table 6. As part of the annual update to the six-year Transportation Improvement Program (TIP), the county sets aside funding to address various maintenance programs for roadway and transportation infrastructure, as shown in Table 11-8. This includes \$270,000 annually set aside for emergency projects. The county may consider allocating addition funds to emergency projects, as the need arises.~~

Table 11-8
Reserve Fund

Need	Annual Cost	Note
Bridge Programs	\$40,000	Mostly inspection costs, larger repairs considered in emergency funding
Environmental Mitigation	\$25,000	Typically don't use
Guardrail Program	\$10,000	This program will be replaced in the future
Pedestrian Facility Retrofit Program	\$10,000	Planning and inventory, then construction every 2 years \$50,000
Slope/Wall Stabilization Needs	\$50,000	Drops to \$25,000 in odd years for construction, even years are for design
Hazardous Tree	\$5,000	Every 3rd year bumps up to \$45,000 for construction

Need	Annual Cost	Note
Removal		
Roadside Safety Program	\$15,000	Typically don't use
Emergency Funding	\$270,000	\$50K for engineering and \$220K for construction (\$20K for drainage, \$50K for bridges, \$150K for unforeseen projects)

Need	Annual Cost	Note
Bridge Repairs	\$150,000	
Culvert Replacement and Stormwater Mitigation	\$1,000,000	Over 7 years to replace culvert with a mandated bridge and other significant infrastructure
Guardrail Infill	\$75,000	
ADA Compliant Needs	\$100,000	
Slope/Wall Stabilization Needs	\$500,000	For first 10 years then \$250,000 per year after
Hazardous Tree Removal	\$150,000	For first 6 years, then \$50,000 per year after
Increase in Regulatory Mandates	\$30,000	Increases that impact Public Works from operations and maintenance to unforeseen impacts of projects
Emergency Funding	\$100,000	\$200,000 is already budgeted under Extraordinary Operations

Chapter

11.4 ÷ Transportation Goals and Policies

This chapter provides a summary of the six main goals that encompass the county's transportation vision. These goals incorporate the many different priorities from different jurisdictions to promote consistency between the county and other stakeholders. Ultimately, this transportation element is guided by one 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.

I. Goal 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.

- 1.1 Maintain a comprehensive transportation system plan, showing roadway classifications, roadway extensions, future facility locations and right-of-way needs.
- 1.2 Prioritize the cost-effective maintenance and preservation of the existing transportation system over system expansion.
- 1.3 Identify new sources of funding that can fund system maintenance and preservation.
- 1.4 Enhance, or add to, the current pavement management system to consider replacement needs of a more comprehensive inventory of assets.
- 1.5 Develop an emergency fund to address unanticipated events, such as slides and bridge failures.
- 1.6 Document, in rank-order from highest to lowest priority, Chelan County roads that are to be maintained during snow periods.
- 1.7 Require a maintenance agreement for private roads that are approved as a result of development or changes in land use.
- 1.8 Define and implement improvements to preserve the level of service and operations of the existing county road system.
- 1.9 Implement a transportation concurrency program to deny approval of any development proposal that would cause a roadway segment to fall below the adopted minimum level of service (except for highways of statewide significance) unless transportation improvements or strategies to accommodate the impacts of the proposed development are made concurrent with the development.

1.10 For SEPA review of new development and planning and design of transportation facilities, recognize that the minimum level of service adopted for State Routes and county arterials and collectors is level “C” for rural areas and level “D” for urban areas.

1.11 Prioritize and program road improvements to minimize seasonal road restrictions or closures.

1.12 Minimize direct vehicular access from private property onto arterial streets and collectors. Instead, encourage access via frontage roads or connecting local streets.

1.13 Pursue the restriction/elimination of roadway access points as opportunities arise to maintain the capacity, operations and safety of existing arterials and collectors.

1.14 Maintain access to existing airport and floatplane facilities and accommodate needed expansion to serve growing population and employment needs.

1.15 Support the Emergency Management Service and the school bus services to address their specific needs in the prioritization of roadway maintenance activities.

1.16 Where possible, use the planning process and SEPA to evaluate impacts to safety, access, roadway/intersection operations, environmental processes, and apply transportation concurrency to measure the adequacy of the impacted roadway segments from new development.

1.17 Provide Active Transportation facilities along designated routes that rate “acceptable” or “good” according to the active transportation level of service definitions established in the transportation element.

1.18 Provide connectivity to Link transit stop locations that rates as “acceptable” or “good” according to the transit level of service definitions established in the transportation element.

II. Goal 2 – Provide a Safe System



Create a transportation network that can be shared safely by all users and provides sufficient access for emergency response.

2.1 Recognize the needs of all users of the transportation system including motor and freight vehicle drivers, bicyclists, pedestrians, and public transportation users, and balance the needs in all types of *rural* and *urban* transportation and development projects and through all phases of a project.

2.2 Apply adopted County Road Classification and Design Standards in the design and construction of roadways consistent with Title 15.30 of the Chelan County Code.

2.3 Maintain a functional classification system, and design roadways in accordance with functional classifications and 20-year travel demands.

2.4 Treat safety, and preservation of the existing roadway systems as high priorities.

2.5 Work with WSDOT and other agencies to improve [multimodal](#) traffic safety of roadways and intersections that intersect with county facilities, [consistent with RCW 47.04.035 Complete Street Principals](#).

2.6 Evaluate proposed transportation projects for their impacts to emergency service access and existing uses.

2.7 Include specific provisions for nonmotorized travel in the design of all new and existing transportation facilities, where feasible.

2.8 Encourage safe and convenient nonmotorized connections between developed and developing areas.

2.9 Establish a system of designated bicycle and trail routes for transportation and other recreational uses utilizing existing transportation corridors where safety considerations are not compromised.

2.10 Support improved non-motorized and trail signage.

2.11 Recognize the non-motorized system as an extension of transit, and support needed linkages and access to transit stops.

2.12 Apply Americans with Disabilities Act (ADA) guidelines to facilitate access within urbanized areas [and implement the policies and recommendations of the ADA Self-Evaluation & Transition Plan](#).

2.13 Improve the safety and efficiency of railroad crossings.

2.14 Discourage the use of dead-end roadways in new developments, where feasible.

2.15 Develop and maintain a countywide safety plan to address systemic safety concerns on county rural roadways.

III. Goal 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.



- 3.1 Establish a prioritization system based on criteria and ranking of transportation projects based on the three highest county priorities – safety, leveraging of outside funding sources, coordination with other agencies.
- 3.2 Promote the equitable distribution of the costs of transportation facilities between the public and the private sector.
- 3.3 Develop the annual Six-Year Transportation Improvement Program (TIP) so it is financially viable, leverages available county funding, and is consistent with the Comprehensive Plan.
- 3.4 Ensure that new development mitigates their impacts on the transportation system.
- 3.5 Maintain the existing development review process for transportation that addresses concurrency, SEPA, Road Standards, and other impacts and potential mitigation requirements per Title 15. Review the cumulative transportation impacts of new development and implement methods of sharing mitigation costs.
- 3.6 Provide for Latecomer Agreements to better allocate improvement costs.
- 3.7 Explore implementation of a Transportation Impact Fee program to help fund the implementation of growth-related transportation projects.
- 3.8 Improve the sustainability of the county's funding maintenance, operations, and capital improvements. Periodically review funding status and consider increasing the County Road Levy, including possible voter approval of a Levy lift. Consider formation of a Transportation Benefit District (TBD) to help fund county and/or regional transportation improvement projects. Explore and implement other public/private funding options such as Local Improvement Districts (LID) and Road Improvement Districts (RID).
- 3.9 Coordinate among jurisdictions (Chelan County, Cities, LINK Transit, Port Authority of Chelan County, WSDOT, and incorporated cities) to jointly fund transportation improvements.

3.10 Pursue a range of grants to help fund roadway and multimodal transportation improvement projects.

3.11 Work with State legislators, other counties, local cities, and other stakeholders to reduce restrictions on use of Planned Action Ordinances, Transportation Benefit Districts, and other available funding programs.

IV. Goal 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.



4.1 Review and update the transportation element concurrent with major Comprehensive Plan Update to respond to changes in land use planning, funding, or operating of the transportation system and in accordance with state law

4.2 Prioritize and support improvements to facilities that are critical components of the intermodal transportation systems (e.g. roads leading to airports, rail transfer facilities, access to businesses, agricultural lands and employment centers, etc.).

4.3 Prioritize and support improvements to the County Freight and Goods Transportation System (FGTS) roads to complete an All-Weather Road System.

4.4 Promote coordinated non-motorized system improvements focusing on access to schools, parks, transit services, employment and service centers, and shorelines.

4.5 Coordinate with other agencies to develop a Comprehensive Trails Plan to analyze alignment, design, cost, phasing and relative priority of trail projects, and to identify the needed linkages between the trails.

4.6 Encourage transit facilities and services as mitigation, where appropriate, for new developments.

4.7 Encourage improved water transportation on Lake Chelan.

4.8 Protect existing public access to public waterways and lands and seek opportunities to increase public access wherever practical.

4.9 Coordinate with Cities, communities and port districts, where possible, to accommodate industry in new growth areas.

4.10 Require development to include public and non-motorized transportation compatible designs in all projects.

4.11 Support urban growth boundaries, urban nodes, residential centers, and employment centers identified in local comprehensive plans in order to promote an efficient land use pattern and transportation network integration.

4.12 Ensure development regulations are flexible and receptive to innovations and advances in transportation technology.

V. Goal 5 – Environmental Stewardship



Avoid and minimize negative environmental and societal impacts from the transportation system and enhance the natural and social environment when possible.

5.1 Consider and be respectful of the rural and historic character of the county while implementing the transportation element.

5.2 Encourage the development and implementation of transportation demand management programs appropriate for the various communities in the County: to reduce greenhouse gas (GHG) emissions and vehicle miles traveled (VMT).

5.3 Coordinate with and adhere to regional, State, and Federal agencies on reducing air quality impacts.

5.4 Consider refinements to roadway design standards so as to minimize impacts on hydrologic systems, including surface and groundwater quality.

5.5 Provide flexibility on the width of pavement and lanes to allow for narrower lanes while still assuring that roadways function safely for cars and trucks, public transportation, bikes, pedestrians, and other service vehicles. The use of alternatives to impervious surface materials, wherever possible, should also be considered.

5.6 Develop alternatives to transportation improvement projects when significant adverse environmental impacts have been identified.

5.7 Develop and apply mitigation strategies to reduce unavoidable adverse environmental impacts of transportation improvements.

VI. Goal 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.



6.1 Coordinate with Cities, Chelan-Douglas Transportation Council (CDTC), LINK Transit, Washington State Department of Transportation (WSDOT), and other adjoining agencies.

6.2 Encourage public participation in transportation-related decisions and provide forums to help citizens understand transportation issues.

6.3 Work with cities to develop and adopt street design standards for each city's Urban Growth Area.

6.4 Develop consistent or compatible processes to identify and set priorities for transportation improvement projects in each agency's six-year transportation improvement program.

6.5 Coordinate with the US Forest Service relative to their activities and policies on transportation.

6.6 Prioritize projects that help to create a comprehensive, integrated and connected network of roads, trails, and other transportation services.

6.7 Coordinate maintenance activities and annual maintenance programs with adjacent jurisdictions, Forest Service, and WSDOT.

6.8 Work with WSDOT to provide input into the planning process and to explore opportunities to implement the State Airport Plan.

6.9 Work with WSDOT to provide input on the State Rail Plan and to facilitate implementation of rail transportation facilities and services.

6.10 Work closely with local, regional and State partners to monitor rail freight activity and ensure that the county's priorities, preferences, and interests are represented and factored into emerging State and County policies and programs.

6.11 Explore opportunities for separated mixed-use paths to enhance enjoyment of natural/scenic areas in a safe manner.

6.12 Work with LINK Transit, WSDOT, and local agencies to develop park-and-ride, park-~~and-boat~~and-land-pool, and express transit service where the need for such facilities has been identified.

6.13 Work with other local, State, and Federal agencies to achieve improvements to transportation systems that promote safe and efficient access for recreational and tourism activities throughout the county.

6.14 Require dedication of roadway rights-of-way in land development processes, in accordance with the appropriate functional classification, County Road Standards, and County/WSDOT policies.

6.15 Recognize that Forest Service and primitive roads are generally unsuitable for residential development.

6.16 Support cooperative efforts to provide for docking of boats, barges, and float planes on Lake Chelan with the National Park Service, Forest Service, Chelan County Public Utility District, and the Port of Chelan County.

6.17 Ensure that stakeholders, including property owners, have an opportunity to provide comment on the expansion of trails and on transportation facility improvement projects.

Goal 7 – Resilient Transportation System

Ensure the local transportation system can withstand and recover quickly from the impacts of extreme weather events and other climate-exacerbated hazards, while maintaining continuity of access for residents, visitors, industry, and emergency services.

7.1 Ensure the local transportation system can withstand and recover quickly from the impacts of extreme weather events and other climate-exacerbated hazards, while maintaining continuity of access for residents, visitors, industry, and emergency services.

7.2 Improve street connectivity and multi-modal access, such as sidewalks, street crossings, and route redundancy, in urban growth areas and rural communities to ensure residents have safe evacuation options during wildfire and other climate-driven emergency events.

7.3 Improve street connectivity and multi-modal access, such as sidewalks, street crossings, and route redundancy, in urban growth areas and rural communities to ensure residents have safe evacuation options during wildfire and other climate-driven emergency events.

7.4 Reduce stormwater impacts from transportation infrastructure and development through watershed planning, redevelopment and retrofit projects, and low-impact development standards that limit impervious surface and manage runoff at the source.

7.5 Coordinate with WSDOT, Washington DNR, Chelan County Emergency Management, and local fire authorities to pre-identify and maintain alternative transportation routes and detour plans for road segments at high risk of wildfire-related closure and incorporate route vulnerability into capital improvement and vegetation management planning.

Chapter 11.5 ÷ Transportation Vision

Looking into the future, Chelan County aspires to provide a transportation system that serves all users through the provision of safe and ~~wellmaintained~~well-maintained facilities.

The following ~~chapters~~sections detail the capital plan to meet this transportation vision and the funding plan needed to ensure these capital investments and ongoing programmatic expenditures, including system operations and maintenance, are in place during the life of this plan.

In general, Chelan County roads are rural two-lane roads which mainly serve automobile traffic. Determining how the entire transportation network fits together throughout the county requires identifying desirable facilities for each mode and then identifying infrastructure enhancements to ensure safe ~~and~~, complete, and connected facilities for all users.

I. ~~Walking~~

~~Walking is the most fundamental~~

I. Active Transportation Network

Despite many county roads lacking pedestrian and bicycle facilities, active transportation ~~mode~~ since modes are a ~~portion~~ key component of every trip the proposed Chelan County transportation network vision. In line with the goals and policies, the county is committed to providing a multimodal transportation network that supports all travel modes and is ~~made~~ consistent with the surrounding land use context.

As part of the Transportation Element update, Chelan County identified a proposed Active Transportation Network, as shown in Figures 11-26 through 11-28, along which facilities for bicycle

and pedestrian modes should be considered. This network builds off the bicycle network identified by walking-CDTC in the *Transportation 2050* plan. The network is also aligned with the active transportation facilities and networks found within cities and towns throughout the county. The system includes a hierarchy of connections and routes to provide a comprehensive network of roadway facilities that can accommodate multimodal travel and connect key destinations throughout the county. This network includes the planned multi-use path connections identified in the *Chelan-Douglas Pathways Master Plan*.

Most roadways within the Active Transportation Network are defined as Primary Routes, along which dedicated bicycle/pedestrian facilities are desired. The Secondary/Scenic Routes are low-volume roadways along which vehicles and active mode users are intended to share the road.

While most county streets tend not to need fully ~~separate~~separated sidewalks or paths due to their low pedestrian and vehicle volumes, some of the county's arterials and collectors do warrant dedicated pedestrian infrastructure:

, particularly those near Urban Growth Areas. Population dense areas with commercial land uses and roadways that serve schools, parks, regional recreational destinations and churches support more pedestrians and may have a larger portion of vulnerable users than other streets. Measures such as widened shoulders that provide increased separation from moving vehicles, multi-use trails, marked crosswalks, and sidewalks at roadway crossings support pedestrian and bicycle travel throughout the county.

As part of HB 1181 passed in 2023, Washington State's Growth Management Act (GMA) was amended with the requirement that communities plan for a multimodal transportation network, including walking and cycling. The updated GMA requirements also mandate the adoption of active transportation LOS standards.

Figure 11-26
Active Transportation Network (Chelan, Manson, & Entiat Vicinity)

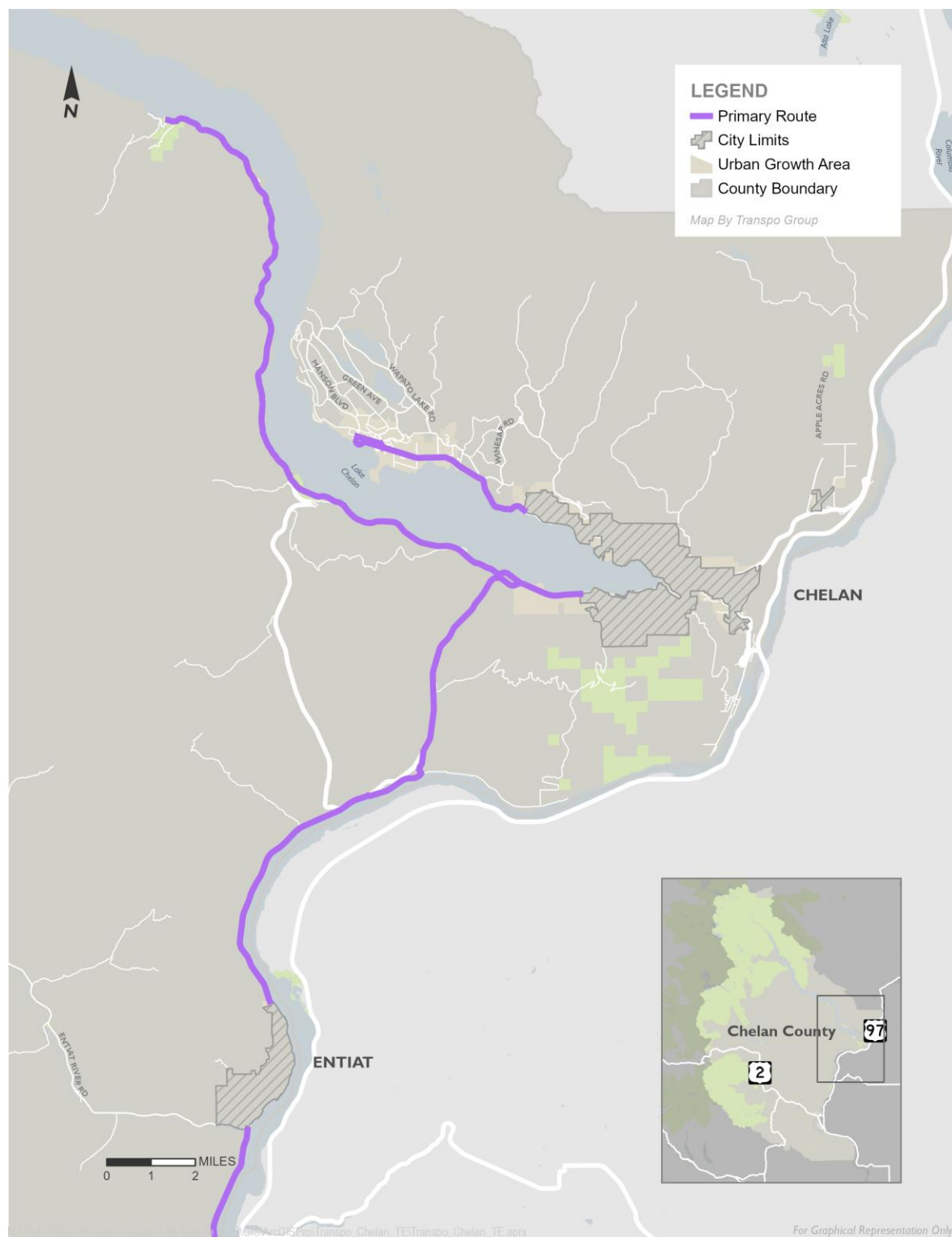


Figure 11-27
Active Transportation Network (Cashmere, Monitor & Wenatchee Vicinity)

