

Lord Acres Subarea Plan

January 2009

Prepared by SMD Solutions, Inc. for
City of Chelan

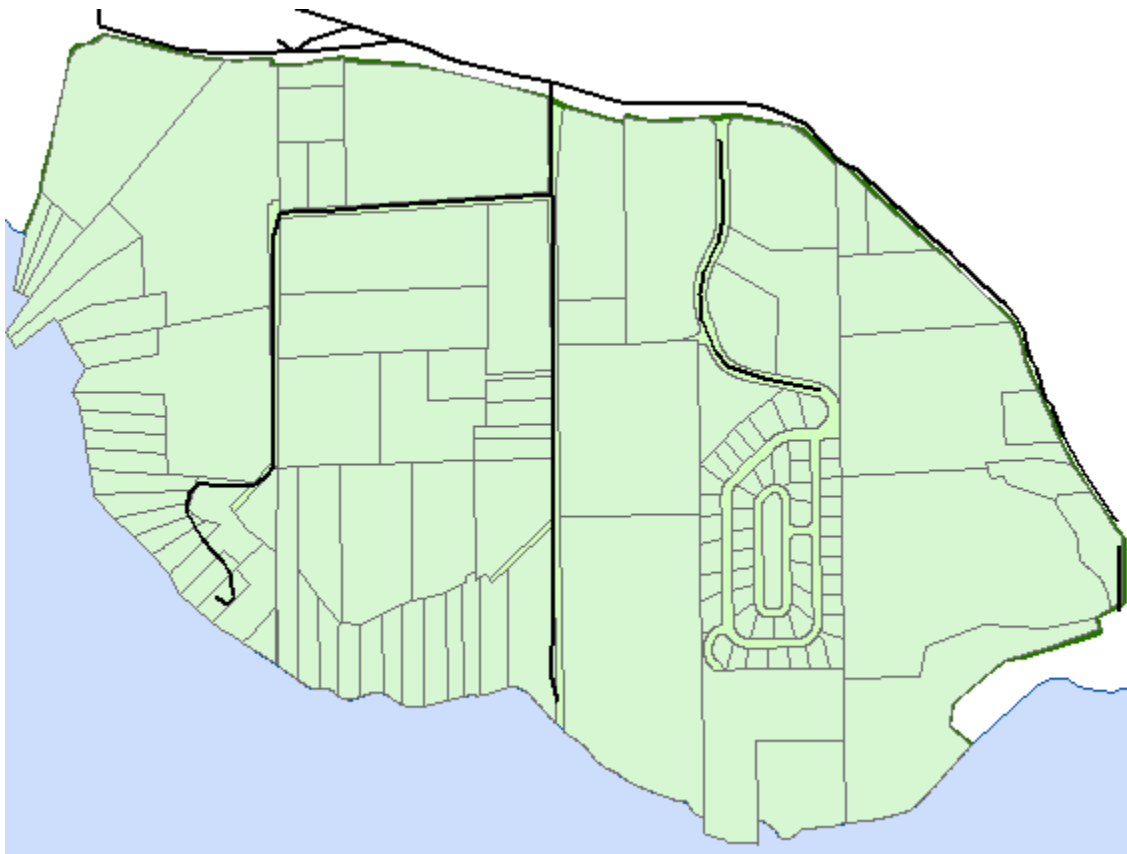


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1 Introduction & Project Description



The City of Chelan has completed Comprehensive Planning under Washington's Growth Management Act (GMA). The most current update to the City of Chelan Comprehensive Plan is dated December 2006. In 2007, the City initiated a new update process with an anticipated adoption date of December 2009. This subarea plan is intended to be a supplement to the City's Comprehensive Planning efforts and is expected to be formally adopted by City Council in 2008.

Due to rapid growth and development in North Central Washington, projected local population growth, and need for jobs and homes for that expanding population, land uses and land use needs are changing in the Chelan Valley. The Lord Acres area is identified in the current Comprehensive Plan as a transitional zone labeled Special Use District (SUD). The subarea has been primarily agricultural and single family residential. Because the area is now starting to develop, it is time to move from transitional zoning and

make more long-term zoning decisions for the subarea. With the potential to create new development in this area, the City, along with local property owners, has resolved to engage in a public planning effort to determine the best land uses for the subarea known as Lord Acres.

This process will analyze current and historical land uses, area needs and opportunities, and potential land use choices. The public participation and decision-making processes will be documented herein.

Conflicting Code Language

One of the goals of this subarea planning process is to address some conflicting language that currently exists in the Chelan Municipal Code (CMC). The Lord Acres Subarea is zoned as a Special Use District (SUD). The CMC defines a SUD as one that allows a broad mix of uses including single-family residential, commercial Planned-Unit-Developments, boat launching and marina facilities, crop and tree farming and related uses, vineyards, and cottage wineries. Accessory uses may include fences, cold storage warehouses for produce grown on site, and tenant residences on farm property. Conditional uses may include places of public or private assembly, RV parks, self-service laundries, bed & breakfasts, and wineries. Multi-family residential is not listed as a permitted use in the SUD, but may be permitted anywhere in the city as a Planned Unit Development.

Currently a discrepancy occurs between the SUD code and the Residential Single-Family District (R-1) code. Although the SUD allows for single-family residential structures, it also has a minimum lot size of 5,000 square feet. The R-1 zone requires a minimum lot area of 6,000 square feet. Additionally, the maximum lot coverage allowed in the R-1 zone is 30%, while the maximum lot coverage in the SUD is 75%. While this is an appropriate ratio for commercial use, allowing 75% lot coverage in a residential development would not meet the open space intentions of the GMA. The City would like to resolve these inconsistencies, or better define the conflicting specifications in the code text.

Public Access and Private Property Rights

Local government is tasked with balancing the requirements of GMA with those of the Shoreline Management Act (SMA). Lake Chelan is a Lake of Statewide Significance as identified by WAC 173-20-110, falling under the guidance of RCW 90.58.020 which states in part:

... Coordinated planning is necessary to protect the public interest of the shorelines of the state while, at the same time, recognizing and protecting private property rights, consistent with the public interest.



The policy statement goes on to say:

The legislature declares that the interest of all of the people shall be paramount in the management of shorelines of statewide significance. The department, in adopting guidelines for shorelines of statewide significance, and local government, in developing master programs for shorelines of statewide significance, shall give preference to uses in the following order of preference which:

(1) Recognize and protect the statewide interest over local interest;

- (2) Preserve the natural character of the shoreline;*
- (3) Result in long term over short term benefit;*
- (4) Protect the resources and ecology of the shoreline;*
- (5) Increase public access to publicly owned areas of the shorelines;*
- (6) Increase recreational opportunities for the public in the shoreline;*
- (7) Provide for any other element as defined in RCW 90.58.100 deemed appropriate or necessary.*

In the implementation of this policy the public's opportunity to enjoy the physical and aesthetic qualities of natural shorelines of the state shall be preserved to the greatest extent feasible consistent with the overall best interest of the state and the people generally.

While SMA encourages the preservation of the shoreline for the use of the people of the state, it also recognizes and protects private property rights. Additionally, one of the guiding policies of GMA [RCW 36.70A.020(6)] is to protect private property rights. Through this subarea planning process the City of Chelan will work to balance the goals and policies of GMA and SMA and provide for zoning regulations that protect the rights and privacy of private owners, while preserving the public's right to the use of Lake Chelan and appropriate shoreland areas, and preserve the ecological functions and resources of the lake. It is the intention of the City to meet the needs of both future citizens and current property owners through this process. Section 1.1 will address the City's consideration of SMA policy elements in this planning process.

2 Demographic and Background Study

The City of Chelan is located in Chelan County, in the State of Washington. The Lord Acres Subarea is located in Township 27, Range 22, Sections 10 and 11. Most of the subarea is within the Chelan city limits. However, portions are Chelan County land outside the city limits, but inside the Urban Growth Area (UGA).

Based on 2000 U.S. Census Block Group data, the Lord Acres Subarea had a population breakdown of 86.5% White and 11.9% Hispanic/Latino. Approximately 15.2% of the 2000 population of the subarea was age 65 or over (US Census 2000). The total population of the Block Group was 739 in 2000. However, the Block Group encompassed an area nearly twice the size of the Lord Acres Subarea.

2.1 Population

Information from the Washington State Office of Financial Management (OFM), indicates the population of the City of Chelan grew from 3,526 in 2000 to 3,835 in 2007 (OFM 2007a). This 8.8% population growth for the City of Chelan surpassed the 6.9% growth for Chelan County

overall during the same period. An average increase of 7.0% (from 71,200 to 75,093) countywide is projected by 2010 (OFM 2007b). If the City of Chelan's growth rate stabilizes to equal that of the projected Chelan County rate for the next three years, an additional 268 persons, or roughly 114 households¹ will be added to the City's population. Additionally, Chelan is a popular tourist area. Many homes in the City of Chelan and vicinity are second homes or vacation homes for residents of other areas. This transient population is not calculated into the OFM population estimates, but does consume land, homes, and city services in the area.