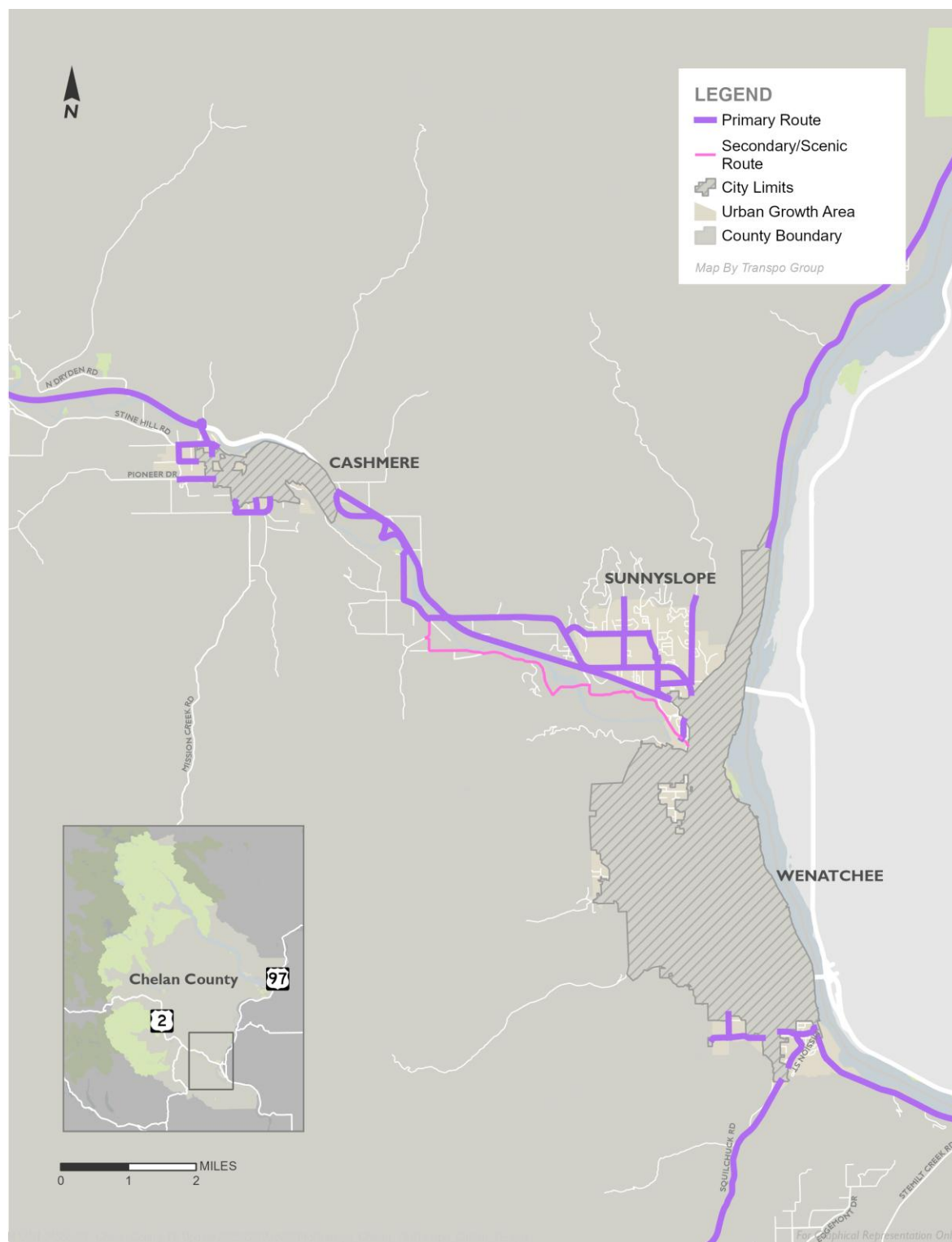
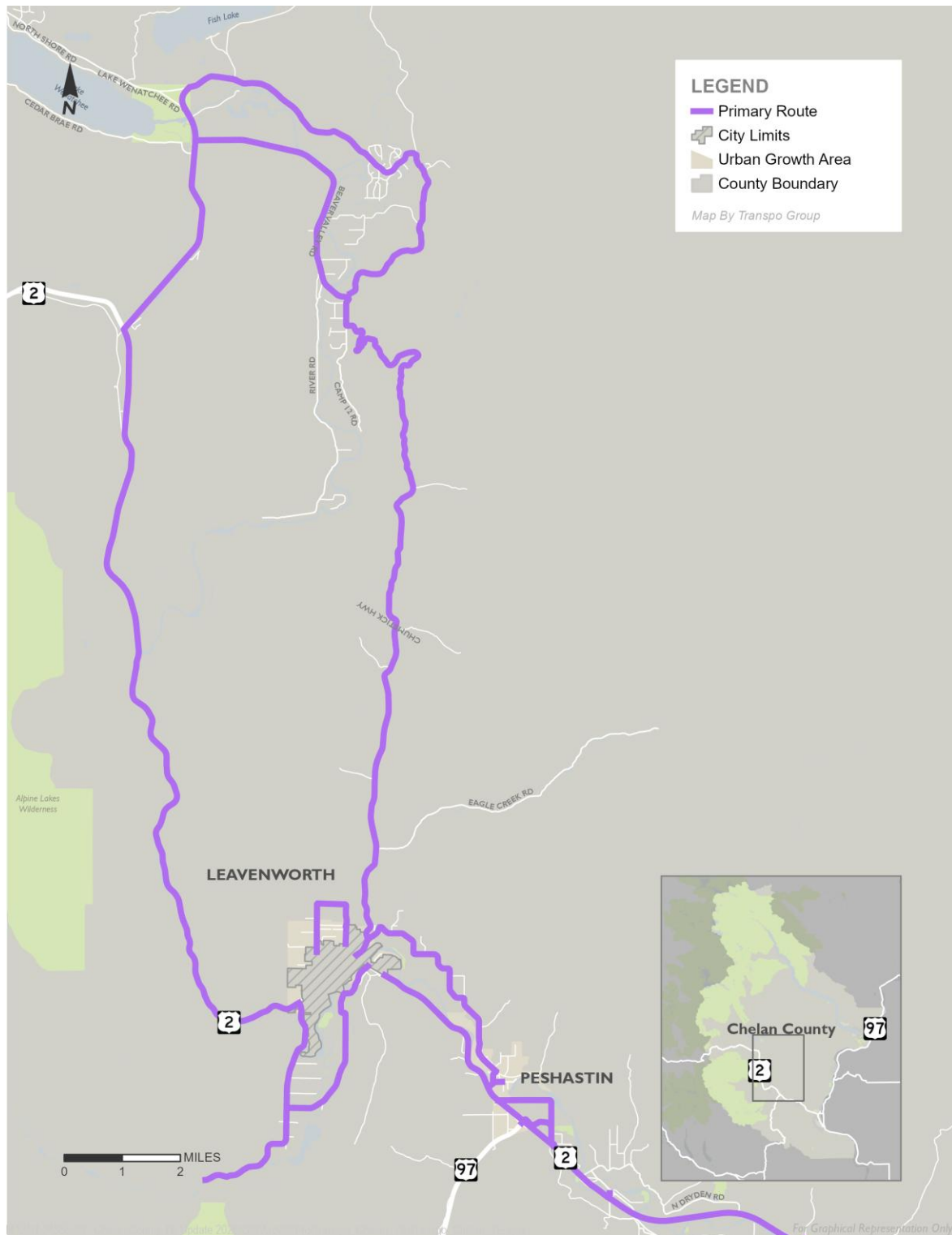


Figure 11-28

Active Transportation Network (Leavenworth, Peshastin, & Plain Vicinity)



The active Transportation LOS standards, shown in Table 11-9, are based on the presence of facilities along planned routes and whether the provided facilities align with the facilities identified in the planned network. Shoulder are the desired facilities for most roadways within the Active Transportation Network, except for the pathway connections from the *Chelan-Douglas Pathways Master Plan* for which a multi-use path is the preferred facility type.

Table 11-9
Active Transportation Level of Service (LOS) Standards

LOS	Rating	Description
	Good	Facilities exist and align with preferred facility type.
	Acceptable	Facilities exist, but not as identified in planned network.
	Poor	No Pedestrian facility or degradation of existing facilities.

Table 7 and Table 8 establish guidance in terms of the level of accommodation that the county wishes to provide for pedestrians. **Table 7** applies to the UGA and LAMIRD areas, where pedestrian demands warrant special attention.

The highest level of accommodation for walking, indicated in the green row, would provide improved pedestrian facilities such as trails and separated facilities that are ADA accessible and have wayfinding signage and milepost markers. The yellow level of accommodation would make strong progress in maintaining the existing sidewalk and pedestrian network and building out the network by filling sidewalk gaps or pedestrian shoulders to ensure that a pedestrian facility is provided on at least one side of the roadway. Incomplete or missing pedestrian facilities would fall into the red category and not satisfy the county's goals for accommodating pedestrians.

Table 7 — Pedestrian Level of Service in UGA or LAMIRD Areas

LOS	Description
	Improved network of paved trails that are ADA accessible and have marked wayfinding signage and milepost markers.
	Maintain existing sidewalk and pedestrian facility provided on one side of the street.
	No pedestrian facility or degradation of existing facilities.

~~Table 8 applies to unincorporated areas outside of the UGA and LAMIRD areas, where pedestrian demands are considerably lower. The highest level of accommodation for walking, indicated in the green row, would provide enhanced pedestrian facilities relative to what exists today. These types of improvements could be provision of trails, wayfinding signage, or sidewalks or wide shoulders on at least one side of the roadway. The yellow level of accommodation would include maintaining what exists today. The red category, or not meeting the county's standards, would be allowing existing pedestrian facilities to fall into disrepair.~~

Table 8 — Pedestrian Level of Service Outside of UGA or LAMIRD Areas

LOS	Description
	Improved network pedestrian facilities from what exists today
	Maintain existing pedestrian facilities
	Degradation of existing facilities

II. ~~Bicycling~~

Chelan County already sees bicycling along its trails and rural roadways, which offer one popular form of recreation and a practical mode of transportation for some county residents, recreationalists and workers.

One of the county's goals is to support bike route connections to provide cross-county bicycle mobility. This can be challenging due to the lack of bicycle infrastructure. In most cases, shared shoulders and on-street bicycle lanes provide sufficient infrastructure for county roads. Shoulder widening and additional trails or trail extensions can enhance connectivity between destinations.

Chelan County strives for the green level of accommodation for bicycling by installing the bicycle facilities that offer more separation from vehicle traffic. At a minimum, maintaining its existing network of bicycle infrastructure along county roads and supporting city and regional entities in implementing bike projects will achieve the yellow level of accommodation for cycling as shown in **Table 9.**

Table 9 — Bicycle Level of Service

LOS	Description
	Installation of facilities that provide more separation from vehicle traffic
	~~Maintain existing bicycle network and support regional entities in implementing improvements~~
	Removal or degradation of existing bicycle facilities.

III. ~~Facilities that are aligned with the preferred facility type are considered "good" and indicated by a Green LOS. A Yellow LOS, considered "acceptable", indicates that a pedestrian facility exists, but not as identified in the planned network. For example, if a road connection from the *Pathways Master Plan* currently provides shoulders, it is scored with a yellow/acceptable LOS since it does not provide the multi-use path designated in the plan. Incomplete, missing, and damaged pedestrian facilities are considered "poor" and indicated by a Red LOS.~~

While the long-term vision for the County would be to achieve a green/good LOS for all active transportation network roadways, an orange/acceptable LOS is the standard. The long-term project list identified in the Transportation Element would implement the orange/acceptable LOS along identified routes. Figures 11-29 through 11-31 present the active transportation LOS evaluation for Chelan County.

Figure 11-29
Active Transportation LOS (Chelan, Manson, & Entiat Vicinity)

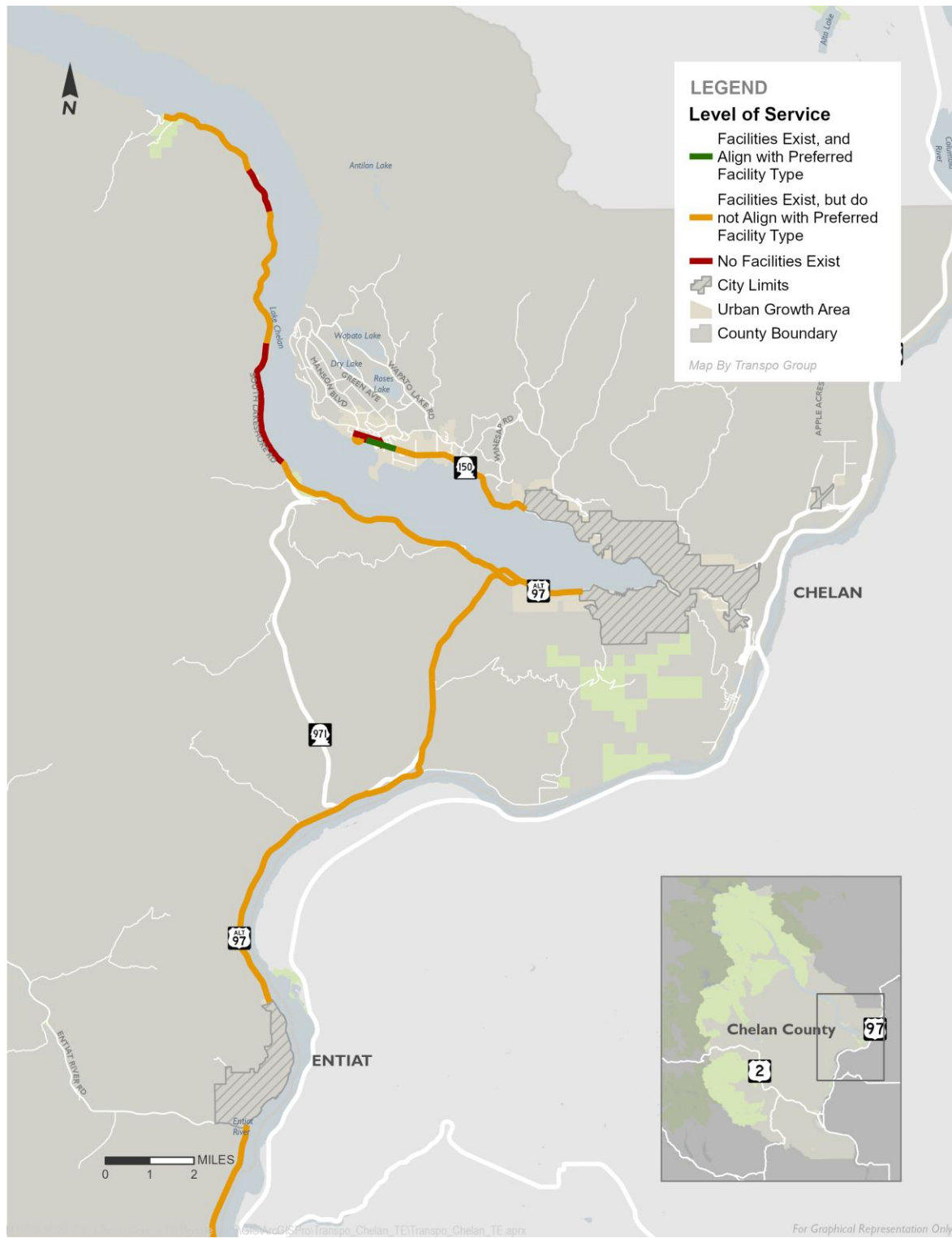


Figure 11-30
Active Transportation LOS (Cashmere, Monitor & Wenatchee Vicinity)

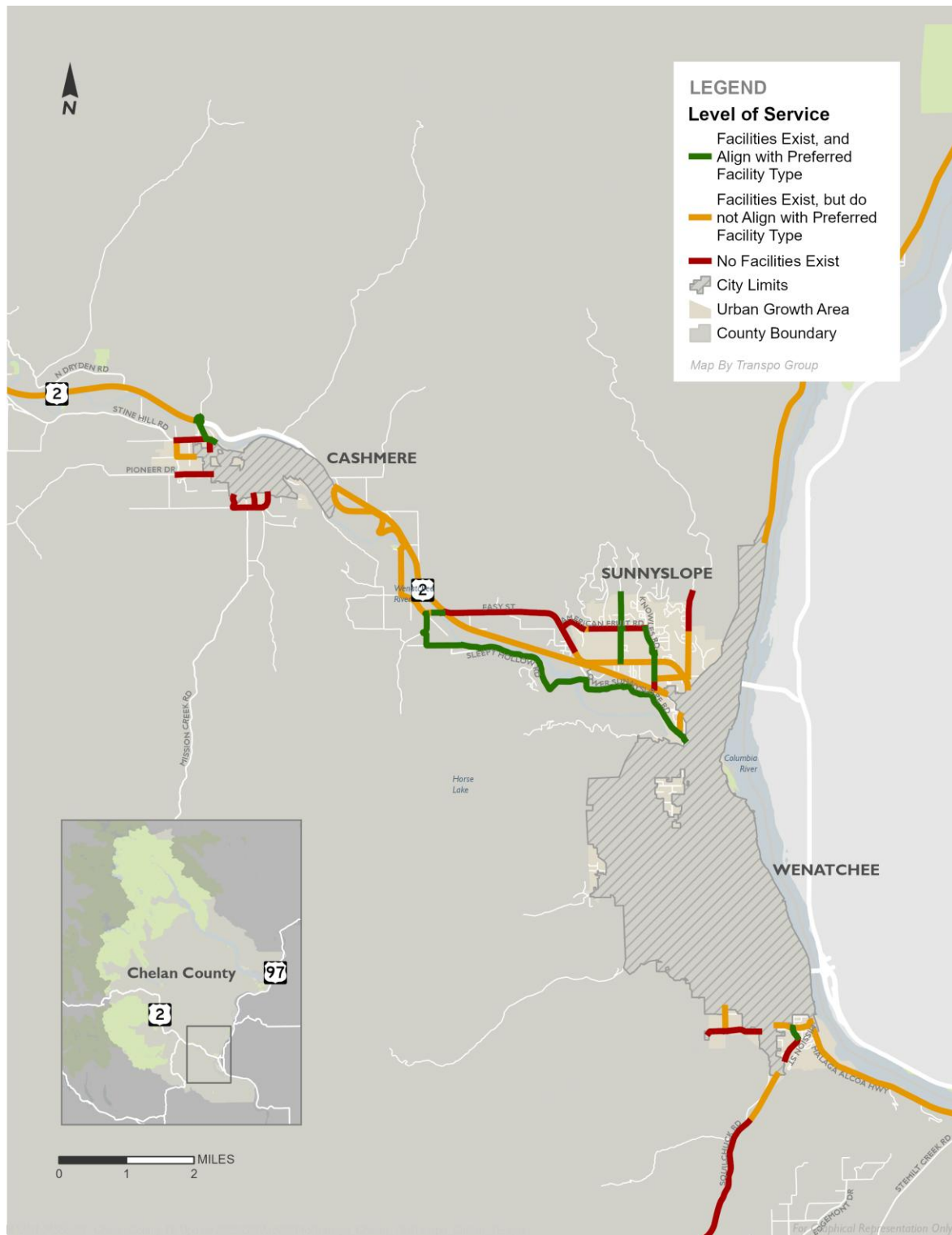
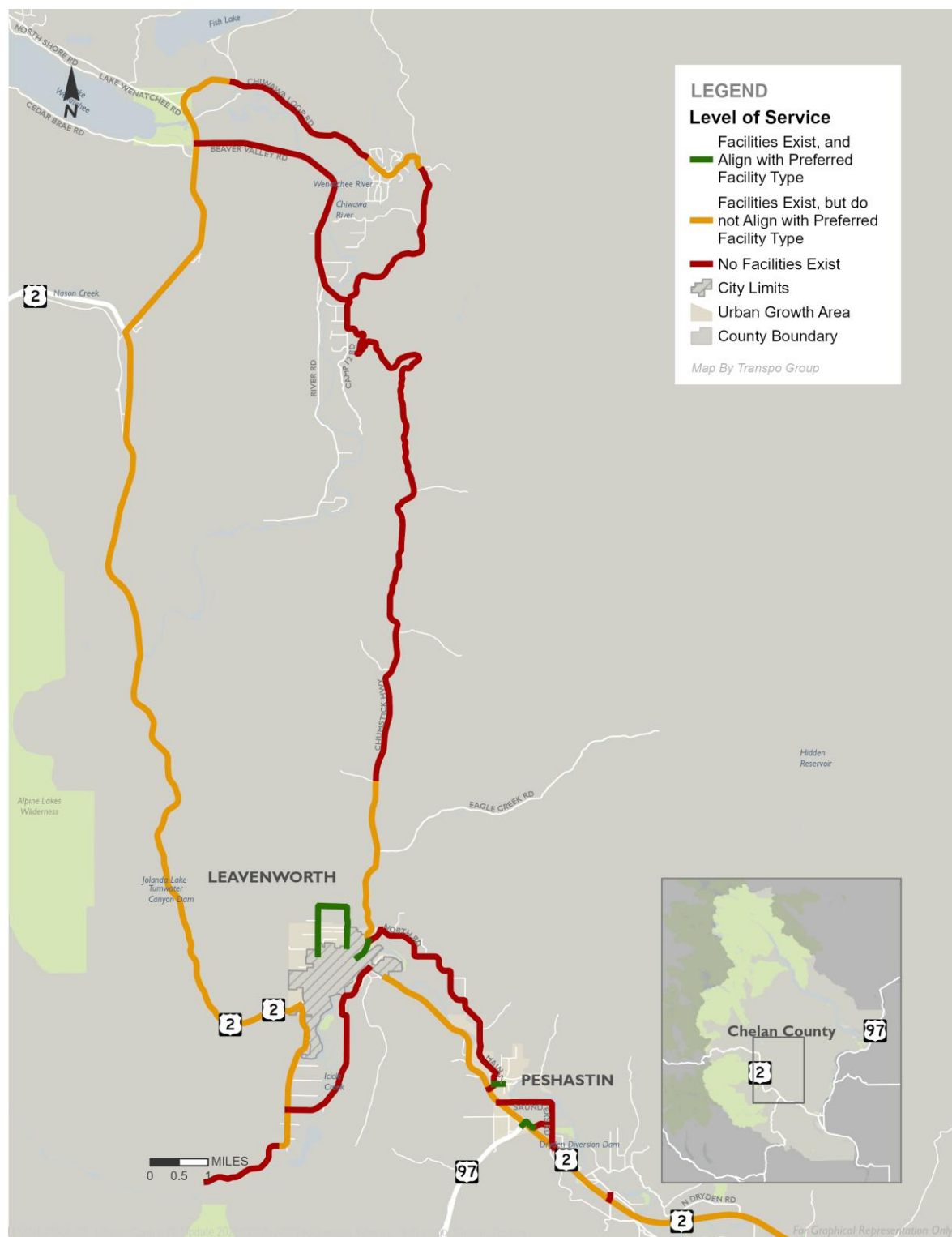


Figure 11-31
Active Transportation LOS (Leavenworth, Peshastin, & Plain Vicinity)



II. Transit

There are six routes currently serving Chelan County. Transit operations throughout the county are managed by Link Transit, but Chelan County can still aim to create an environment that is welcoming to transit. The county will work with Link Transit to ~~assist with transportation accommodations for planned service expansions and~~ identify areas where additional or future service or improvements are needed and assist with transportation accommodation for planned service expansions by working to ensure that these areas are provided with sidewalks and marked crossings that serve planned routes and stops.

Interstate transit service is provided by Amtrak. The county will also assist with transportation ~~accommodations~~accommodation for access to Amtrak and connections to and from its own transportation system.

~~Table 10 provides guidance for the county's level of accommodation for Transit.~~

Table 11-10 shows the county's transit LOS standards. The LOS designations are shown in green, orange, and red and correspond to good, acceptable, and poor LOS, respectively. A green/good LOS indicates a transit stop that has bus stop amenities, sidewalks, and crosswalks serving it. An orange/acceptable LOS indicates a transit stop is missing amenities or sidewalk/crosswalk connections. Transit riders accessing transit stops with an orange LOS may be required to travel out of direction to utilize a crosswalk or walk for a short distance along a shoulder or gravel pathway. A red LOS indicates no designated facilities are provided at or around the transit stops. While the long-term vision for the County would be to achieve a green/good LOS for all transit stops, an orange/acceptable LOS is the standard for existing and planned stops.

Table 11-10
Transit ~~Levels~~Level of Service (LOS) Standards

LOS		Description
	Good	High-quality stop amenities with sidewalks and marked crosswalks serving stops.
	Acceptable	Missing stop amenities <i>or</i> sidewalks/crossings.
	Poor	Missing stop amenities <i>and</i> sidewalk/crossings.

LOS	Description
	Work with transit to accommodate access to transit service expansion.
	~~Work with LINK Transit to maintain existing transit service.~~
	Removal of access to transit.



LINK Transit Columbia Street Station, Wenatchee



Amtrak Icicle Station, Leavenworth

IVIII. Freight and Auto

Most trips in Chelan County occur along its roadway network, which serves as the backbone for accessing homes, jobs, and other destinations. Many of these trips occur along low-volume county rural roadways or local streets that do not see significant traffic volumes throughout the day. Similarly, goods movement and delivery vehicles for the many fruit producers and transporters use some corridors frequently while other roadways see only occasional local delivery. As fruit and produce production is a seasonal industry, county roads experience high volumes of freight and auto usage during harvest season.

Table [11-1](#) ([Chapter Section 11.2](#)) identifies the functional classification of all roadways. These classes indicate the level of use of each facility for automobiles, specifically in terms of facilitating vehicle and freight mobility as well as other modes.

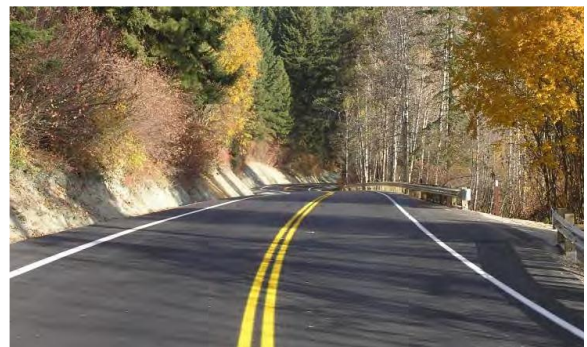
Figure 12 (Chapter Figures 11-17 through 11-19 (Section 11.2)) specifies the WSDOT freight classification of Chelan County's major roadways that support goods movement. The classifications of these corridors ~~(shown in Appendix)~~ indicate the annual weight of goods that travel on a corridor. The functional classification and freight class of a roadway should guide future investments to ensure a roadway can carry appropriate freight loads.

Chelan County will maintain its current LOS standards roadways (LOS C for rural roads and LOS D for roadways in urban growth areas). Very few areas within the unincorporated parts of Chelan County have operational issues. Most roadways are currently meeting the LOS standard and are still expected to continue meeting that standard over the next 20 years as the county grows. One segment along Easy Street near the US 2 interchange is expected to fall below the LOS D standard. Additional notable segments to monitor include ~~the Malaga Alcoa Highway~~ which may fall below the LOS D standard if the Alcoa Plant reopens as well as Squilchuck Road which will see increased traffic if the Mission Ridge Ski Resort expands with increased development in the Malaga UGA.

The capital list provided in the next chapter includes future roadway projects that would maintain the county's LOS standard through 20372046.



Easy Street and School Street, Sunnyslope



Chiwawa Loop Road, Chelan County



Joel Miller Road, Chelan County

Chapter 11.6 ÷ Capital Plan

This chapter presents the capital program that forms the basis of this transportation element. Collectively, this program adds up to about \$~~102~~264 million in transportation capital improvements to be constructed over the next twenty years.

The components of the transportation program include \$248 million for programmatic expenditures which include administration and operations, maintenance, and preservation of the county's transportation infrastructure. Table 11-11 provides a summary of the total expenditures for the 20-year program. Maintaining Chelan County's transportation system is important for sustaining the quality and safety of roadways and is listed as the number one goal for this plan.

Table 11-11
Twenty--Year Transportation Program

Expenditures	Planning Level Costs
Programmatic Expenditures	
Administration and Operations	\$65.8 million
Maintenance & Preservation	\$181.6 million
Capital Outlay	\$0.2 million
Capital	
Capital Projects	\$264.0 million
Total	\$511.6 million

Expenditures	Planning Level Costs
Programmatic Expenditures	
Administration and Operations	<i>\$53.5 million</i>
Maintenance	<i>\$163.7 million</i>
Preservation	<i>\$25.9 million</i>
Capital Outlay	<i>\$5.4 million</i>
Capital	
Capital Projects	<i>\$102 million</i>
Total	<i>\$350.5 million</i>

Funding to support this program will come from a number of sources including property tax, fuel tax, Real Estate Excise Tax 2, and state and federal grants, as well as consideration of new funding sources, such as a Levy Lid Lift. Additional detail about funding to support the transportation plan can be found in the following chapter ([Chapter-Section 11.7](#)).

The program was developed to realize Chelan County's goal: to provide a safe, balanced, and efficient multi-modal transportation system that is consistent with the county's overall vision and adequately serves anticipated growth. This vision is guided by the transportation goals outlined in this plan:

- **Goal 1:** Maintain what we have
- **Goal 2:** Safety
- **Goal 3:** Ensure financial viability
- **Goal 4:** Support land use
- **Goal 5:** Environmental stewardship
- **Goal 6:** Be an active partner

The six goals, as well as existing and anticipated needs gathered from countywide planning documents and conversations with stakeholders and the general public form the basis of this project list. Table [11-12](#) provides the Chelan County 20-Year Project List, which represents a balance of maintenance, safety, and operational improvements for all modes.

These projects are listed by geographical area and are ~~ordered based on their priority, as determined by how well each project helps advance county goals. The projects are~~ also mapped in Figures ~~20-27~~[11-32 through 11-38](#). These projects provide a starting point for the county in developing its financially constrained Six-Year Capital Improvement Plan, which is updated annually and is developed based on knowledge related to project feasibility and funding availability.

While the scope of the 20-year project list exceeds revenues from exclusive county sources over the next few decades, it has been sized to fit within reasonable assumptions for grants and other outside funding sources. ~~Additional projects that were identified in the planning process, but did not fit within the financially constrained 20-year project list are included in Table 13 as Vision Projects.~~

Moreover, projects located in the county that are led by the cities and other agencies such as LINK Transit, CDTC and WSDOT are described at the end of this chapter under Regional Collaboration.

Table 11-12-_____
Twenty-Year Project List

Location/Vicinity	Project ID	Title	Description	Cost
Cashmere/Monitor	CA-1	Binder Rd/Tigner Road	Roadway relocation to support sidewalks and a safe route to school	\$1,075,000
	CA-2	W. Monitor Bridge Deck Repair	Bridge deck repair	\$520,000
	CA-3	Mission Creek Road	Add shoulders along Mission Creek Road	\$460,000
	CA-4	Binder Rd/Mission Creek Rd (Hairpin to Yaksum)	Install sidewalk/widen to provide shoulders	\$2,670,000
	CA-5	Monitor Main Street Bridge Replacement	Bridge replacement	\$18,700,000
	CA-6	Sunset Highway Sidewalk	Installing sidewalk on north side of Sunset Highway	\$1,035,000
	CA-7	Binder Rd – Phase 1 Pedestrian Improvement Project	Intersection improvements (ADA improvements, curb radius reduction, clear sight triangles)	\$1,490,000
Cashmere/Monitor Subtotal				\$26,050,000
Chelan	CH-1	So. Lakeshore Road, Phase I	Resurface and widen shoulders from Navarre Coulee Rd. to So. Lakeshore Rd MP 0.68	\$3,800,000
	CH-2	25 Mile Creek Culvert Replacement	Bridge replacement	\$2,955,000
	CH-3	Boyd Road	Construct/widen shoulders, construct sidewalks in UGA, upgrade base material, and pave between city limits and Wapato Butte Road	\$5,085,000
	CH-4	So. Lakeshore Road, Phase II	Resurface and widen shoulders north of Slide Ridge to Fields Point	\$6,345,000
	CH-5	Howard Flats Road Relocation	Roadway relocation to accommodate airport expansion	\$500,000

Location/Vicinity	Project ID	Title	Description	Cost
Chelan	CH-6	Union Valley Road	Widen, grade, drain, add base and top course, and pave MP 2.42 to MP 3.63	\$350,000
	CH-7	Anderson Road, Phase II	Phase 2: MP 0.28 to MP 0.46	\$135,000
Chelan Subtotal				\$19,170,000
Entiat	E-1	Entiat River Bridges Scour	Scour mitigation on bridges along Entiat River Road	\$2,000,000
	E-2	Moe Ridge Bridge	Bridge replacement	\$2,620,000
Entiat Subtotal				\$4,620,000
Leavenworth	L-1	Chumstick Highway, Phase VI	Pavement overlay and add guardrails	\$2,285,000
	L-2	Chumstick Hwy / North Road	Intersection reconstruction	\$2,255,000
	L-3	North Road	Construct/widen shoulders, improve horizontal curves, signage, and safety	\$4,055,000
	L-4	Motteler Road Bridge Replacement	Bridge replacement	\$2,620,000
	L-5	Chumstick Highway Rehabilitation	Construct all-weather road and improve some safety elements including spot widening of roadway	\$10,000,000
	L-6	Titus Road	Multimodal improvements, illumination, signage, and provide traffic calming	\$1,100,000
	L-7	Ski Hill Drive	Multimodal improvements, illumination, signage, and provide traffic calming	\$3,900,000
	L-8	Icicle Station Trail with bridge	Shared-use trail connecting downtown to Icicle Station and Valley Trail	\$800,000
	L-9	E. Leavenworth Road	Install safety improvements (dynamic speed feedback signs, flashing chevron signage, widen to provide shoulder [where feasible])	\$3,575,000

Location/Vicinity	Project ID	Title	Description	Cost
Leavenworth Subtotal				\$30,590,000
Malaga	MAL-1	Malaga-Alcoa/Stemilt Cr. Rd. Intersection	Malaga-Alcoa Hwy / Stemilt Creek Rd Intersection	\$4,120,000
	MAL-2	Dixie Lane	Road widening and pedestrian improvements	\$13,000,000
	MAL-3	Saturday Ave	Pedestrian facilities improvements	\$1,250,000
	MAL-4	Malaga-Alcoa Highway Improvements	Roadway improvements	\$2,200,000
	MAL-5	Malaga Road	Add shoulders along Malaga Road to enhance bike/ped access	\$13,100,000
	MAL-6	Malaga-Alcoa Highway Safety Improvements	S Wenatchee Ave to Firehouse Rd	\$5,000,000
	MAL-7	Stemilt Cr. Br. 201	Bridge replacement	\$5,240,000
	MAL-8	Squilchuck-Alcoa Bridge	Bridge replacement	\$6,760,000
	MAL-9	Malaga-Alcoa Hwy Widening	Road widening	\$8,000,000
Malaga Subtotal				\$58,670,000
Manson	MAN-1	Totem Pole Road Phase II	Install bike/ped improvements between Furey Ave to Hill St (Manson High School) - based on findings of the Manson SRTS study	\$5,885,000
	MAN-2	Green Avenue	Totem Pole Road to Hill Street	\$6,280,000
	MAN-3	Wapato Lake Road	Reconstruction and widening	\$2,610,000
	MAN-4	Boetzkes Ave & Quatis St	Intersection improvements	\$180,000
	MAN-5	Wapato Lake Rd & Roses Ave	Intersection improvements	\$165,000
	MAN-6	SR 150 & Wapato Lake Rd	Intersection improvements to meet future LOS standards	\$3,000,000

Location/Vicinity	Project ID	Title	Description	Cost
Manson	MAN-7	Summit Boulevard / Mason Boulevard	Intersection Improvements	\$200,000
	MAN-8	Ivan Morse Road	Widen, grade, drain, add base and top course, and pave curve at MP	\$300,000
	MAN-9	Grade Creek Road	Road Rehabilitation: repave and upgrade existing shoulders	\$690,000
	MAN-10	Pedoi Street Recirculation	Reconfigure existing road to accommodate parking	\$100,000
	MAN-11	Trail Access to Water	Open public rights-of-way for public access to Lake Chelan	\$100,000
Manson Subtotal				\$19,510,000
Peshastin	PE-1	Peshastin Main Street Sidewalk	Sidewalk/pedestrian facility improvements from end of bridge to Megelos Street, and along the north side of School Street	\$535,000
	PE-2	Peshastin Bridge Replacement	Bridge replacement	\$32,800,000
	PE-3	Saunders Road	Add shoulders along Saunders Road	\$2,535,000
Peshastin Subtotal				\$35,870,000
Plain	PL-1	Chiwawa River Bridge Replacement	Bridge replacement	\$5,360,000
	PL-2	Beaver Valley Road Shoulder Improvement	Roadway expansion to include shoulders for multi-modal use	\$3,615,000
	PL-3	Lake Wenatchee Hwy	MP 0.00 (SR207) to MP 1.20	\$2,690,000
	PL-4	Chiwawa Loop, Phase IV	Roadway preservation to address deteriorating pavement	\$4,000,000

Location/Vicinity	Project ID	Title	Description	Cost
Plain	PL-5	River Road - milepost 6	Retaining wall and bank improvements	\$250,000
	PL-6	Camp 12 Road	Slope stabilization	\$1,000,000
	PL-6	Chumstick Hwy & Chiwawa Loop Rd	Intersection improvements (improve sight distance)	\$865,000
Plain Subtotal				\$17,780,000
Wenatchee	W-1	Easy St and School St Intersection	Roundabout	\$2,240,000
	W-2	Stemilt Cr. Br. 103 Channel Restor.	Channel restoration	\$310,000
	W-3	Squilchuck Rd Improvements, Ph. I	Roadway reconstruction and widen shoulders	\$2,690,000
	W-4	School Street	Extend School Street improvements between US 2 and Easy Street - based on findings of future SRTS study (includes mid-block crossing treatments)	\$945,000
	W-5	Knowles Road, Phase I	Roadway reconstruction, add shoulders and sidewalks	\$2,600,000
	W-6	American Fruit Road	Roadway Improvements	\$1,720,000
	W-7	Boodry/S. Wenatchee Ave Imp.	Malaga-Alcoa Intersection to Squilchuck Creek Bridge	\$3,495,000
	W-8	Peters Street	Widening and reconfiguration	\$1,000,000
	W-9	Easy Street/Peters Street	Intersection Improvements	\$2,500,000
	W-10	Easy St/Crestview St	Intersection Improvements	\$2,500,000
	W-11	S. Wenatchee Avenue	SRTS improvements along Boodry St - based on findings of the S Wenatchee SRTS study	\$1,500,000
	W-12	Easy St - Phase 1 Pedestrian Improvement Project	Pedestrian facility improvements (multi-use path and sidewalks)	\$2,040,000

Location/Vicinity	Project ID	Title	Description	Cost
Wenatchee	W-13	Easy St - Phase 2 Pedestrian Improvement Project	Update roadway to Urban Minor Arterial Standard (with sidewalks, bike lanes, left turn pockets)	\$8,395,000
	W-14	Burch Mountain Road Bikeway	Fill sidewalk gaps and restripe existing shoulder as designated bike lane	\$1,700,000
	W-15	Circle Street	Fill sidewalk gaps	\$3,900,000
	W-16	Mission St & Terminal Ave	Intersection improvements and install sidewalk connections	\$330,000
	W-17	Mission Ridge	Mill/Fill and rebuild wall failure	\$2,000,000
	W-18	Squilchuck Rd Improvements, Ph. II	Roadway reconstruction and widen shoulders	\$2,500,000
	W-19	Squilchuck - Terminal to City Limits	Improve roadway to Urban Minor Arterial standard (w/ sidewalks, bike lanes)	\$2,500,000
	W-20	Squilchuck Rd Passing Lane	Pavement preservation and concrete barrier replacement	\$1,500,000
	W-21	No. 2 Canyon Rd FDR	Roadway Improvements	\$2,000,000
	W-22	No. 2 Canyon Rd Primitive	Upgrade/pave gravel road section	\$2,000,000
	W-23	Stemilt Hill Slope Stabilization	Stabilize hillside slopes	\$1,000,000
	W-24	Whispering Ridge-Monitoring	Monitor roadway and traffic conditions	\$60,000
	W-25	Sunnyslope	Update subarea plan to incorporate new growth assumptions and revise planned transportation network (includes new connection to US 2)	\$150,000
	W-26	West Wenatchee (new circulation areas)	Update subarea plan to incorporate new growth assumptions and revise planned transportation network	\$150,000
Wenatchee Subtotal				\$51,725,000