2.2 Housing

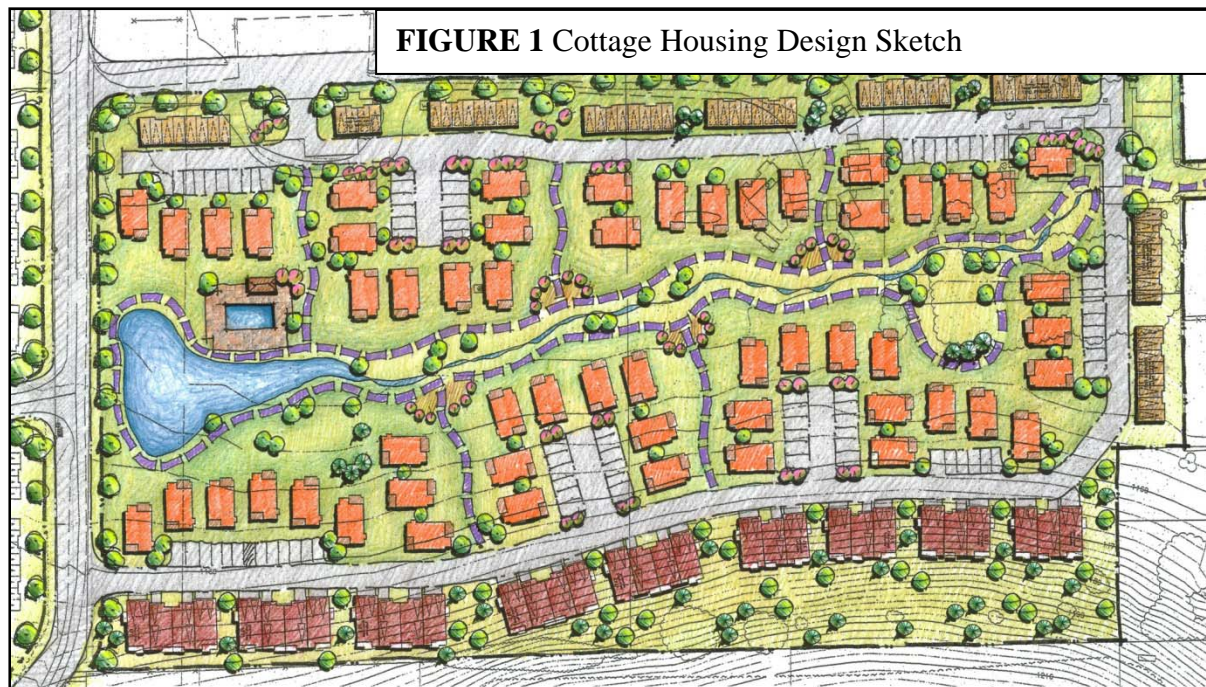
The 2006 update to the Comprehensive Plan identified a growing need for affordable housing in the City of Chelan. Multiple Listing Service data for July of 2007 reflected an average single-family home sale price of \$344,837 for the Chelan area (MLS 2007). Using a standard calculation of 10% down and 7.5% interest on a 30-year loan, the monthly payments on this average single-family home would be approximately \$2115. The general rule of thumb suggests that families spend no more than 1/3 of their income on housing. Using this rule and the standard calculation above, a family would need a monthly income of \$6345 (\$76,140 annually) to reasonably afford the average single-family home in the Chelan area. Unfortunately, according to the Washington State Office of Financial Management, the estimated 2007 median household income for all of Chelan County was only \$47,565, falling far short of the \$76,000 needed to purchase the average single-family home (OFM 2007c). Additionally, average wages in the City of Chelan have historically been lower than those in the Wenatchee metropolitan area, due to the rural quality of the area and the lack of high-wage technical and professional jobs.

The 2006 Comprehensive Plan adopted policies to counterbalance the lack of affordable housing options in the City. Some of those policies are as follows:

1. Allow alternative housing options such as, attached dwelling units, shared housing, dormitories, hostels, co-housing, and common-wall single-family units.
2. Provide an adequate supply of appropriately zoned land in the planning area to accommodate future housing needs.
3. Make provisions to accommodate the demand for low and moderate income households by allowing a balanced mix of diverse housing types and allowing a natural distribution of concentrated housing development throughout the planning area.
4. Consideration should be given to implementing innovative regulatory strategies such as clustering, lot size averaging, zero lot line development, performance zoning, etc., which provide incentives for developers to provide housing affordable to low-and moderate-income households.

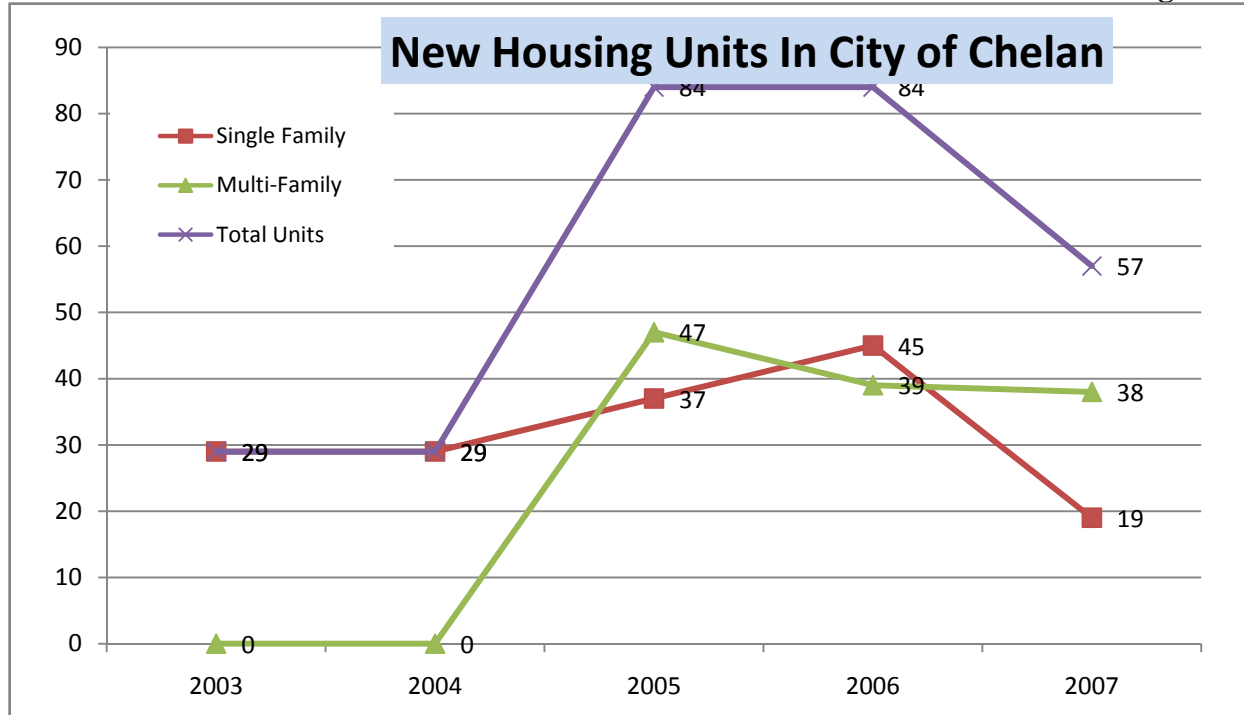
¹ Based on an average of 2.35 persons per household (AmericanFactfinder U.S. Census Bureau 2000).

As a transition zone, the SUD for the Lord Acres Subarea does not specifically incorporate any of the above policies. The SUD allows for mixed-use development in that it allows for both residential and commercial uses, but it does not call out specific regulations or provide specific incentives for creating affordable housing. **Figure 1** identifies a potential layout for cottage housing in the SUD. This is an example of an innovative strategy as defined in bullet 4, above. Although the SUD allows for smaller (5,000 square-foot) single-family lots, there is no evidence to date that this provides an advantage to either developers or home buyers, as only 10 single-family homes have been built in the subarea since the implementation of the SUD in 1998.



In 2007, the City of Chelan processed 19 single-family and six multi-family residential building permits, for a total of 57 new housing units citywide (Chelan 2007c). Of those additional units, it is impossible to ascertain how many will be full-time, year-round residences and how many will be vacation homes. The 2007 figure (calculated on December 18) shows a drastic drop-off in permitting of housing units from 78 in 2006 and 81 in 2005. Prior to 2005, far fewer housing permits were issued per year, indicating a temporary spike in 2005 and 2006, which is not representative of the Chelan housing market over time. **Figure 2** shows housing units permitted over the five year period from 2003 – 2007.

FIGURE 2 Housing Units



Within the subarea, the majority of the waterfront parcels have been developed into single-family lots. Three large parcels of waterfront are currently undeveloped or in the application process. Parcel 272211340050 and parcel 272211597550 have been proposed for a multi-family development to include a joint-use private community dock. The area immediately north of that segment has been subdivided into 50 single-family lots. Parcel 272211340100 has been proposed for a single-family development with shared open space and a joint-use community dock. Parcel 272211420250 is also proposed for residential development and is adjacent to SR 150. Because it is early in the development process, there is no indication of the average final cost of these homes to individual buyers.

2.3 Employment

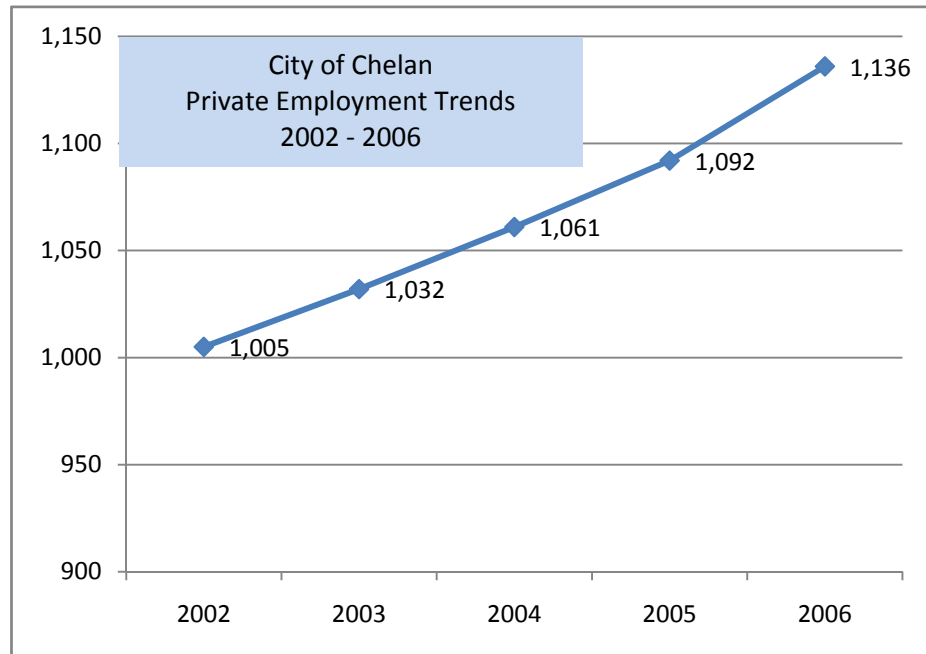
Employment figures for the Wenatchee MSA (Metropolitan Statistical Area), which includes all of Chelan and Douglas Counties, showed a 10.6% increase in employment during the last five years (ESD 2007a). The study indicated an average employment of 35,000 persons in 2001, compared to 38,700 persons in 2006. Statewide job growth was at 6% during the same five-year period. Employment data for the City of Chelan, as calculated by the Census-Share method, shows number of jobs increasing from 1562 to 1830 between the years 2001 and 2006. This equates to a 17% increase in jobs over the five-year period (D. Smith 2007).