Location/Vicinity	Project ID	Title	Description	Cost
GRAND TOTAL				\$263,985,000

Note:

*All of the recommended transportation projects in Table 11-12 will require further analysis prior to actual construction

Location	Project ID	Title	Description	Planning Level Cost
Cashmere/Monitor Vicinity	CA-1	West Cashmere Bridge Replacement	Replacement of bridge to support freight and safety	\$23,000,000
	CA-2	Binder Road/ Tigner Road	Roadway relocation to support sidewalks and a safe route to school	\$1,000,000
	CA-3	Goodwin Road	Roadway improvements from Sunset Hwy to Goodwin Road Bridge	\$2,000,000
Cashmere / Monitor Subtotal				\$26,000,000
Chelan Vicinity	CH-1	Slide Ridge	Retrofit and slope stabilization	\$800,000
	CH-2	Anderson Road, Phase II	Phase 2: MP 0.28 to MP 0.46	\$75,000
	CH-3	Howard Flats Road Relocation	Roadway relocation to accommodate airport expansion	\$500,000
	CH-4	25-Mile Creek Culvert Rehabilitation	Maintenance of culvert	\$185,000
	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
Chelan Subtotal				\$2,560,000
Manson Vicinity	MAN-1	Totem Pole Road	Manson Schools (Hill Street) to end of Harris	\$3,750,000
	MAN-2	Wapato Lake Road	Reconstruction and widening, MP 0.6 to MP 2.3	\$2,600,000
	MAN-3	Summit Boulevard / Manson Boulevard	Intersection Improvements	\$255,000
	MAN-4	Ivan Morse Road	Widen, grade, drain, add base and top course, and pave curve at MP	\$300,000
	MAN-5	Grade Creek Road	Road Rehabilitation: repave and upgrade existing shoulders	\$400,000
	MAN-6	Pedoi Street Recirculation	Reconfigure existing road to accommodate parking	\$100,000
	MAN-7	Boetzkes Avenue	Truck route study between Totem Pole Road and Manson Road	\$30,000
	MAN-8	Trail Access to Water	Open public rights-of-way for public access to Lake Chelan	\$100,000
Manson Subtotal				\$7,535,000
Entiat Vicinity	E-1	Entiat River Bridges Scour	Scour mitigation on bridges along Entiat River Road	\$2,000,000
	E-2	Moe Ridge Bridge	Bridge replacement	\$2,100,000
Entiat Subtotal				\$4,100,000

Location	Project ID	Title	Description	Planning Level Cost
Leavenworth Vicinity	L-1	Chumstick Hwy / North Road	Intersection reconstruction	\$1,300,000
	L-2	North Road	Construct/widen shoulders, improve horizontal curves, signage, and safety between Fox Road and Nibblelink Road (South connection)	\$3,500,000
	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
	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
	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
	L-6	Yodelin Culvert	Culvert Replacement	\$900,000
	L-7	Icicle Road	Potential improvements following federal safety audit	\$100,000
	L-8	Icicle Station Trail with bridge	Shared-use trail connecting downtown to Icicle Station and Valley Trail.	\$400,000
	L-9	Motteler Road Bridge Replacement	Bridge Replacement	\$1,500,000
Leavenworth Subtotal				\$15,720,000
Peshastin Vicinity	PE-1	Peshastin Main Street Bridge	Bridge replacement	\$18,700,000
	PE-2	Peshastin Main Street Sidewalk	Sidewalk/pedestrian facility improvements from end of bridge to Megelos Street	\$760,000
Peshastin Subtotal				\$19,460,000
Plain Vicinity	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
	PL-2	Chiwawa Loop, Phase IV	Roadway preservation to address deteriorating pavement, from Sumac Lane to SR207	\$1,800,000
	PL-3	Beaver Valley Road Shoulder Improvement	Roadway expansion to include shoulders for multi-modal use	\$500,000
	PL-4	River Road - milepost 6	Retaining wall and bank improvements	\$250,000
	PL-5	Camp 12 Road	Slope stabilization	\$500,000
Plain Subtotal				\$6,385,000

Location	Project ID	Title	Description	Planning Level Cost
Malaga Vicinity	MAL-1	McEldowney / W. Malaga	Sight distance and intersection geometry improvements	\$650,000
	MAL-2	Joe Miller Road Permanent Slide Repair	Slope stabilization	\$400,000
	MAL-3	Dixie Lane	Road widening and pedestrian improvements.	\$2,440,000
	MAL-4	Malaga-Alcoa Hwy Ped Access	Malaga store to W. Malaga Ave. MP 4.9 to 5.1	\$450,000
	MAL-5	Bainard Road	Pedestrian facilities improvements	\$420,000
	MAL-6	Saturday Avenue	Pedestrian facilities improvements	\$420,000
	MAL-7	Malaga Area Circulation Plan	Update subarea plan to incorporate new growth assumptions and revise planned transportation network	\$150,000
Malaga Subtotal				\$4,930,000
Wenatchee Vicinity	W-1	Easy Street/School Street	Intersection Improvements	\$1,500,000
	W-2	Easy Street/Peters Street	Intersection Improvements	\$1,500,000
	W-3	Wenatchee Heights Road	Road Reconstruction: and upgrade existing shoulders	\$2,500,000
	W-4	Easy St/Crestview St	Intersection Improvements	\$140,000
	W-5	Knowles Road, Phase I	Roadway Improvements - Phase I: American Fruit Road to Rolling Hills Lane	\$1,800,000
	W-6	Knowles Road, Phase II	Roadway Improvements - Phase II: School Street to American Fruit Road	\$1,500,000
	W-7	So. Wenatchee Area Pedestrian, Phase II	Pedestrian improvements Mission View School to Crawford Avenue	\$600,000
	W-8	Peters Street	Widening - Easy Street to School Street	\$800,000
	W-9	S. Wenatchee Avenue	Construct sidewalk on S. Wenatchee Avenue between Boodry Street and city limit	\$870,000
	W-10	American Fruit Road	Roadway Improvements - Knowles Road to Crestview Road	\$800,000
	W-11	School Street	Mid-block crossing improvements (Rectangular Rapid Flashing Beacon and ped ramps)	\$40,000
	W-12	Sunnyslope	Update subarea plan to incorporate new growth assumptions and revise planned transportation network (includes new connection to US 2)	\$150,000
	W-13	West Wenatchee (new circulation areas)	Update subarea plan to incorporate new growth assumptions and revise planned transportation network	\$150,000
	W-14	Boodry/S. Wenatchee Ave Improvement	Malaga-Alcoa Intersection to Squilchuck Creek Bridge	\$1,800,000
	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
	W-16	Number One Canyon Road	Improve drainage and stormwater runoff and provide pedestrian facility	\$940,000
Wenatchee Subtotal				\$15,156,000
Countywide Total				\$101,846,000

Table 13. Vision Projects (Beyond 20 year timeframe)

*All of the recommended transportation projects in Table 12 will require further analysis prior to actual construction

Location	Title	Description	Planning Level Cost
Cashmere / Monitor	Monitor Main Street Bridge Replacement	Bridge replacement	\$18,700,000
Cashmere / Monitor	Sunset Highway	Reconstruct to city standards (N Division St to Goodwin Rd); would follow Goodwin Bridge reconstruction	\$7,000,000
Chelan	Boyd Road	Construct/widen shoulders, construct sidewalks in UGA, upgrade base material, and pave between city limits and Wapato Butte Road	\$3,030,000
Leavenworth	Chumstick Highway Rehabilitation	Construct all-weather road and improve some safety elements including spot widening of roadway	\$10,000,000
Malaga	Stemilt Creek Road	Spot improvements along the corridor to construct/widen shoulders, improve vertical/horizontal curves, add signage, and reconstruct sections of roadway	\$6,720,000
Malaga	Malaga-Alcoa Highway	Spot safety improvements	TBD
Manson	Manson Stormwater Drainage Improvements	Improve drainage within the Manson Area	\$15,000,000
Manson	Alternate Route from Chelan to Manson	Investigate alternate route	\$300,000
Peshastin	Peshastin/Mill Site Connector	Port Proposed Bridge from US 2 to Peshastin	\$50,000
Peshastin	Main Street	Railroad grade separated crossing structure	\$10,000,000
USFS	Number 2 Canyon Road	Potential improvement of road bed structure	\$180,000
Sunnyslope	School Street Improvements	Extend School Street improvements between US 2 and Easy Street	\$700,000
Sunnyslope	Crestview Road to Knowles Road Connector	East / West connector north of Rolling Hills Lane	TBD

Figure 1911-32
Twenty-Year Projects (Cashmere-/Monitor Vicinity)

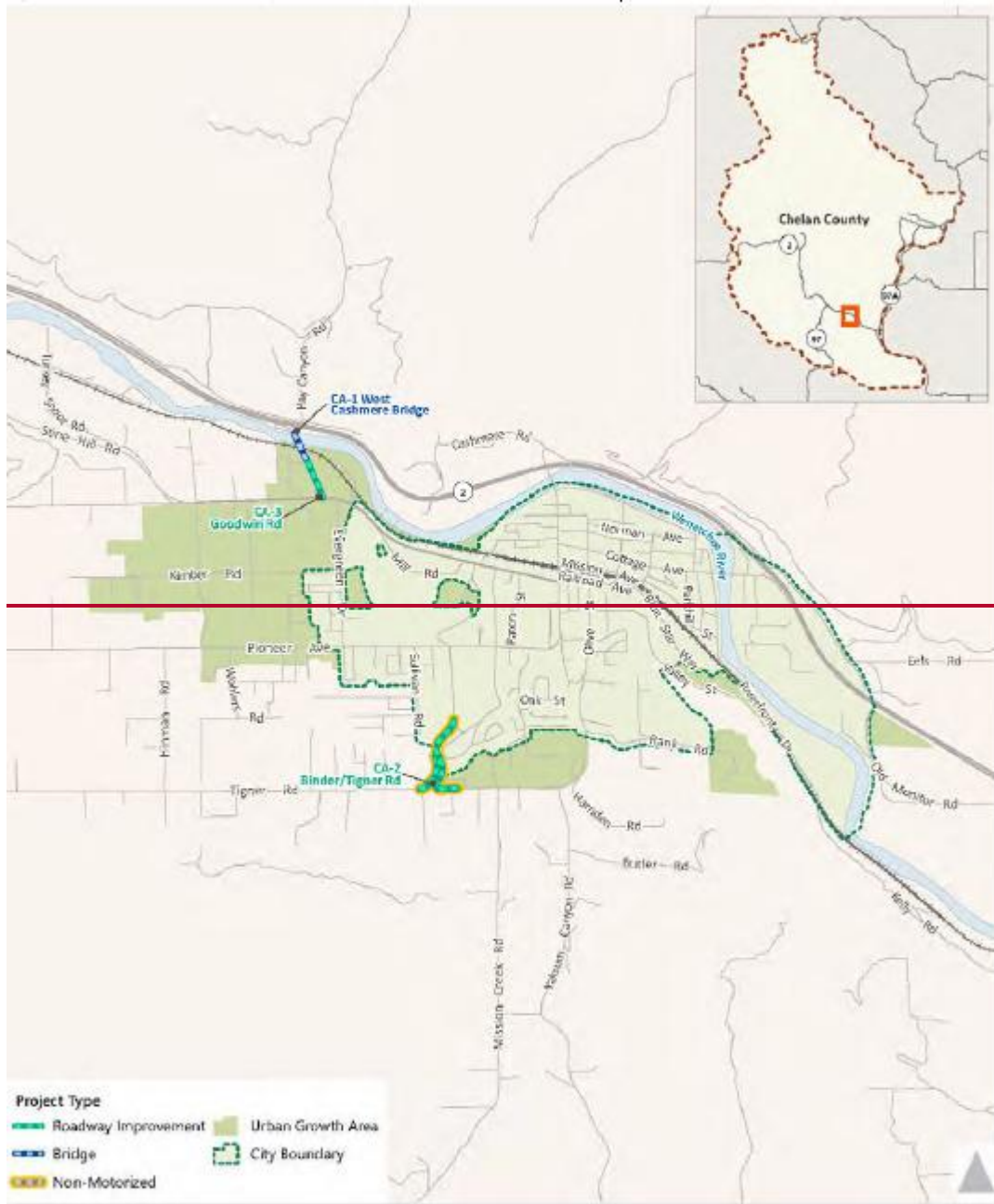
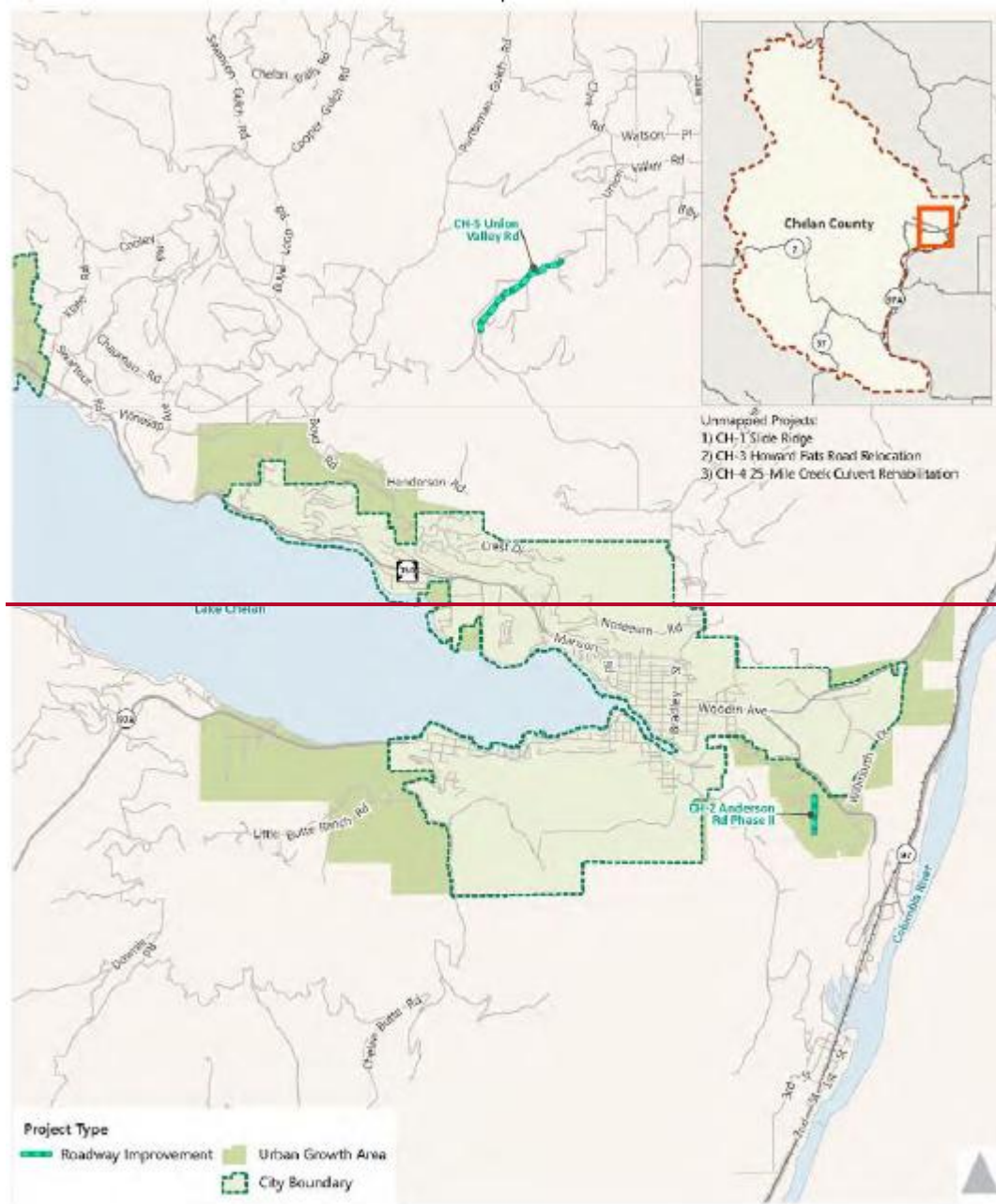




Figure 2011-33
Twenty-Year Projects (Manson Vicinity)



Figure 11-34
Twenty-Year Projects (ChelanEntiat Vicinity)