An alternate method of quantifying employment in the City of Chelan is through the Quarterly Census of Employment and Wages, produced by the Washington State Employment Security Department (ESD 2007b).

FIGURE 3 Employment Trends

Figure 3 shows the trend in private, non-farm employment in the City of Chelan for the first quarter of each year from 2002 through 2006.

Total employment for 2007 is not yet available, but is expected to reflect an increase based on the opening of a major retailer employing over 200 persons.



Businesses within the subarea include home businesses, orchards, a mini-storage facility, and a vineyard & winery.

2.4 Business Trend

The Employment Security report cited in the previous section identifies the number of private employers in the City of Chelan for the years 2002 through 2006. Although the total number of employees has grown, the total number of firms has stayed between 190 and 201 over the course of the study period, ending at 195 for 2006 (ESD 2007b). City of Chelan records report 473 City business licenses for 2005, nearly doubling to 975 licenses for 2006, and dropping back down to 655 licenses for 2007 (Chelan 2007a).

Construction of commercial facilities has drastically increased in the City for the past two years. For the three years from 2003 through 2005, only six commercial building permits were issued, for a total of 40 new commercial units. In 2006 and 2007 the City issued 14 permits for a total of 81 new commercial units.

2.5 Community Services and Utilities

2.5.1 Transportation

Access to the subarea is via State Highway 150, which connects the area with the central core of downtown and with the community of Manson. Currently, two major roads access the subarea from the highway, Granite Ridge Drive and Dietrich Road. Dietrich Road serves a mixed agricultural and residential area that includes properties both within and outside the City limits. SR 150 is classified as Managed Access Highway, Class 3 per RCW 47.50 and WAC 468-51 and 468-52. The City of Chelan is the official permitting authority for granting direct private access

to SR 150. However, the City coordinates closely with WSDOT for design consistency and safe traffic operations prior to granting new access connections.

All development accesses onto SR 150 must be approved by the Washington State Department of Transportation.

Transportation Plans and Policies for the City of Chelan and the Lake Chelan Valley include:

- The Transportation Element of the City of Chelan Comprehensive Plan (2006)
- The Transportation Element of the Chelan County Comprehensive Plan (Amended 2005)
- The Regional Transportation Policy section of Confluence 2025 (Wenatchee Valley Transportation Council, 2005)
- No-See-Um Intersection Report (City of Chelan, 2006)

In concert with the above transportation plans, this plan strives to provide for the transportation needs of the preferred land use alternative. The Transportation Element contains the goals and policies for future growth of the Lord Acres area and can be found in the section title Transportation Element.



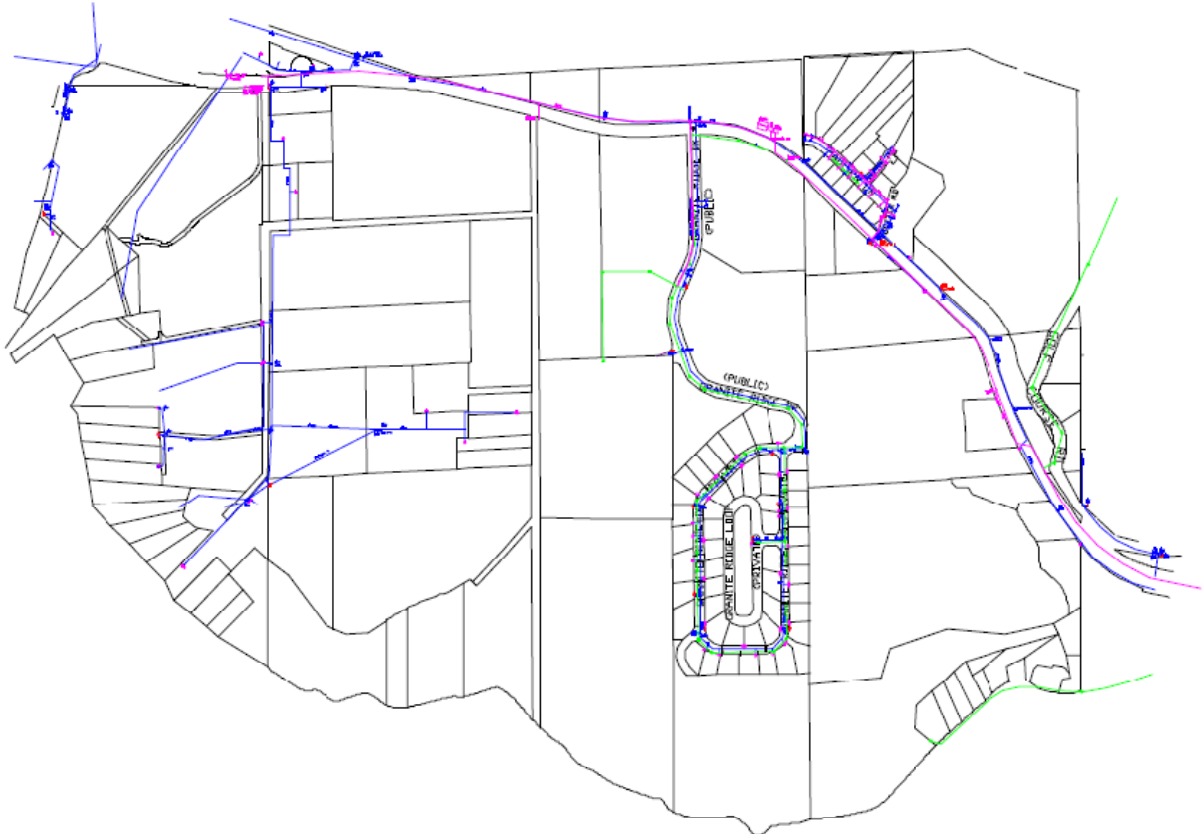
2.5.2 Water and Sewer

Water and sewer services are provided by the City of Chelan within the City limits and ultimately within the Urban Growth Area including Lord Acres. Currently, the Granite Ridge development has connected to the City water system and through a temporary pumping station to the sewer system. Existing utility systems are described in the utility element and are shown below in Figure 4. It has been the City's policy that future development may not occur until a regional sewer lift station is built. As the extension of utilities is driven by development, this policy has been unrealistic for property owners. Future water and sewer connections will be an outcome of growth and development of the subarea. In order to accommodate the utility needs of future growth, this plan contains a future utility corridors map under the Utility Element.

The Comprehensive Plan's Utility Element contains Goals & Policies and the Comprehensive Water & Sewer plans are adopted by reference. The next update of these plans will be reviewed with this sub-area plan and potential changes to goals & policies will occur within these plans.

FIGURE 4 Existing Utilities

Blue lines are water
Pink lines are sewer



2.5.3 Solid Waste

Garbage collection is provided by Zippy Garbage Disposal in Chelan County and by the City of Chelan within the city limits. Recycling bins are available at the local Safeway parking lot located down Highway 150 about two miles from the subarea.

2.5.4 Telephone, Cable, and Fiber-optic

Telephone service in the Chelan area is provided by Local Tel/Verizon. Cellular telephone and Internet services are offered by a variety of providers. Television cable and satellite services are provided by Millennium Cable, Satellite Services, and Raycom/Radio Shack.

2.5.5 Schools

Students residing in the subarea are served by Lake Chelan School District. The district includes one elementary school and one combined Jr. and Sr. High School. Morgan Owings Elementary School is located at 407 E. Johnson. Chelan combined Jr. and Sr. High School is located at 215 W. Webster Avenue.

Enrollment numbers for Chelan School District fluctuated from 1320 for the 2004/2005 school year down to 1263 for the 2005/2006 school year, and back up to 1361 for the 2006/2007 school year (OSPI, 2007). October 2007 data reflects a student count of 1320 for the 2007/2008 school year (Lake Chelan SD 2007).

2.5.6 Public Safety

Law enforcement services are provided by the Chelan County Sheriff's Office, located in Wenatchee. Fire response is provided by Chelan County Fire Protection District #7, located at 232 East Wapato Ave. Emergency Medical Services are provided by Lake Chelan Valley Emergency Medical Services and Lake Chelan Community Hospital at 503 E. Highland.

2.6 Parks and Recreation

The City of Chelan hosts nearly 90 acres of parks, trails, recreational facilities, and open spaces. Parks in the City of Chelan include Lakeshore Marina, Don Morse Park, Lakeside Park, the Lake Chelan Golf Course, Lakeshore RV Park, Kent Field, and Rainier Field. Existing trails and trail plans include Lakeside Trail and Riverwalk Trail. The Lake Chelan Municipal Golf Course is accessed by Golf Course Drive, just across Highway 150 to the northeast of the subarea. Lakeshore RV Park, Don Morse Park, and Lakeshore Marina are located along Highway 150, less than one mile southeast of the subarea, following the curve of the lake. The Wenatchee National Forest and North Cascades National Park are located at the north end of Lake Chelan.