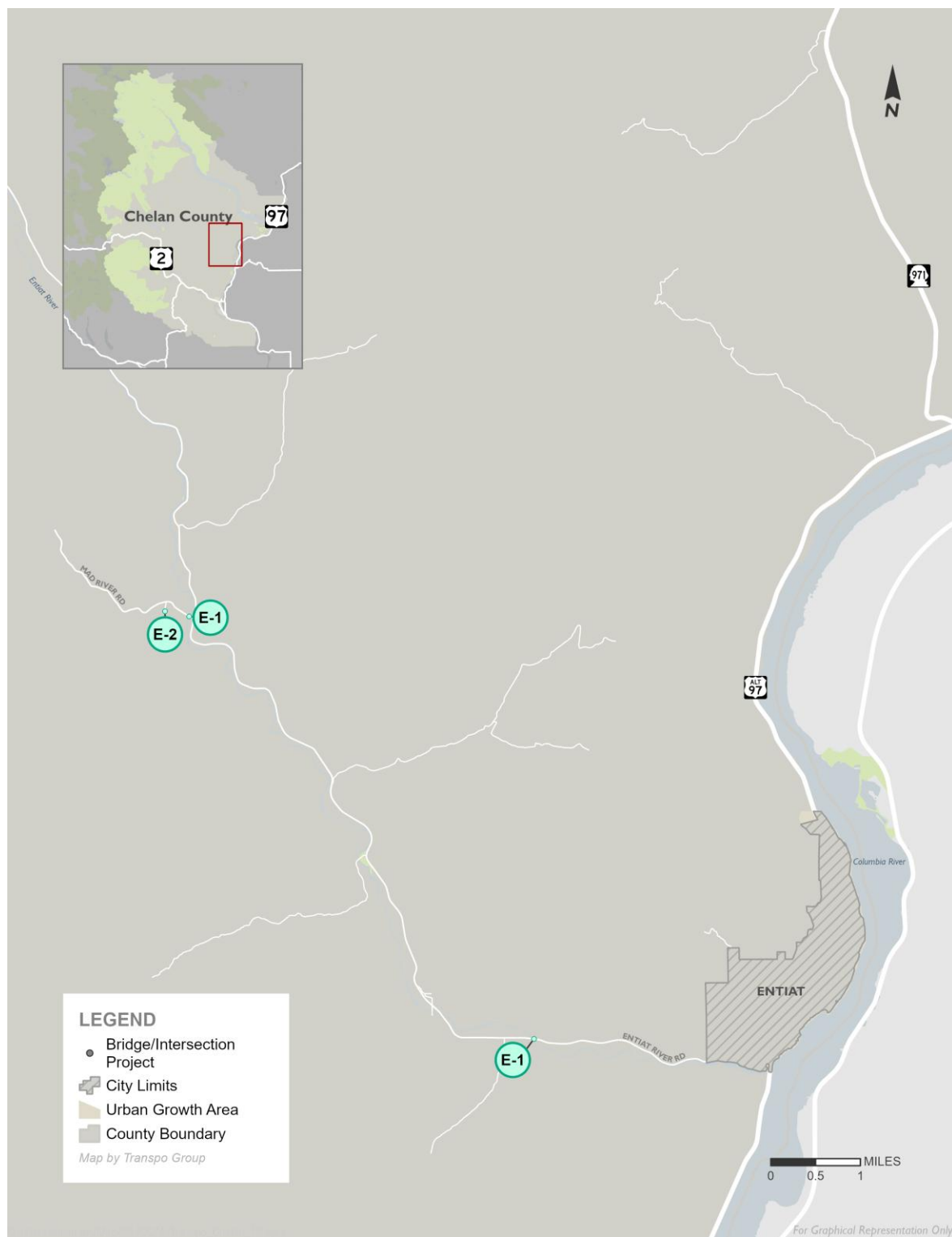
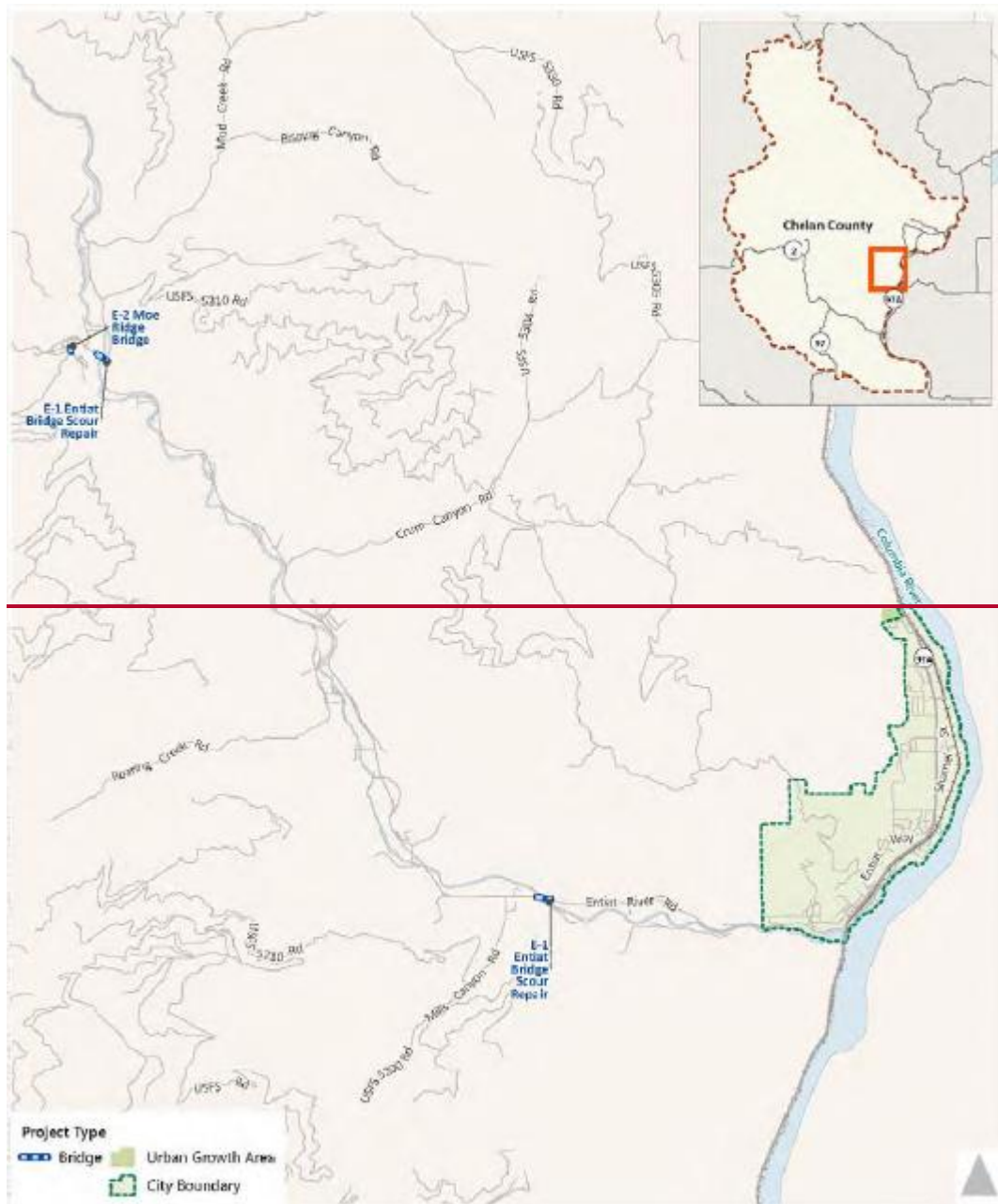


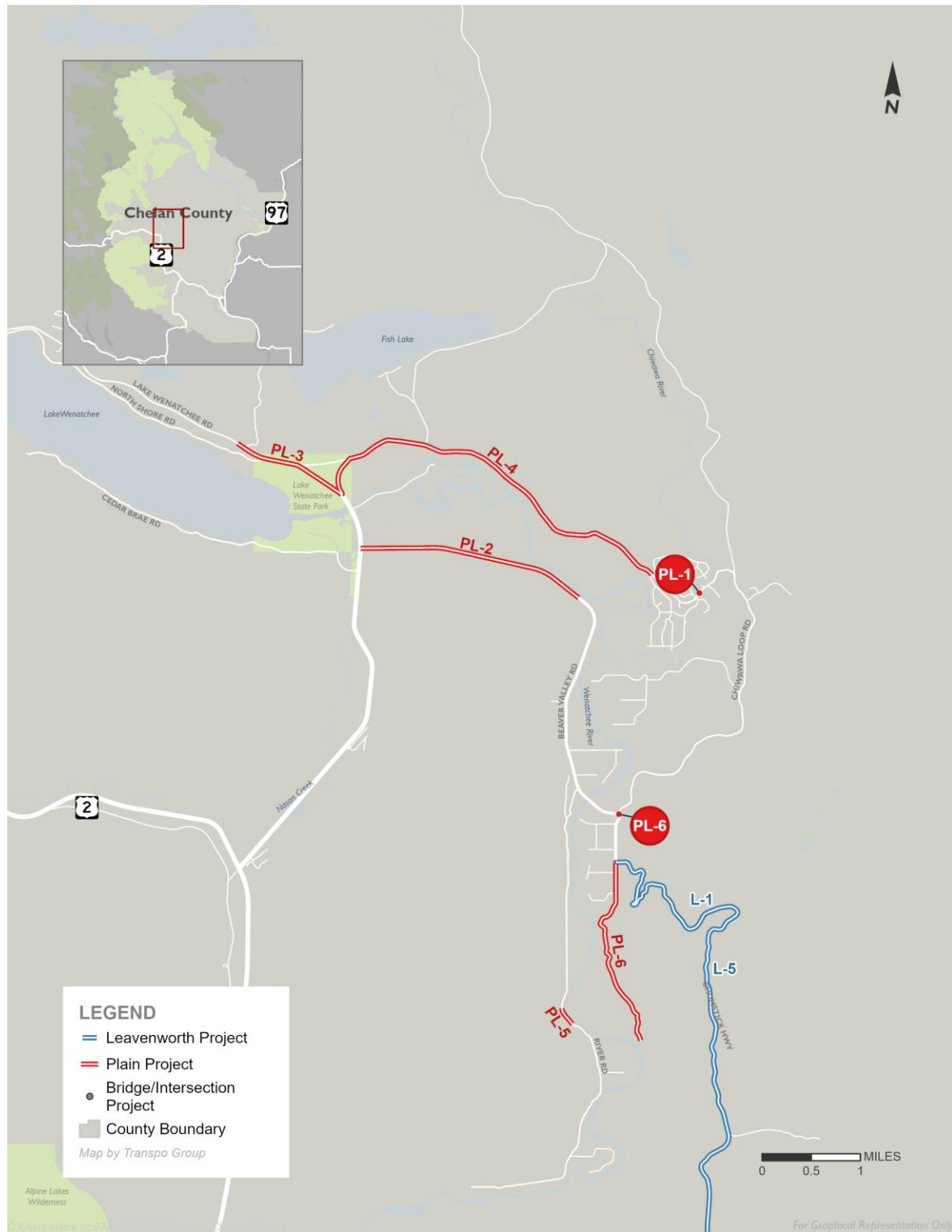
Figure 2411-35
Twenty Year Projects (MansonLeavenworth and Peshastin Vicinity)





Figure 2211-36
Twenty-Year Projects (Entiat Plain Vicinity)









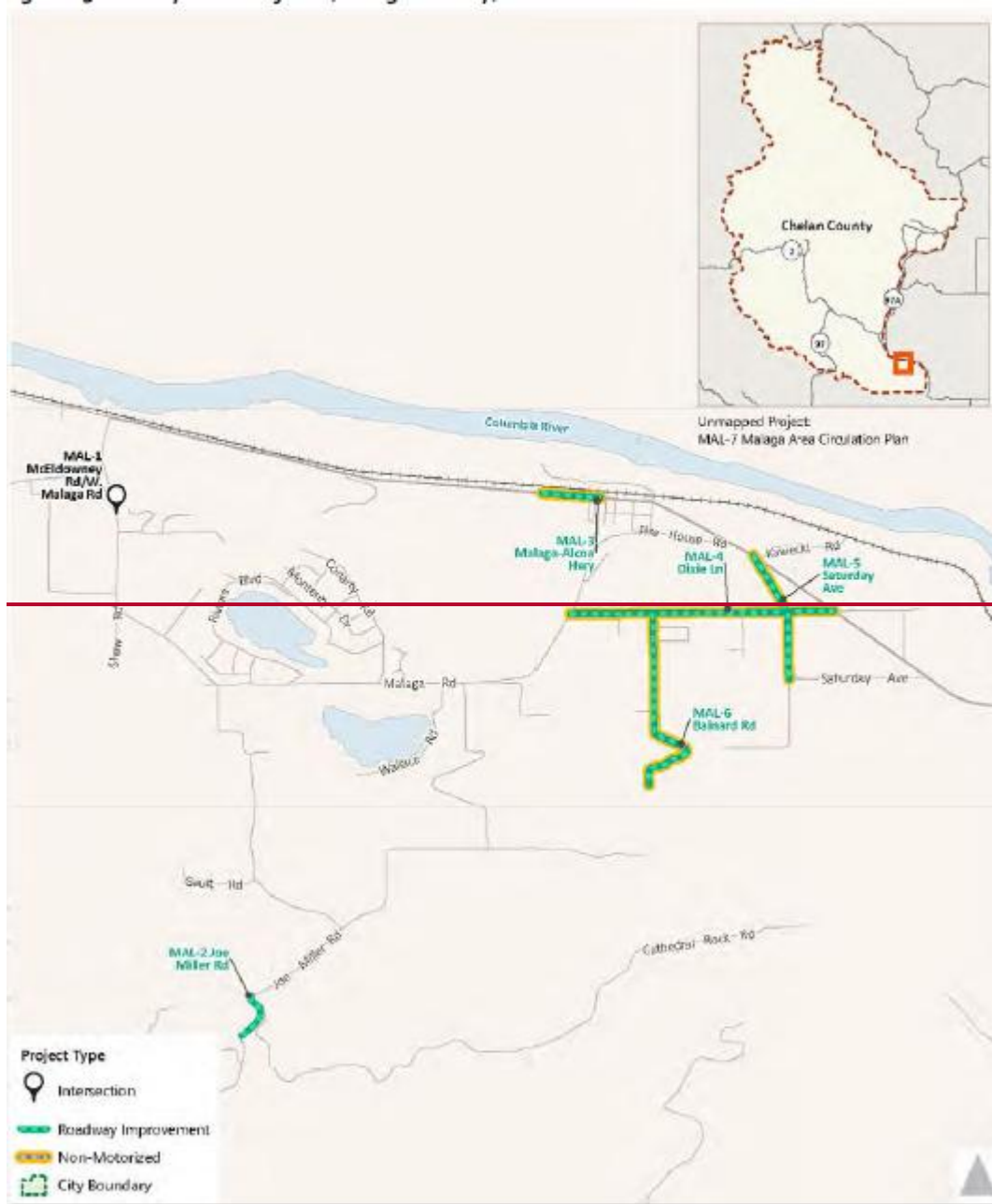
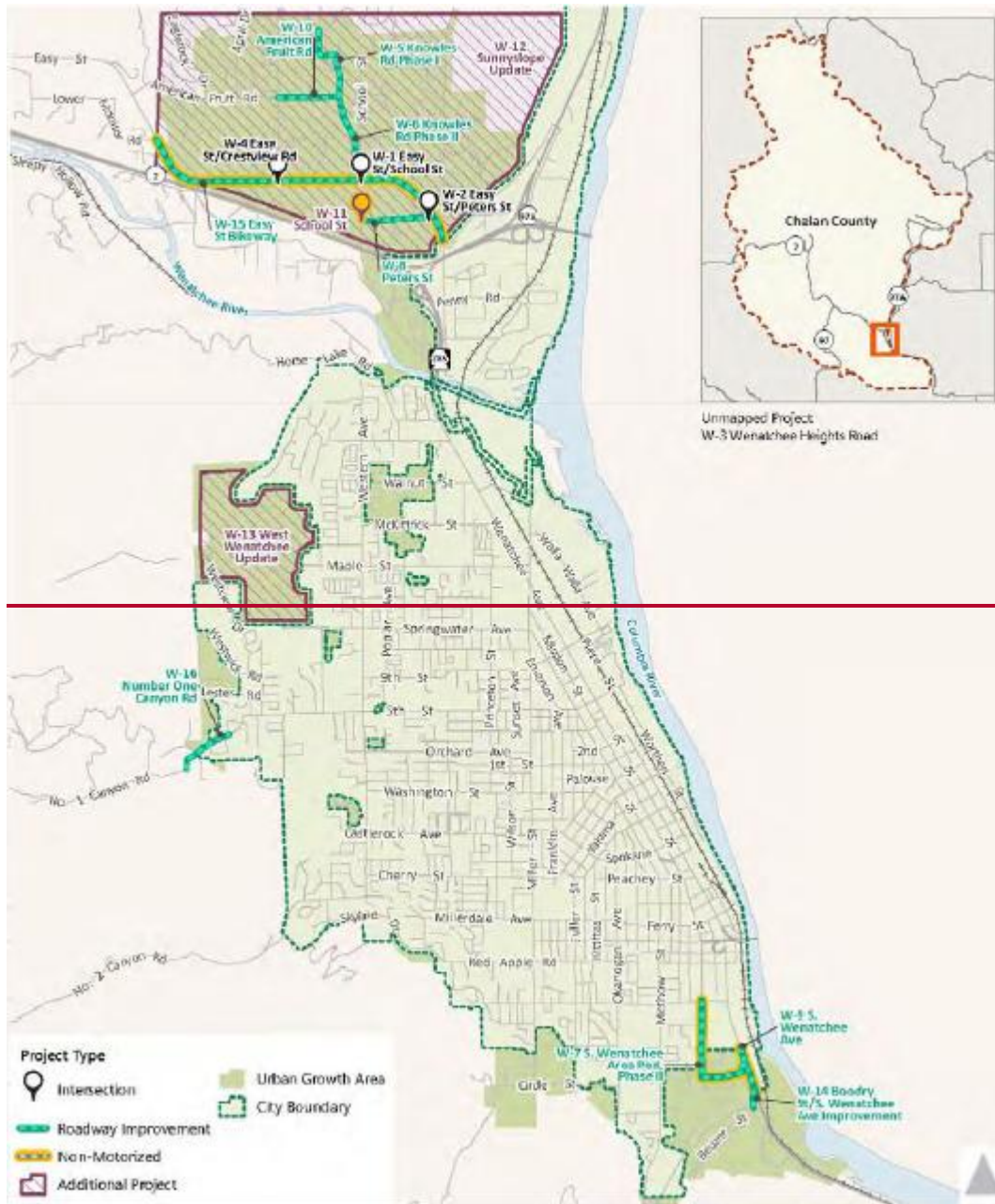
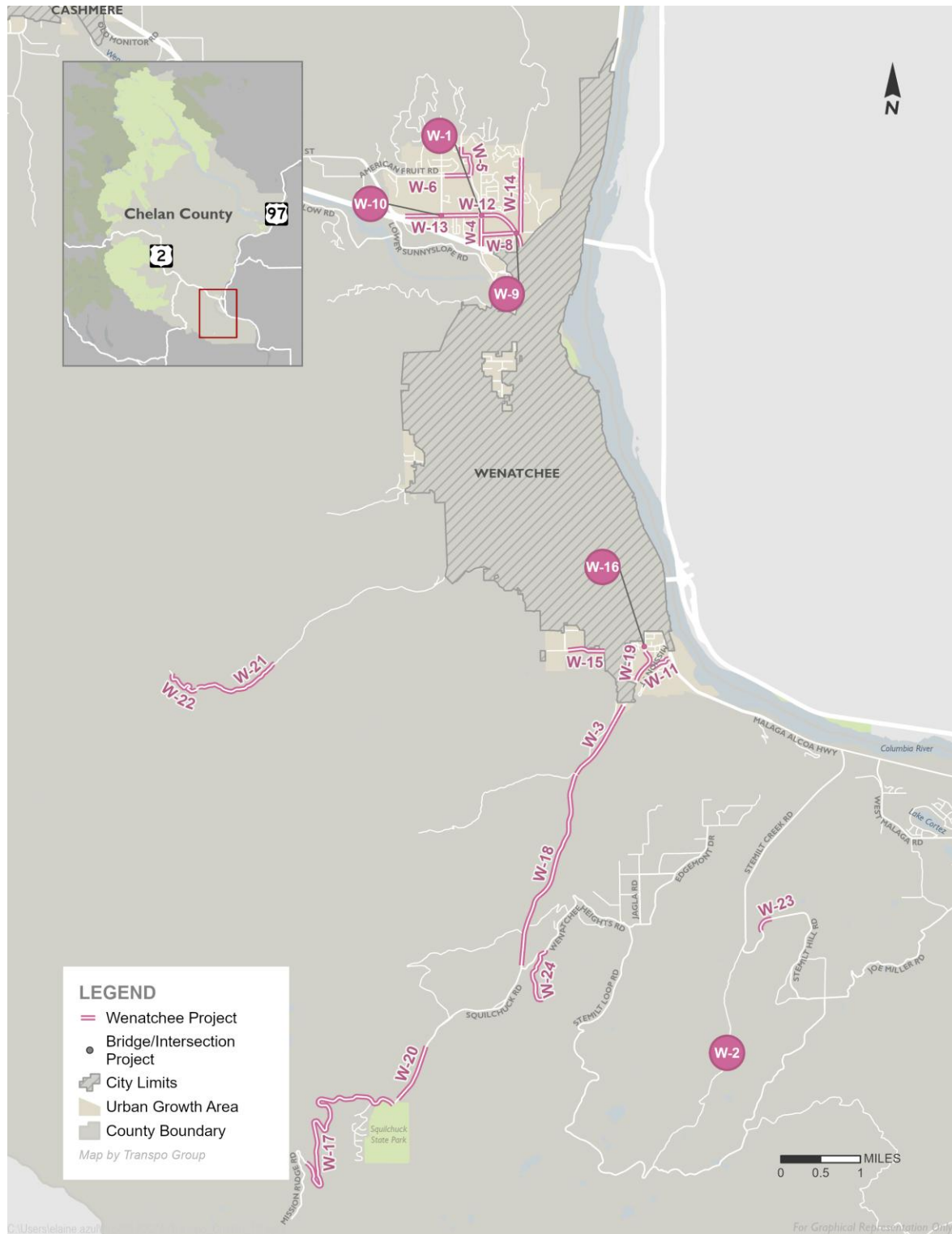


Figure 26. Twenty Year Projects (Wenatchee/Sunnyslope Vicinity)





I. Regional Collaboration

As stated earlier, one of the county's main goals in this plan is effective coordination with other agencies to ensure that the local and regional transportation systems complement one another. A key element of this will be partnering with cities, neighboring counties, WSDOT, LINK Transit, and other agencies to ensure a cohesiveness in transportation planning throughout the county.

Other Regional Projects

There are projects outside of county jurisdiction that will impact travel through Chelan County. These projects are listed below in Table 11-13¹⁴. These projects range from highway intersection improvements to bicycle and pedestrian access projects. These projects include long-term vision projects for the region identified as part of transportation planning studies conducted by CDTC or other agencies.