A Needs Analysis was completed as part of the 2007 City of Chelan Parks and Recreation Department Comprehensive Plan (Chelan 2007b). Surveys of residents, completed as part of the Needs Analysis, indicated that respondents want the City to continue a high level of maintenance on existing parks and provide security. Some respondents indicated a desire for local-use only parks and facilities funded by tourist dollars. The Needs Analysis ranked desired development projects. Of highest priority in the report was a community swimming pool, followed by a

community recreation center, renovation of existing athletic fields, and re-establishment of a guarded swimming beach at Don Morse Park.

Neither marinas nor trails ranked high on the Needs Analysis priority list; however, residents at public meetings have indicated a high degree of interest in trails, as well as mini-parks and boating facilities. Two community docks have been proposed for the subarea, but both are for the private use of residents. A trail feasibility plan written in 1992 established a preliminary trail corridor through, and adjacent to, the subarea (LCRA 1992). No trails or trail links have been built within the area as of December 2007. The only public access to Lake Chelan currently is the Dietrich road right-of-way which extends to Lake Chelan.



Richard Uhlhorn Photography

North Shore Pathway

The (date) Chelan Valley Comprehensive Trail Plan identifies a proposed trail that would traverse the subarea. This path lies adjacent to State Highway 150 between downtown Chelan and Manson. This six-mile trail, known as the North Shore Pathway, would be a paved and lighted urban multi-use trail, separated from the highway by a physical barrier such as a wall, fence or curb. Suggested uses include bicycling, rollerblading, jogging, and walking, with the possibility of ferry boat transport for a portion of the trail. The completed trail would be owned and managed by the City of Chelan within Washington State Department of Transportation right of way.

The existing paved road is currently signed as a bike route and has shoulder areas averaging 3 feet wide on both sides of the road. The shoulders are too narrow to be classified as bike lanes and are quite narrow in a few areas. Some drainage curbing is located on the outer edge of the shoulder. This portion of the State Highway 150 right-of-way is 60 feet wide.

City Capital Facilities Plan

The City of Chelan 20 Year Capital Investment Plan Map, included in the Parks and Recreation Comprehensive Plan, identifies a location for a neighborhood park within the subarea. The general location of the park is in the vicinity of Decatur Road, between Dietrich and Lord Acres Roads. A portion of the identified area is outside of the city limits. All of the potentially identified parcels are privately owned.

The Parks and Recreation Comprehensive Plan also includes a Six-Year Capital Facilities – Demand/Need table that identifies needs for specific types of parks and trails by 2014. The table is reproduced here as **Figure 5**. LOS, as listed in the figure, relates to the Level of Service standard established by Chelan’s Parks and Recreation Comprehensive Plan.

FIGURE 5 Six-Year Capital Facilities – Demand/Need

Facility Classification	Chelan LOS Standard	Existing Inventory	Demand 6-Year (2014)	Need 6-Year (2014)
Parks:	Acres per 1,000 Population	Acres	Acres	Acres
Mini	0.25 acre	0.5	1.72	1.22
Neighborhood	2 acres	5	13.79	8.79
Community	7 acres	34	48.26	14.26
Regional	6 acres	45	41.37	<3.63>
Open Space Areas	0.5 acre	3.75	3.44	<0.31>
Trails:	Miles per 1,000 Population	Miles	Miles	Miles
Trails	0.5 mile	1.5	3.44	1.94
Pathways	0.25 mile	0	1.72	1.72
Bikeways	0.5 mile	0	3.44	3.44

Figure 5 indicates a need for a 2-acre neighborhood park and 0.5 mile of trail for a population of 1,000. The Census Block that contains the Lord Acres Subarea had a recorded population of 739 in 2000. Exact population for the subarea at this time is uncertain. While it can be assumed that the subarea itself has not reached a population of 1,000, the population of the Block Group could reasonably reach 1,000 or more by 2014, requiring the development of parks and open spaces in the area to meet the designated LOS standard.

3 Existing and Historical Land Uses

Based on aerial photographs of the subarea, the primary use has been agricultural and single family for the last several decades. Comments of a long-time resident indicate the area had been in agricultural use since at least the 1920s. In 1917, Richard and Bessie Lord subdivided the Lords Acreage into 35 parcels including roadway dedication to the County. Lots 34 and 35 were subsequently subdivided into 20 lots, for a total of 53 parcels in the subdivision. The original Lords Acreage encompassed the area of the existing subarea from Dietrich Road on the east to the existing western edge of the subarea at the shoreline. Only the section between Dietrich Road and Lord Acres Road extended north to the County Road (now SR 150) originally. The westernmost section extended northward approximately 2/3 of the distance to the County Road. Other than minor boundary line adjustments, the original Lords Acreage parcels remain in the 1917 configuration.