Table 11-13
Regional Vision Projects

Lead Agency	Location	Title	Description
WSDOT	Peshastin	US 2 Express Bus Access	Relocate Peshastin bus stop to shoulders of US 2 and construct bicycle and pedestrian bridge
Leavenworth/ WSDOT	Leavenworth	US 2 Streetscape Improvements	Reconfigure US 2 from Ski Hill to River Bend Drive (reconfigure lanes, upgrade signals, shared use path)
Leavenworth	Leavenworth	Chumstick Highway to River Bend Drive Connection	Construct a bridge across the Wenatchee River, intersection with Chumstick Hwy and improvements to River Bend Dr.
Leavenworth/ WSDOT	Leavenworth	US 2 Undercrossing	Construct US 2 undercrossing near Leavenworth Park and Ride
Leavenworth	Leavenworth	Parking Management Strategies	Implement strategies identified as part of the Downtown Leavenworth Parking Management Plan
CDTC	County	Columbia River Crossing Study	Evaluating potential for additional bridge crossing the Columbia River
CDTC	County	Chelan to Manson Corridor	Construct MUP connecting Big Horn trail system to downtown Manson
CDTC	County	Leavenworth to Cashmere to Wenatchee Corridor	Construct MUP connecting downtown Leavenworth to Apple Capital Loop Trail

Lead Agency	Location	Title	Description
CDTC	County	Malaga to Wenatchee Corridor	Construct MUP connecting Apple Capital Loop Trail to Waterfront Park in Malaga

Note:

*All of the recommended transportation projects in Table 11-13 will require further analysis prior to actual construction

~~One of the major projects in the county is the Confluence Parkway project, identified in the 2011 the North Wenatchee Transportation Master Plan and the CDTC Transportation 2040 RTP for years 2028-2040, seeks to provide an alternate route into Wenatchee from the north due to increasing congestion along SR 285. There is no funding obligated for this project at this time.~~

One of the major projects in the county is the Confluence Parkway project, which started construction in March of 2025. Throughout 2025 significant progress was made on the Phase 1 construction. The McKittrick Street Underpass site was cleared for development in coordination with Chelan PUD, and the foundation and girders were installed on time and within the projected budget. Additionally, the North Miller Street Overpass site underwent demolition near North Miller Business Park, and construction of the overpass foundation and girder installment was initiated. Recent escalation in construction and property costs has made the project's available funding inadequate. To mitigate the effects this might have on the project, the City of Wenatchee plans to prioritize securing right-of-way for the project north to US-2 with currently available funding, allowing for the remainder of the project to be shovel-ready as additional funding is acquired.

~~Another major project that has been has been is being discussed includes a bicycle and pedestrian trail that extends from Leavenworth to Peshastin and from Monitor to Wenatchee providing access to all cities along US-2. No formal is the Chelan-Douglas Pathways Master Plan. This project plans to provide safe active transportation connections between communities in Chelan and Douglas Counties. Of the four corridors proposed, the following three are proposed for Chelan County:~~

- Chelan to Manson Corridor
- Leavenworth to Cashmere to Wenatchee Corridor
- Malaga to Wenatchee Corridor

The corridors will provide opportunities to connect local parks, trails, transit, and urban areas through the installation of pedestrian and bicycle friendly multiuse paths. CDTC envisions this project will enhance the region's safety, community, and livability.

One of the major projects that has been discussed throughout the region is the construction of an additional crossing of the Columbia River. In 2024, the CDTC commissioned the *Columbia River Crossing Study* to evaluate the potential bridge locations for an additional crossing between Chelan and Douglas Counties. This study represents an initial step to identifying a solution for addressing congestion and improving freight connectivity across the Columbia River. While a bridge project is not included on the project list in the Transportation Element, Chelan County will continue to work with regional partners to identify the preferred long-term solution to improving cross-river connectivity. While additional planning effort has taken place and analysis of a potential future bridge continues, the CDTC is conducting analysis of the George Sellar Bridge (SR 285) and associated ramp connections to determine if near-term improvements can address congestion along the bridge until a long-term solution is identified.

As part of this planning process, several transportation issues or performance gaps were identified through stakeholder meetings, meetings with county staff and project development that fall outside of county authority. These issues or performance gaps require cooperation between multiple agencies and increased regional collaboration will lead to more effective transportation systems throughout the county.

WSDOT

WSDOT supports multimodal integration into projects and planning multi-agency and community network interconnectivity. The state system provides access to key destinations within the county, so WSDOT will partner with Chelan County to ensure that both agencies' needs and concerns are addressed.

Transit Facilities

On the transit side, Link Transit is working to improve transit service and facilities within the county. Link Transit has several goals for their future, the most important being to create ~~creating~~ a long range plan to examine needs and resources. The county supports Link Transit's near-term goals and objectives, as outlined in Transit Development Plan 2025 and coordinates with the agency to identify how transit needs should be addressed, particularly as new development occurs. County staff will continue to work closely with Link Transit staff to provide transportation facilities which provide connectivity to existing and planned bus stops.

U.S. Forest Service

The USFS owns and maintains roads throughout the Okanogan-Wenatchee National Forest which covers a majority of Chelan County. Maintenance and repairs are necessary to provide access to

popular recreation destinations. USFS provides grant funding for roads designated as Forest Highways which provide access to Forest Lands. Several Chelan County roads have this designation: Chumstick Highway, Eagle Creek Road, Chiwawa Loop Road, South Lakeshore Road are a few.

Table 14. Other Notable Agency Projects



Okanogan-Wenatchee National Forest (Source: USFS)

~~*All of the recommended transportation projects in Table 13 will require further analysis prior to actual construction~~

Lead Agency	Location	Title	Description
WSDOT	Cashmere	US 2 / Applets	Address congestion and geometric configuration of intersection.
WSDOT	Cashmere	US 2 / Cotlets	Address congestion and geometric configuration of intersection.
WSDOT	Entiat	SR 97A / Entiat River Road	Intersection improvements
WSDOT	Entiat	SR 97A / Hagen Street	Intersection improvements
Entiat	Entiat	Waterfront Development	Access/egress redesign and pedestrian and bike improvements to waterfront area
Leavenworth	Leavenworth	Valley Trail - Leavenworth to Peshastin	Currently in planning phases; working with private landowners to develop a trail connecting Waterfront Park to Peshastin.
Leavenworth	Leavenworth	Ski Hill/Freund Canyon Trails	Mountain bike and hiking trails connecting Ski Hill to Freund Canyon areas.
Leavenworth	Leavenworth	Better grid in UGA	Meet county standards for street alignments as land develops
Link Transit	Link Transit	Park & Ride Facility	New park & ride facility adjacent to Willkommen Village in Leavenworth
Wenatchee	Wenatchee	Confluence Parkway	Construct new 2-lane arterial parallel to N. Wenatchee Avenue by extending Miller Street Roadway improvements to increase auto, bike, and pedestrian capacity including a new bridge and undercrossing of railroad tracks
Wenatchee	Wenatchee	Wenatchee Bicycle Improvements	Bicycle improvement projects denoted in the Greater Wenatchee Bike Master Plan
Wenatchee	Wenatchee	Squilchuck Road	Upgrade to urban standards, widen and add sidewalks within the UGA
Wenatchee	Wenatchee	McKittrick Street	Reconstruct and upgrade to urban standards between Western Avenue and Pershing Street; new storm, sewer, sidewalks and illumination
Wenatchee	Wenatchee	Walnut Street	Upgrade to urban standards, widen and add sidewalks between Western Avenue and Rogers Drive
Wenatchee	Wenatchee	Okanogan Avenue/Circle Street	Construct sidewalk on Okanogan Avenue between Circle Street and City limit, and Circle Street between Miller Street and Okanogan Avenue

Chapter 11.7 ÷ Implementing the Transportation Element

I. Introduction

This chapter considers Chelan County's funding picture over the next 20 years to ensure that the recommendations made as part of this Transportation Element can be implemented.

Background and Context

This implementation plan is an update of the funding strategy developed as part of the Transportation Element update process in ~~2009~~2017. For that effort, the County established three principles to guide future funding strategies:

- Reserve regional funding sources for operation and maintenance of existing county-wide transportation facilities.
- Direct funding sources to projects (or categories of projects) that best relate the funding for those projects to their primary beneficiaries.
- Require new development to pay its fair share of expanding/upgrading transportation facilities in the County

In addition, any funding strategy must balance those goals against developing sustainable revenue sources that are feasible for the County to implement. This is even more pressing given the limited means counties have at their disposal for raising revenue. Over ~~the past two~~recent decades, a combination of statewide initiatives and legislative actions has altered the landscape for local governments. The most sweeping changes have revolved around voters' decisions to (1) end the Motor Vehicle Excise Tax and (2) create strict limits on the growth of property taxes.

Across Washington State, the effect of these actions has varied by jurisdiction. Cities and local service providers, like counties, are facing increasing difficulty given their continued reliance on the property tax. Washington's counties are different from cities and special service districts in fundamental ways. These differences are brought into stark relief by considering the interplay of four factors:

- Counties face strict limits on their taxing authority.
- Counties are heavily reliant on property taxes, whose purchasing power is eroding due to Initiative 747, explained in Section III.
- Counties face a long list of regional service obligations that are mandated by the state.

- Counties have a complex set of relationships with multiple constituencies:
 - They collect *regional taxes* and provide *regional services* for all constituents in the county.
 - They collect *local taxes* and provide *local services* to unincorporated areas.

Given this combination of factors, Washington’s counties have found themselves squeezed between two positions. They have a long list of service obligations that are non-negotiable with few statutory options for securing new revenue streams, and they face structural erosion in their most important revenue source. As they look to the future, Washington’s counties face a fundamental, structural challenge—a challenge that will become increasingly unmanageable over time. Chelan County is no exception and this larger systemic issue must be considered as part of their long-term transportation funding strategy.

II. Approach

Data Sources and Methodology Historical Revenues and Expenditures

The data used to summarize historical revenues and expenditures ~~comes from~~ WSDOT’s Chelan County Road transportation revenues and City Street Revenues and Expenditures, expenditures for FY 20062021 to 2015 datasets.⁴⁰

~~WSDOT collects this 2025. The data comes from counties and cities as part of its~~ annual reporting to the Federal Highway Administration. ~~The data is collected from counties and cities~~ using a standard report that uses Budgeting, Accounting, and Reporting System codes to standardize the data among all reporting counties and cities. This standardization, along with the availability of significant longitudinal data, makes this data set excellent for this kind of revenue analysis.

~~For the purposes of this report, the WSDOT data set was reconciled with Chelan County’s audited transportation actuals, to correct for differences between how WSDOT and Chelan County track transportation revenues and expenditures. For those reasons, there may be nominal differences between the data provided in this report and Chelan County’s audited financial statements.~~

⁴⁰ 2016 data was not available at the time of this analysis.

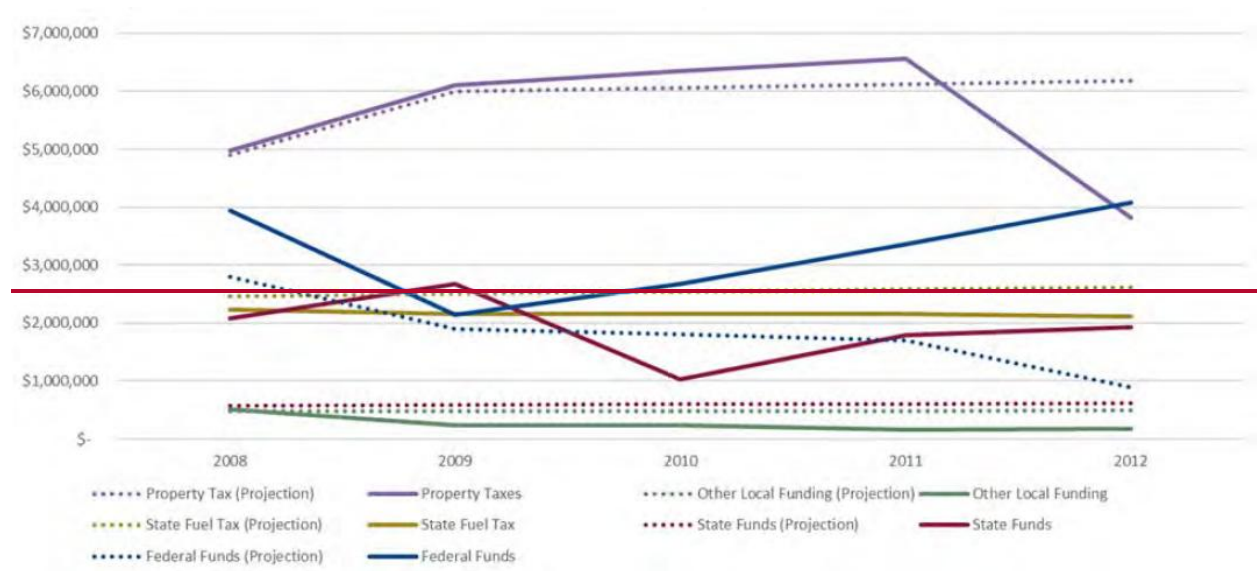
Projected Revenues and Expenditures

Future revenues and expenditures were projected ~~on a per resident basis using the compound annual growth rates imputed from based on 105-year historical averages and trend in transportation revenues and expenditures. Where they were outliers, inflation was used to override the compound annual growth rates. These projections are made on a per resident basis to reflect growth in revenue anticipated from growth in population. The land use projections from the Land Use Element were used to represent expected population growth.~~

These projections are intended to be both conservative and planning-level. Additionally, this projection methodology is intended to estimate the overall revenues collected over the 20-year planning period – it is not intended to estimate the revenues that might be collected in any given year.

~~The same projection methodology was employed in 2008 as part of the 2009 Comprehensive Plan. Projections from the previous plan were compared to actuals from the same years, and the results demonstrate that this methodology is defensible at the planning level.~~

Figure 27. Comparison of Transportation Revenue Projections and Actuals, 2008 to 2012 (2016\$)



Source: "Chelan County Transportation Funding Report", Chelan County, 2009; Washington State Department of Transportation, 2016; and BERK Consulting, 2016.

Data Presentation

This section presents the data used to evaluate Chelan County's current and future financial position as it relates to transportation funding. This analysis is provided at a high level, in ~~2016~~2025 dollars, and rounded to communicate their only order-of-magnitude precision and in ~~2016~~2025 dollars.⁴¹

III. Baseline Financial Capacity

Transportation Revenues

Historical Transportation Revenues

Over the last 10 years there have been six main sources of revenues available for transportation projects in Chelan County:

- Federal Revenues
- Property Taxes
- State Fuel Tax Distributions
- Other State Funds
- Other Local Receipts
- General Fund Appropriations

Chelan County's total transportation revenues, including the revenues collected from each of these sources are provided in Table ~~15~~11-14.

⁴¹ Projected numbers are rounded to the nearest \$10,000. All of the fiscal data throughout this section is provided in 2025 dollars (2025\$).

Table 1511-14
Historical Transportation Revenues, 2006 to 2025

	2021	2022	2023	2024	2025	Annual Average	Total
Federal Revenues	\$8,232,590	\$8,048,940	\$2,672,845	\$3,109,604	\$1,196,919	\$4,652,180	\$27,913,078
Property Taxes	\$8,331,128	\$8,339,204	\$8,847,676	\$8,885,271	\$9,637,134	\$8,808,082	\$44,040,412
State Fuel Tax Distributions	\$2,298,488	\$2,194,521	\$2,182,743	\$2,294,563	\$2,092,764	\$2,212,616	\$11,063,079
Other State Funds	\$2,689,670	\$1,920,858	\$3,189,371	\$1,790,480	\$596,215	\$2,037,319	\$10,186,593
Other Local Receipts	\$567,325	\$2,175,929	\$655,675	\$633,118	\$418,415	\$890,092	\$4,450,462
General Fund Appropriations	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$3,500,000
Total	22,819,201	23,379,452	18,248,309	17,413,035	14,641,447	19,300,289	\$101,153,624

	Property Taxes	General Fund Appropriations	Other Local Receipts	State Fuel Tax Distributions	Other State Funds	Federal Revenues	Total Revenues
2006	\$ 4,467,820	\$ 400,000	\$ 511,117	\$ 2,227,595	\$ 1,220,155	\$ 21,517	\$ 8,848,204
2007	\$ 4,843,816	\$ 400,000	\$ 216,059	\$ 2,278,888	\$ 1,849,035	\$ 2,747,220	\$ 12,335,018
2008	\$ 4,982,551	\$ 400,000	\$ 523,542	\$ 2,235,791	\$ 2,083,728	\$ 3,927,139	\$ 14,152,752
2009	\$ 6,100,781	\$ 400,000	\$ 237,835	\$ 2,150,720	\$ 2,676,742	\$ 2,138,585	\$ 13,704,664
2010	\$ 6,342,060	\$ 400,000	\$ 229,596	\$ 2,161,793	\$ 1,029,533	\$ 2,683,436	\$ 12,846,419
2011	\$ 6,568,592	\$ 400,000	\$ 148,002	\$ 2,158,347	\$ 1,795,551	\$ 3,364,083	\$ 14,434,575
2012	\$ 3,814,661	\$ 400,000	\$ 167,920	\$ 2,114,743	\$ 1,922,140	\$ 4,085,056	\$ 12,504,520
2013	\$ 6,921,424	\$ 400,000	\$ 255,971	\$ 2,172,463	\$ 1,385,246	\$ 2,036,686	\$ 13,171,790
2014	\$ 7,104,646	\$ 400,000	\$ 380,723	\$ 2,190,019	\$ 744,807	\$ 2,047,839	\$ 12,868,033
2015	\$ 7,174,913	\$ 400,000	\$ 2,260,756	\$ 2,249,345	\$ 600,204	\$ 2,269,813	\$ 14,955,031
Total	\$ 58,321,264	\$ 4,000,000	\$ 4,931,521	\$ 21,939,704	\$ 15,307,141	\$ 25,321,374	\$ 129,821,004

Note: General fund appropriations includes an amount of \$400,000 that is transferred from the general fund to repay \$400,000 of county road levy capacity used for general purposes.

Source: Chelan County Public Works, 2016; Washington State Department of Transportation, 2016; and BERK Consulting, 2016-2025

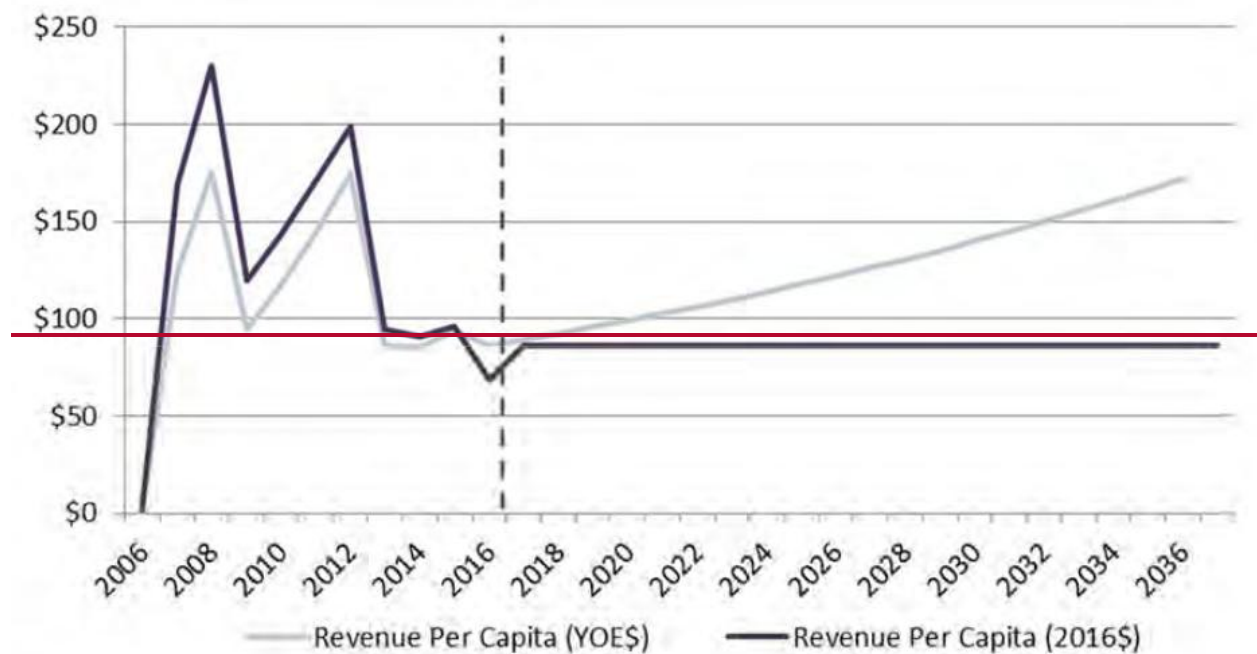
Baseline Revenues for Transportation

To estimate Chelan County's financial capacity for transportation over the 20-year planning program, revenues are projected based on current financial policies. In this case, that means projecting available revenues based on the County's six current transportation funding sources.

Current Source 1: Federal Revenues ~~(Figure 28)~~

Federal transportation grants are funded through the federal portion of the Fuel Excise Tax. The federal gas tax rate has fluctuated between \$0.183 and \$0.184 per gallon since 1994. The majority of these funds are deposited into the Highway Trust Fund and disbursed to the states through the Highway and Mass Transit Accounts.

Figure 28. Federal Revenues – Per Capita Historical Actuals and Future Revenue Projection, 2006 to 2036 (2016\$)



~~Source: Washington State Department of Transportation, 2016 and BERK Consulting, 2016.~~

Federal transportation grants are awarded through a competitive process, and, therefore, not guaranteed. Historical data can provide a window into Chelan County's past success in obtaining a share of these funds. ~~In addition, it is known that the County will not receive Secure Schools funding in 2017 and potentially into the future, so we have chosen to exclude that source from these projections (which accounts for the significant reduction in anticipated funds relative to historical~~

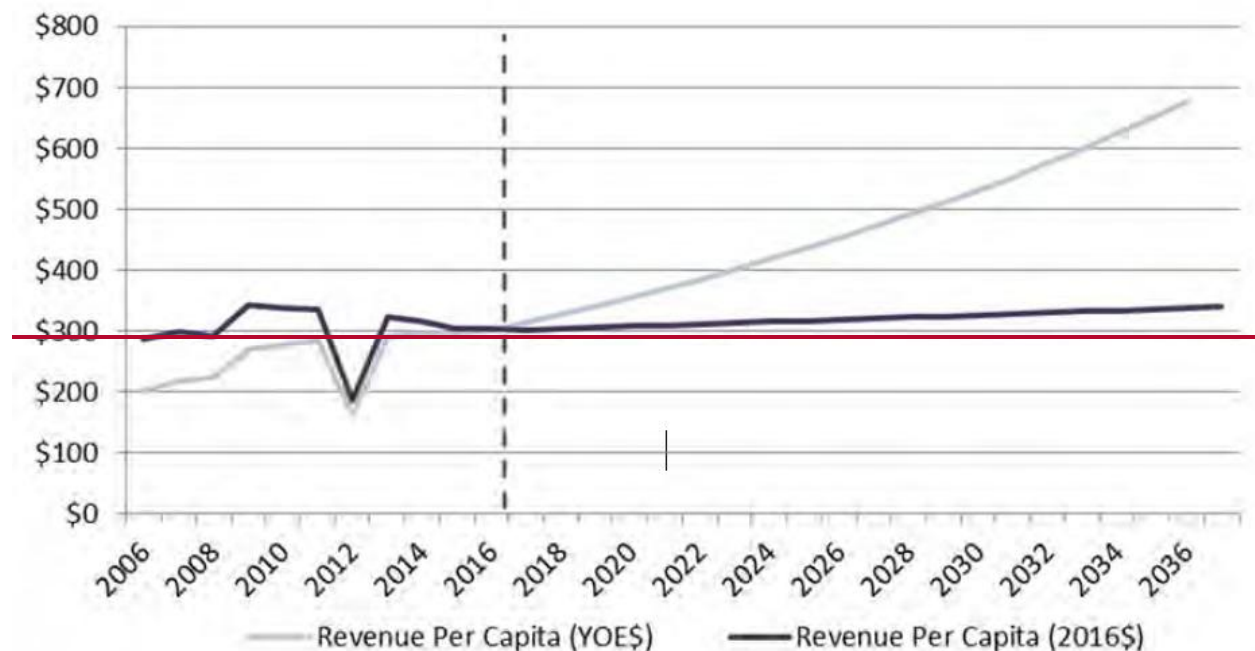
~~receipts as shown in the figure). While Chelan County's receipt of federal grants increased between 2006 and 2015~~While Chelan County's total revenues remained steady through 2021 and 2022, the later years showed a drop in federal grants. For this analysis, it was conservatively estimated that federal revenues will remain flat over the 20-year planning period at the 5-year annual average.

Current Source 2: Property Tax ~~(Figure 29)~~

Property taxes are used by counties and cities as one primary transportation funding source. The county road levy is a property tax collected by Chelan County for transportation funding. ~~Chelan County currently levies a property tax of \$1.32 / \$1,000 of Assessed Value (AV), which is below the \$2.25 per \$1,000 of AV allowed for "proper county road purposes."~~

Over the 20-year planning period, revenues from the county road levy (property taxes) are expected to make up the majority of available funds for roadway maintenance and transportation projects. While most cities and counties are seeing a decline in property tax purchasing power, Chelan County's growth assumptions are sufficient to maintain a very slight increase in property tax revenue over the planning period.

~~Figure 29. Chelan County Road Levy (Property Taxes) — Per resident Historical Actuals and Future Revenue Projection, 2006 to 2036 (2016\$)~~

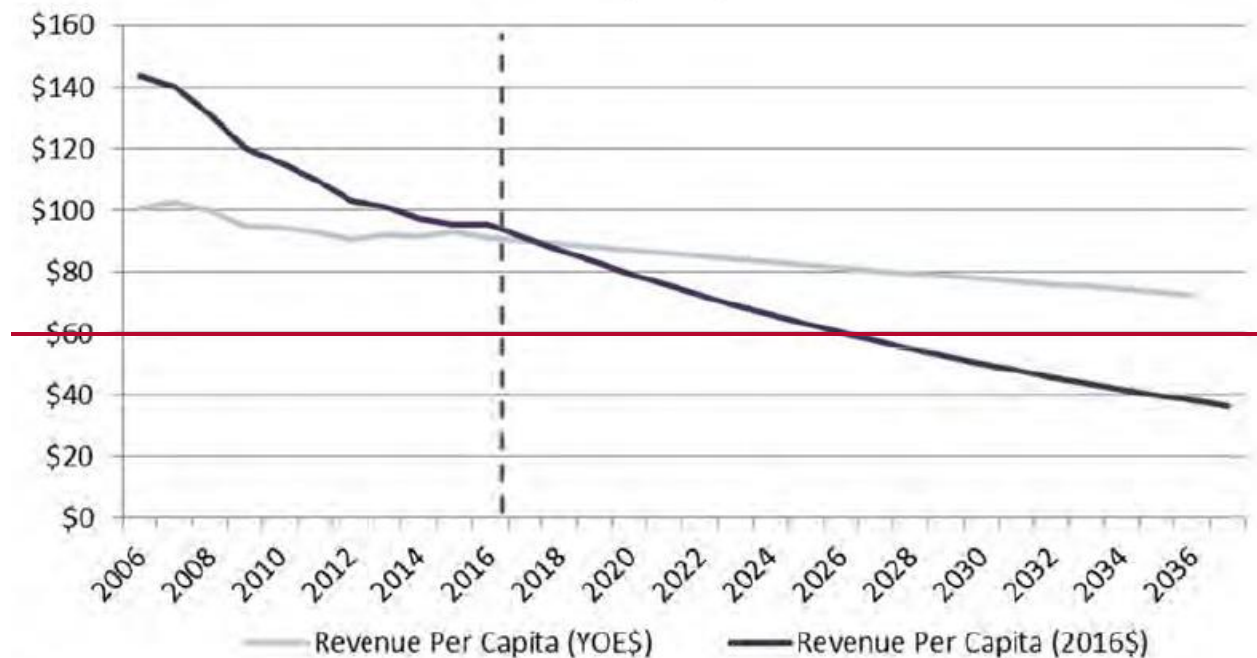


Source: Washington State Department of Transportation, 2016 and BERK Consulting, 2016.

Current Source 3: State Fuel Tax Distributions ~~(Figure 30)~~

Although historical per capita fuel tax dollars have been increasing in nominal numbers, when adjusted for inflation it is clear that per capita revenues have been declining over time. This trend is becoming more pronounced in very recent history due to large increases in the price of gasoline and a significant shift toward more fuel efficient vehicles.

~~Figure 30. State Fuel Tax Distributions – Per Capita Historical Actuals and Future Revenue Projection, 2006 to 2036 (2016\$)~~



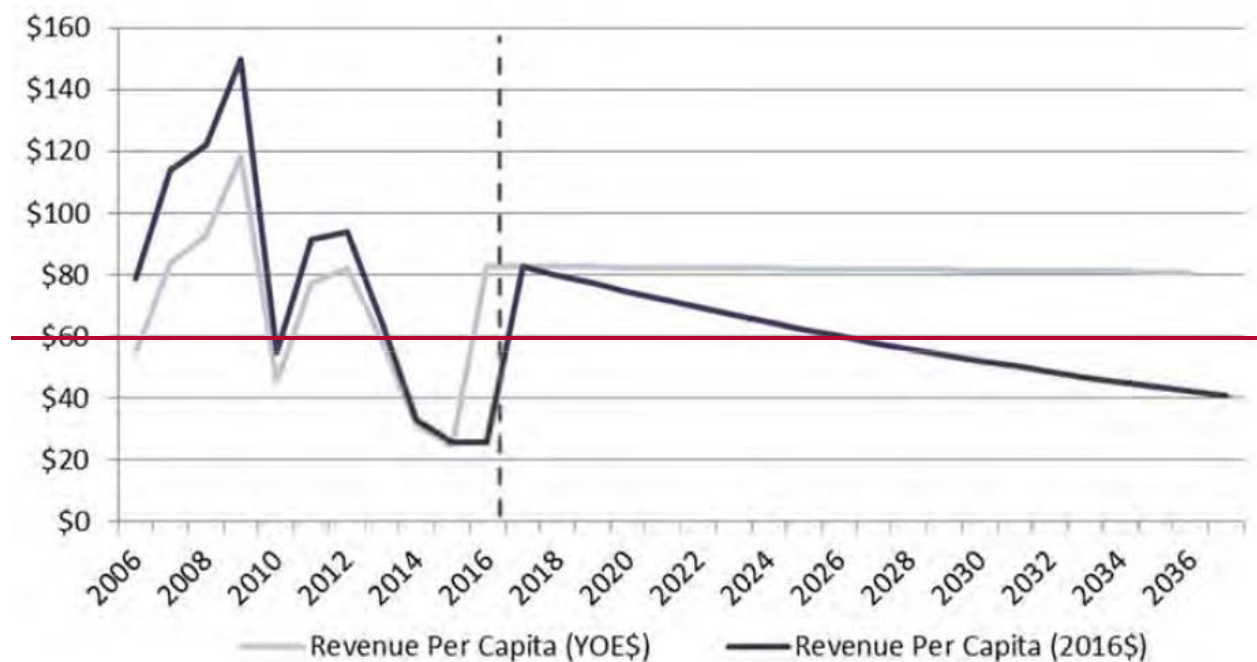
~~Source: Washington State Department of Transportation, 2016 and BERK Consulting, 2016.~~

Chelan County's state fuel tax distributions are expected to continue to decline over the 20-year planning period, for the reasons mentioned above. It is unknown whether this trend will level off. However, it is worth noting that there is significant statewide concern regarding the long-term viability of fuel tax as the fleet mix continues to shift toward ever more fuel efficient vehicles and automakers focus on meeting the new Corporate Average Fuel Economy standards. The state legislature has conducted several studies to explore options to replace the gas tax, but no new funding packages have yet been approved. In looking forward, there will continue to be uncertainty around revenues from this tax source.

Current Source 4: Other State Funds (Figure 31)

This category is primarily state grants, like those from the Department of Ecology; Urban Arterial Board; Transportation Improvement Board; Department of Community, Trade, and Economic Development; and WSDOT. Other funds in this category may include state county road administration board (CRAB) funding including the county arterial preservation account (CAPA) fund allocations and other state grants, including those from the traffic safety commission.

Figure 31. Other State Funds—Per Capita Historical Actuals and Future Revenue Projection, 2006 to 2036 (2016\$)



Source: Washington State Department of Transportation, 2016 and BERK Consulting, 2016.

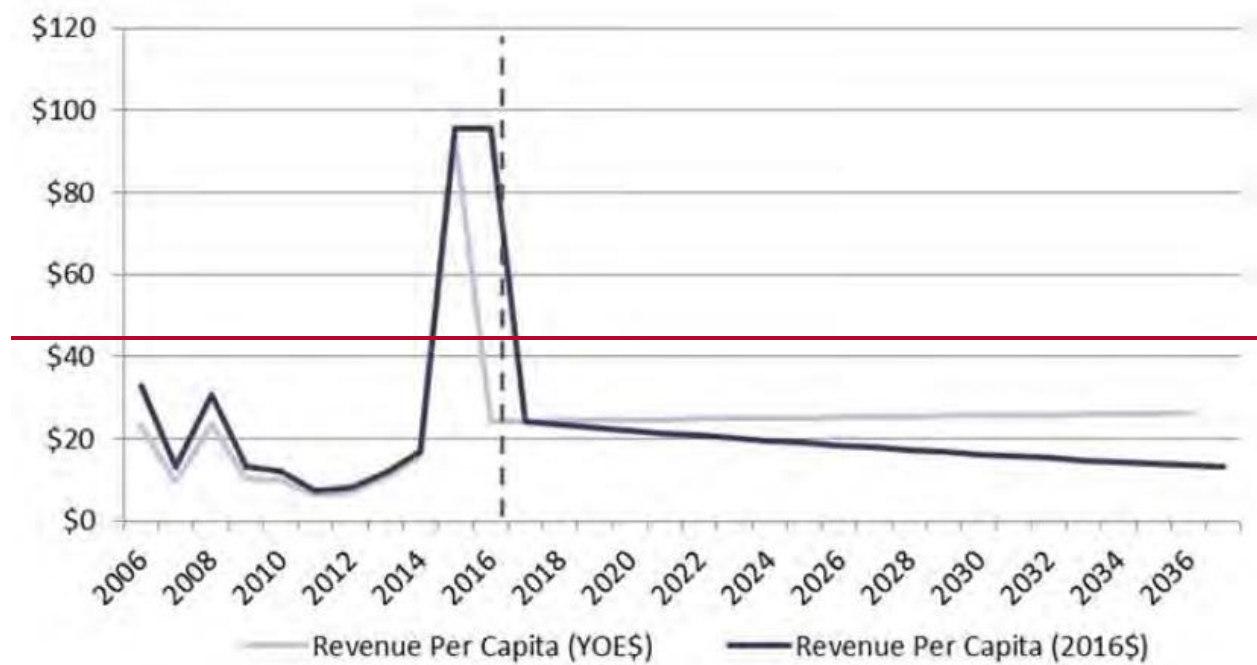
Like federal grants, state grants are a particularly volatile funding source, so ~~this projection presents a “best guess” based on historical data and precedent.~~ changes in Washington state legislative administration ~~in 2017~~ could lead to changes in policy that affect ~~this projection~~ future projections. Therefore, it is difficult to predict the magnitude of revenues to expect from this funding category.

Current Source 5: Other Local Receipts (Figure 32)

Local sources of transportation funding include several miscellaneous sources like impact fees and transfers-in for distressed counties. They also include a number of fees or other reimbursements collected by Public Works, including from the sale of maps and publications, for engineering services,

for road and street maintenance services, and reimbursements from utilities or related to construction projects.

Figure 32. Other Local Receipts -- Per Capita Historical Actuals and Future Revenue Projection, 2006 to 2036 (2016\$)



Source: Washington State Department of Transportation, 2016 and BERK Consulting, 2016.

Current Source 6: General Fund Appropriations

Because general fund revenues have few restrictions on how they are spent and the County has a dedicated county road levy for transportation, it is relatively unusual for these funds to be used for transportation purposes. In recent history, Chelan County has appropriated approximately \$500,700,000 per year to transportation ~~to offset the portion of county road levy capacity transferred annually to the general expense levy.~~

These dollars are primarily made up of Real Estate Excise Tax 2 (REET 2) funds. Historically, this has been a volatile source of funding for transportation in the county, with consistent divestment of these funds from that purpose, and, therefore, has contributed a relatively small share of total revenues for transportation.

Total Baseline Revenues for Transportation

Table ~~4611-15~~ shows the expected baseline revenues for transportation based on projections for the County's sources of transportation revenue described above.

Based on current transportation funding policies the County expects approximately \$~~304.4457~~ million in transportation revenues between ~~2017~~2025 and ~~2036~~2045.⁴²

Table ~~4611-15~~

Total Baseline Revenues for Transportation, ~~2017~~2026 to ~~2036~~(2016)2045 (2025\$)

	2026-2031 (Years 1-6)	2032-2035 (Years 7-10)	2036-2045 (Years 11-20)	2026-2045 (Years 1-20)
Federal Revenues	\$27,900,000	\$18,600,000	\$46,500,000	\$93,000,000
Property Taxes	\$56,080,000	\$43,180,000	\$133,210,000	\$232,470,000
State Fuel Tax Distributions	\$14,310,000	\$11,040,000	\$34,020,000	\$59,370,000
Other State Funds	\$12,240,000	\$8,160,000	\$20,400,000	\$40,800,000
Other Local Receipts	\$5,340,000	\$3,560,000	\$8,900,000	\$17,800,000
General Fund Appropriations	\$4,200,000	\$2,800,000	\$7,000,000	\$14,000,000
Total	\$120,070,000	\$87,340,000	\$250,030,000	\$457,440,000

	2017 - 2022 (Years 1 - 6)	2023 - 2026 (Years 7 - 10)	Total, 2017 - 2026 (Years 1 - 10)	2027 - 2036 (Years 11 - 20)	Total, 2017 - 2036 (Years 1 - 20)
Federal Revenues	\$ 13,290,000	\$ 9,280,000	\$ 22,570,000	\$ 24,440,000	\$ 47,010,000
Property Taxes	\$ 47,400,000	\$ 34,090,000	\$ 81,490,000	\$ 93,610,000	\$ 175,100,000
State Fuel Tax Distributions	\$ 11,930,000	\$ 6,630,000	\$ 18,560,000	\$ 12,740,000	\$ 31,300,000
Other State Funds	\$ 11,240,000	\$ 6,560,000	\$ 17,800,000	\$ 13,500,000	\$ 31,300,000
Other Local Receipts	\$ 3,350,000	\$ 2,010,000	\$ 5,360,000	\$ 4,290,000	\$ 9,650,000
General Fund Appropriations (REET 2)	\$ 3,000,000	\$ 2,000,000	\$ 5,000,000	\$ 5,000,000	\$ 10,000,000
Total Revenues	\$ 90,210,000	\$ 60,570,000	\$ 150,780,000	\$ 153,580,000	\$ 304,360,000

Source: ~~BERK Consulting, 2016~~Transpo Group 2026.

Transportation Programmatic Expenditures

Transportation spending falls in two main categories: programmatic and capital. Capital expenditures for transportation are mainly from construction of new facilities, such as roads, sidewalks, and traffic signals. The County also has significant programmatic costs for running its existing system, including administration, operation, maintenance of existing facilities, preservation, and capital outlay, which account for the majority of its regular expenditures. More specifically, programmatic expenditures

⁴² These projections are conservative and planning level.

support things like pavement improvement, bridge retrofitting and rehabilitation, and other roadway elements, like guardrails, signs, concrete barriers, and pedestrian and drainage facilities.

Historical Transportation Programmatic Expenditures

There are ~~four~~three categories of activities in transportation programmatic expenditures:

- **Administration and Facility Operations.** General administration covers public works transportation administration and support. Operations accounts for engineering and planning services that support transportation capital projects.
- ~~—~~**Maintenance and Preservation.** Routine improvements ~~like pavement overlays and bridge repairs/replacement.~~
- ~~—~~**Maintenance.** Routine ~~and ongoing~~or activities to ensure facility utility, ~~e.g.:~~
 - **Maintenance:** includes pothole repair, ~~and snow-and-/ice control,~~ street cleaning, etc.
 - **Preservation:** includes pavement overlays, seal coating, bridge repairs, etc.
- **Capital Outlay for Facilities.** Costs of building and maintaining facilities that support the transportation program.

Chelan County expenditures for each category between ~~2006~~2021 and ~~2015~~2025 are shown in Table ~~17~~11-16.

Table 1711-16

Historical Transportation Programmatic Expenditures, ~~2006 to 2015~~ (2021-2025)

	2021	2022	2023	2024	2025	Total
Administration and Facility Operations	\$2,880,664	\$3,565,190	\$3,368,296	\$3,009,239	\$3,604,825	\$16,428,214
Maintenance and Preservation	\$7,966,811	\$9,052,222	\$9,424,529	\$11,159,930	\$7,782,809	\$45,386,300
Capital Outlay for Facilities	\$ -	\$25,121	\$23,121	\$ -	\$ -	\$48,242
Total	\$10,847,475	12,642,533	\$12,815,946	\$14,169,169	\$11,387,634	\$61,862,757

	Preservation	Maintenance	Administration & Facility Operations	Capital Outlay for Facilities	Total Programmatic Expenditures
2006	\$	\$ 6,305,543	\$ 1,659,964	\$ 15,123	\$ 7,980,630
2007	\$	\$ 7,432,486	\$ 2,193,314	\$	\$ 9,625,800
2008	\$	\$ 5,342,218	\$ 2,349,098	\$ 129,475	\$ 7,820,791
2009	\$ 1,121,213	\$ 5,090,481	\$ 2,358,031	\$	\$ 8,569,725
2010	\$ 1,473,810	\$ 4,658,762	\$ 2,076,978	\$	\$ 8,209,550
2011	\$ 1,430,599	\$ 4,700,316	\$ 2,384,530	\$	\$ 8,515,445
2012	\$ 1,193,949	\$ 5,031,611	\$ 2,492,566	\$	\$ 8,718,126
2013	\$ 2,020,342	\$ 4,913,515	\$ 2,893,629	\$ 78,647	\$ 9,906,133
2014	\$ 2,472,675	\$ 4,930,081	\$ 2,492,189	\$ 74,129	\$ 9,969,074
2015	\$ 1,163,702	\$ 5,543,230	\$ 2,719,765	\$ 18,767	\$ 9,445,464
TOTAL	\$ 10,876,290	\$ 53,948,243	\$ 23,620,064	\$ 316,141	\$ 88,760,738

Note: Before 2008 preservation costs were included with maintenance, and were not tracked separately.

*During 2014 and 2015, approximately \$9,300,000 in capital improvement projects that would be generally included as part of preservation programmatic expenditures were completed. These numbers do not reflect these additional expenditures.

Source: Chelan County Public Works, ~~2016~~.

Baseline Programmatic Expenditures for Transportation

This baseline projection for transportation programmatic expenditures estimates the costs of providing the same services that occurred during the historical period (~~2006~~2021 to ~~2015~~2025).

Table ~~18~~11-17

**Total Baseline Programmatic Expenditures for Transportation, ~~2017~~2026 to ~~2036~~
(~~2016~~2045 (2025\$))**

	2026-2031 (Years 1-6)	2032-2035 (Years 7-10)	2036-2045 (Years 11-20)	2026-2045 (Years 1-20)
Total Revenue	\$120,070,000	\$87,340,000	\$250,030,000	\$457,440,000
Administration and Facility Operations	\$19,740,000	\$13,160,000	\$32,900,000	\$65,800,000
Maintenance and Preservation	\$54,480,000	\$36,320,000	\$90,800,000	\$181,600,000
Capital Outlay for Facilities	\$60,000	\$40,000	\$100,000	\$200,000
Total Programmatic Expenditures	\$74,280,000	\$49,520,000	\$123,800,000	\$247,600,000
Revenue Remaining for Capital Projects	\$45,790,000	\$37,820,000	\$126,230,000	\$209,840,000

Table 18. Total Baseline Programmatic Expenditures for Transportation, 2017 to 2036 (2016\$)

	2017 - 2022 (Years 1 - 6)	2023 - 2026 (Years 7 - 10)	Total, 2017 - 2026 (Years 1 - 10)	2027 - 2036 (Years 11 - 20)	Total, 2017 - 2036 (Years 1 - 20)
Administration & Facility Operations	\$ 15,110,000	\$ 10,550,000	\$ 25,660,000	\$ 27,790,000	\$ 53,450,000
Maintenance	\$ 46,290,000	\$ 32,320,000	\$ 78,610,000	\$ 85,090,000	\$ 163,700,000
Preservation	\$ 7,340,000	\$ 5,120,000	\$ 12,460,000	\$ 13,490,000	\$ 25,950,000
Capital Outlay for Facilities	\$ 1,530,000	\$ 1,070,000	\$ 2,600,000	\$ 2,810,000	\$ 5,410,000
Total Programmatic Expenditures	\$ 70,270,000	\$ 49,060,000	\$ 119,330,000	\$ 129,180,000	\$ 248,510,000

Source: ~~BERK Consulting, 2016~~Transpo Group 2026.

Baseline Financial Capacity for Transportation

Using these projections, a baseline picture was generated of the average annual revenue availability based on current financial policies for the next six and 20 years.

Table 19. Baseline Transportation Financial Capacity for Additional Programmatic Expenditures and Capital Projects, 2017 to 2036 (2016\$)

	2017 - 2022 (Years 1 - 6)	2023 - 2026 (Years 7 - 10)	Total, 2017 - 2026 (Years 1 - 10)	2027 - 2036 (Years 11 - 20)	Total, 2017 - 2036 (Years 1 - 20)
Total Revenue	\$ 90,210,000	\$ 60,570,000	\$ 150,780,000	\$ 153,580,000	\$ 304,360,000
Administration & Facility Operations	\$ 15,110,000	\$ 10,550,000	\$ 25,660,000	\$ 27,790,000	\$ 53,450,000
Maintenance	\$ 46,290,000	\$ 32,320,000	\$ 78,610,000	\$ 85,090,000	\$ 163,700,000
Preservation	\$ 7,340,000	\$ 5,120,000	\$ 12,460,000	\$ 13,490,000	\$ 25,950,000
Capital Outlay for Facilities	\$ 1,530,000	\$ 1,070,000	\$ 2,600,000	\$ 2,810,000	\$ 5,410,000
Total Programmatic Expenditures	\$ 70,270,000	\$ 49,060,000	\$ 119,330,000	\$ 129,180,000	\$ 248,510,000
Remaining Revenue for Capital Projects	\$ 19,940,000	\$ 11,510,000	\$ 31,450,000	\$ 24,400,000	\$ 55,850,000

Source: Washington State Department of Transportation, 2016 and BERK Consulting, 2016.

Based on revenue projections, approximately \$55,209.8 million will be available for transportation programs and projects beyond current activities during the planning horizon, as shown in Table 19.11-17.

However, it is important to also consider the flexibility of revenue sources, including statutory restrictions limiting funding for either programmatic or capital purposes. Some of the county's transportation revenue sources are specifically earmarked for capital purposes. These include REET 2, state revenues (grants), federal revenues (grants), and any maintenance of effort or matching funds to support those grants (an average of about 20% per grant). To fully illustrate funds that may be restricted to capital, we estimated the expected maintenance of effort and matching funds for grants by multiplying the total grant amount by 20%, as it is expected that those amounts will average about 20%.

Due to these statutory restrictions in funding, only approximately \$282 million of is available to cover the \$248 million needed for programmatic expenditures is available, as shown in Table 11-19.20. This provides a starting deficit/surplus of almost \$48 approximately \$35 million for programmatic activities. However, almost \$104 million is available for which can be allocated to capital projects. In addition to the almost \$174 million statutorily restricted for capital projects. However, this amount of capital funding would not cover the \$264 million in capital project costs identified in the previous section.

Table 2011-19

Baseline Transportation Financial Capacity ~~for Additional Programmatic Expenditures and Capital Projects~~ with Consideration of Fund Restrictions, 2017-2026 to 2036-~~(2016)2045 (2025\$)~~

	2026-2031 (Years 1-6)	2032-2035 (Years 7-10)	2036-2045 (Years 11-20)	2026-2045 (Years 1-20)
All Future Revenues				
Federal Revenues	\$27,900,000	\$18,600,000	\$46,500,000	\$93,000,000
Property Taxes	\$56,080,000	\$43,180,000	\$133,210,000	\$232,470,000
State Fuel Tax Distributions	\$14,310,000	\$11,040,000	\$34,020,000	\$59,370,000
Other State Funds	\$12,240,000	\$8,160,000	\$20,400,000	\$40,800,000
Other Local Receipts	\$5,340,000	\$3,560,000	\$8,900,000	\$17,800,000
General Fund Appropriations	\$4,200,000	\$2,800,000	\$7,000,000	\$14,000,000
Total Revenues	\$120,070,000	\$87,340,000	\$250,030,000	\$457,440,000
Capital Only Funds				
Federal Revenues (Grants)	\$27,900,000	\$18,600,000	\$46,500,000	\$93,000,000
Other State Funds (Grants)	\$12,240,000	\$8,160,000	\$20,400,000	\$40,800,000
General Fund Appropriations (REET 2)	\$4,200,000	\$2,800,000	\$7,000,000	\$14,000,000
20% Local Grant Match	\$8,030,000	\$5,350,000	\$13,380,000	\$26,760,000
Total Available for Capital (Restricted)	\$52,370,000	\$34,910,000	\$87,280,000	\$174,560,000
Total Available for Programmatic Expenditures	\$67,700,000	\$52,430,000	\$162,750,000	\$282,880,000
Baseline Programmatic Expenditures	\$74,280,000	\$49,520,000	\$123,800,000	\$247,600,000
Projected Programmatic Expenditure Surplus	(\$6,580,000)	\$2,910,000	\$38,950,000	\$35,280,000

~~Projects with Consideration of Land Restrictions, 2017 to 2036 (2024)~~

	2017 - 2022	2023 - 2026	Total, 2017 - 2026	2027 - 2036	Total, 2017 - 2036
	(Years 1 - 6)	(Years 7 - 10)	(Years 1 - 10)	(Years 11 - 20)	(Years 1 - 20)
All Future Revenues					
Federal Revenues	\$ 13,290,000	\$ 9,280,000	\$ 22,570,000	\$ 24,440,000	\$ 47,010,000
Property Taxes	\$ 47,400,000	\$ 34,090,000	\$ 81,490,000	\$ 93,610,000	\$ 175,100,000
State Fuel Tax Distributions	\$ 11,930,000	\$ 6,630,000	\$ 18,560,000	\$ 12,740,000	\$ 31,300,000
Other State Funds	\$ 11,240,000	\$ 6,560,000	\$ 17,800,000	\$ 13,500,000	\$ 31,300,000
Other Local Receipts	\$ 3,350,000	\$ 2,010,000	\$ 5,360,000	\$ 4,290,000	\$ 9,650,000
General Fund Appropriations (REET 2)	\$ 3,000,000	\$ 2,000,000	\$ 5,000,000	\$ 5,000,000	\$ 10,000,000
Total Revenues	\$ 90,210,000	\$ 60,570,000	\$ 150,780,000	\$ 153,580,000	\$ 304,360,000
Capital Only Funds					
REET 2	\$ 3,000,000	\$ 2,000,000	\$ 5,000,000	\$ 5,000,000	\$ 10,000,000
State Revenues (Grants)	\$ 11,240,000	\$ 6,560,000	\$ 17,800,000	\$ 13,500,000	\$ 31,300,000
Federal Revenues (Grants)	\$ 13,290,000	\$ 9,280,000	\$ 22,570,000	\$ 24,440,000	\$ 47,010,000
Estimated Minimum Match for Grants (20%)	\$ 4,910,000	\$ 3,170,000	\$ 8,070,000	\$ 7,590,000	\$ 15,660,000
Total Available for Capital (Capital Restricted)	\$ 32,440,000	\$ 21,010,000	\$ 53,440,000	\$ 50,530,000	\$ 103,970,000
Total Available for Programmatic Expenditures	\$ 57,770,000	\$ 39,560,000	\$ 97,340,000	\$ 103,050,000	\$ 200,390,000
Baseline Programmatic Expenditures	\$ 70,270,000	\$ 49,060,000	\$ 119,330,000	\$ 129,180,000	\$ 248,510,000
Projected Programmatic Expenditures Surplus	\$ (12,500,000)	\$ (9,500,000)	\$ (21,990,000)	\$ (26,130,000)	\$ (48,120,000)

Source: ~~BERK Consulting, 2016~~Transpo Group 2026.

IV. Balancing Financial Capacity with Future Funding Needs

When comparing total available revenues for transportation with expected maintenance costs over the 20-year study period, revenues ~~fall short of paying for even~~are expected to cover the current estimated programmatic costs, before considering policy changes that would increase those programmatic costs. ~~This makes sense when considering that the main revenues used~~Nevertheless, funding allocated for ~~transportation are increasing at a relatively slow rate, while costs are increasing more quickly~~capital projects is expected to fall short of the \$264 million estimated in the Transportation Element project list. Although ~~programmatic~~ spending is ~~currently~~expected to be balanced, the ~~increase in~~changes in revenues or increased maintenance or preservation costs have the potential to lead to costs ~~begins to outpace~~outpacing the increase in revenues ~~in the very near term.~~

There are two main types of strategies that can be used to balance this implementation plan:

1. **Increase revenue**, through increases in existing funding tools or implementation of new tools.
2. **Decrease expenses** by decreasing programmatic activities or further prioritizing capital projects.

~~Significant use of the latter strategy was used in the development of this plan.~~

~~*Future Funding Needs*~~

~~Programmatic Needs~~

~~County staff evaluated state of repair to determine whether the status quo (baseline programmatic expenditures) was sufficient to support desired level of service of existing facilities. It was identified that status quo is not sufficient to support desired level of service, and that additional preservation spending, specifically additional monies for pavement, roadway elements, and bridges, would be required to meet programmatic needs, as shown in Table 21. These costs were extrapolated over the 20-year period based on additional, expected annual costs determined to be needed as part of the good state of repair evaluation.~~

~~*Table 21. Options for Reducing a Funding Shortfall for Capital Improvement Projects*~~

~~The county can increase funding for capital street projects using a range of revenue options. These include partnering with other agencies to pursue additional grants and the implementation of additional revenue sources. Alternatively, the county could delay implementation of projects, especially lower priority improvements. Possible applications of these funding strategies are discussed below.~~

~~*Delaying Improvement Projects*~~

~~The county may not be able to, or may choose not to, fund lower priority projects within the 20-year horizon without additional funding sources. Some of these projects may be funded through impact fees and/or frontage improvement requirements as development (or re-development occurs). As developments occur in these areas the County may require project-specific facility improvements including SEPA mitigation measures, as appropriate. The County also may identify other programs or opportunities to partially or fully fund some of these improvements.~~

Additional ~~Preservation-related (Roads Grants and Bridges)~~ ~~Programmatic Expenditures, 2017~~Other Agency Funding

As discussed above, the transportation financing analysis assumes that the county will receive \$134 million in grant funding over the life of the plan. If the County can pursue and receive grants at a higher rate than identified based on the County's historic annual average, revenues would increase over the life of the plan.

The Transportation Element has a range of improvement projects that should be competitive for grant funding, especially the Regional Vision projects identified in Table 11-13. The GMA requires the Transportation Element to identify these needs to 2036 (2016\$) facilitate coordination between the local and state transportation planning efforts. The County will continue to work with WSDOT, CDTC and other local, regional and state agencies to develop strategies for funding and implementing these improvements. Given the scale of these improvements, direct appropriations from the federal or state government as part of legislative requests may be necessary to fully implement the improvements.

Additional Local Revenue Sources

The county can consider a range of funding alternatives to raise additional revenues to pay for transportation improvements. Potential revenue sources for consideration are summarized in Table 11-20.

Table 11-20
Potential Transportation Revenue Sources

Funding Alternative	Description
Road Levy Lift / Street Levy	Property tax increase to fund transportation maintenance and capital projects. Require voter approval by simple majority.
Transportation Benefit District	Vehicle license fee or sales tax increase to fund transportation maintenance and capital projects. Maximum of 0.3% sales tax with voter approval, governing body may approve up to 0.1% sales tax. License fees can be no greater than \$100 with voter approval, but governing bodies can adopt \$20 fee, then raise it up to \$40 after 2 years, then to \$50 2 years later.
Transportation Impact Fees	One-time charges assessed on new development to help pay for transportation improvements needed to accommodate growth.

Funding Alternative	Description
Late-comer Agreements	Allows a developer who constructs public infrastructure with excess capacity to recover a portion of those costs from future properties that benefit from the improvement.
Local or Road Improvement District	A financing mechanism used to fund specific public improvements that provide a special benefit to nearby properties.
Planned Action Ordinance	Could be used to set-up mitigation payments, impacts fees, or tax increment financing for specific areas of growth.
Local Option Fuel Tax	Counties or cities may, with voter approval, levy a local option motor vehicle fuel tax for local transportation purposes. The maximum rate is 10% of the state rate.

	2017 - 2022 (Years 1 - 6)	2023 - 2026 (Years 7 - 10)	Total, 2017 - 2026 (Years 1 - 10)	2027 - 2036 (Years 11 - 20)	Total, 2017 - 2036 (Years 1 - 20)
~~Total Needed Preservation Expenditures~~	~~\$ 28,170,000~~	~~\$ 13,980,000~~	~~\$ 42,150,000~~	~~\$ 34,950,000~~	~~\$ 77,100,000~~
Baseline Preservation Expenditures	\$ 7,340,000	\$ 5,120,000	\$ 12,450,000	\$ 13,490,000	\$ 25,940,000
Additional Preservation Expenditures (Beyond Baseline)	\$ 20,830,000	\$ 8,860,000	\$ 29,700,000	\$ 21,460,000	\$ 51,160,000

Source: Reassessment Strategy

Although the financing summary identifies the potential for a total capital revenue shortfall over the life of the Transportation Element, the county is committed to reassessing their transportation needs and funding sources each year as part of its Six-Year Transportation Improvement Program (TIP). This allows the county to match the financing program with the short-term improvement projects and funding. To implement the Transportation Element, the county will consider the following principles in its transportation funding program:

- Balance improvement costs with available revenues as part of the annual Six-Year Transportation Improvement Program (TIP);
- Review project design standards to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards;
- Fund improvements or require developer improvements as they become necessary to maintain LOS standards;
- Coordinate and partner with WSDOT, CDTC, Link Transit, and others to implement multimodal transportation improvements;
- Vigorously pursue grant funds from state and federal sources;
- Work with CDTC, the City of Wenatchee or other partner agencies to develop multiagency grant applications for projects which extend between both jurisdictions that serve city and county growth;

Some lower priority improvements may be deferred or removed from the Transportation Element. The county will use the annual update of the Six-Year Transportation Improvement Program (TIP) to re-evaluate priorities and timing of projects and need for alternative funding programs. Throughout the planning period, projects will be completed, and priorities will be revised. This will be accomplished by annually reviewing traffic growth and the location and intensity of land use growth in the county and UGAs. The county will then be able to direct funding to areas that are most impacted by growth or to roadways that may be falling below the multimodal level of service standards. The development of the TIP will be an ongoing process over the life of the plan and will be reviewed and amended annually.

APPENDIX A

PUBLIC PARTICIPATION SUMMARY REPORT

APPENDIX B

MANSON COMPREHENSIVE PLAN

APPENDIX C

PESHASTIN COMPREHENSIVE PLAN

APPENDIX D

MALAGA UGA PLAN

APPENDIX E

STEHEKIN COMMUNITY PLAN

APPENDIX F

RESILIENCY PLAN

APPENDIX G

LAND CAPACITY ANALYSIS

APPENDIX H

DESIGNATION MAPS

APPENDIX I

RACIALLY DISPARATE POPULATIONS ANALYSIS

APPENDIX J

CAPITAL FACILITIES PLAN

APPENDIX K

RECREATION ELEMENT (PROS) PLAN

APPENDIX L
CHELAN COUNTY ROADWAY LOS
ANALYSIS SUMMARY