Although the Lord Acres Subarea, like most of the Chelan Valley, is known to have been used by Native Americans, no archaeological or historic sites are listed in either the state or national register. The shoreline of Lake Chelan was artificially raised in 1927 with the construction of the hydroelectric dam. Erosion caused by fluctuating water levels and cyclic wave action has led to a

deterioration of archeological resources. The integrity of remaining archeological sites had been further compromised by historic logging and irrigation practices; the building of hotels, homes, and docks on the shoreline (beginning in the early 1900s); and wildfires that have destroyed vegetation (CCPUD 2002). Project proposals within the subarea are required to address cultural and historic issues on a case by case basis. Cultural resource surveys may be required for some projects.

4 Natural and Built Environment

The Lord Acres Subarea is located within the Lower Chelan Basin Zone according to a recreation study created as part of the Lake Chelan Dam relicensing project (CCPUD 2001). This zone is noted as the area of Lake Chelan that has the most tourist/recreational use, and the largest number of docks and public facilities. The 2001 study identified approximately 850 docks on Lake Chelan. Within the Lower Chelan Basin Zone, 11 public recreation sites are identified; none of those public sites are located in the subarea. However, there are currently more than 20 existing private docks located on single-family parcels within the subarea. Despite the heavy recreational uses of the Lower Basin Zone, water quality remains high. State water quality standards for fecal coliform levels have not been exceeded even in the heavy use, summer season.

The landward built environment of the subarea currently includes a large church, many single family residences and outbuildings, a cottage winery & café, a mini-storage warehouse, orchards, and vineyard.



Land Use Needs Assessment

This section will identify existing City and County land use goals, document community comments from public meetings, and provide a comparison of local public goals with City, County, and State (GMA/SMA) goals.

4.1 Existing City and County Land Use Goals

The City of Chelan 2006 Comprehensive Plan and the Chelan County Comprehensive Plan (updated 2005) identify several sub-elements within their Land Use element. Below are the goals each entity has created to guide land use planning by sub-element.

FIGURE 6 City of Chelan and Chelan County Land Use Goals

Land Use Sub-element	City of Chelan Comp Plan Goal	Chelan County Comp Plan Goal
Residential	Maintain an adequate supply of housing of sufficient quality and variety to meet the present and future needs of the area.	Residential designations shall provide for an adequate supply of land to accommodate the housing needs and strategies outlined by the comprehensive plan. Implementation regulations shall provide for a variety of residential opportunities to serve a full range of income levels.
Commercial	Support and encourage commercial development within the urban area.	Allow commercial development in designated commercial areas within urban growth areas; and in rural lands when consistent with the Growth Management Act.
		Support the enhancement and development of designated commercial areas and require the mitigation of impacts on other uses, access, public facilities, utilities, parking and aesthetics, where appropriate.
		Adequate commercial areas should be designated to provide for the commercial needs of the county, where appropriate, designations should allow for a range of commercial opportunities which support the diversification of the area economy.
Land Use Sub-element	City of Chelan Comp Plan Goal	Chelan County Comp Plan Goal
Industrial	Promote industrial development that is consistent with the economic element.	Allow industrial development in designated industrial areas within urban growth areas; and in rural lands when consistent with the Growth Management Act.
	Encourage the City of Chelan to develop as a service, retail, residential, tourist, agricultural, industrial, recreational, and activity center for the Lake Chelan Basin.	Maintain the existing industrial base in the county, and promote the further diversification of the area's economy with industries which are compatible with surrounding land uses.
Open Space/Recreation	Encourage the retention of open space.	Encourage the retention of open space.
	Identify and provide for the parks and recreation needs of residents and visitors.	Encourage the development and maintenance of recreational facilities and opportunities to meet the needs of residents and visitors.
	Encourage the development of recreation	Park and recreation planning and development

	facilities and opportunities.	should take into consideration impacts to surrounding land uses, critical areas, and significant natural, scenic, historic, or cultural features.
		Encourage coordination of federal, state, local and private recreation planning.
Urban Growth Areas	Encourage development in urban growth areas where adequate public facilities and services exist or can be provided in an efficient manner.	Encourage development to occur in urban growth areas where adequate public facilities and services exist or can be provided in an efficient manner.
Critical Areas	Protect water quality.	Protect water quality.
	Permit development to occur in known natural hazard areas only when sufficient safeguards protecting life and property can be met.	Protect and maintain air quality.
	Encourage development that takes into consideration significant natural features and protects their integrity.	Ensure that development minimizes impacts upon significant natural, historic, and cultural features and to preserve their integrity.
	Protect and maintain air quality.	Identify and protect critical areas and provide for reasonable use of private property while mitigating adverse environmental impacts.
Resource Lands		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.
Agricultural Resource Lands		Support the viability of agriculture and encourage the continued use of rural and resource lands for agriculturally related land uses.
		Conserve agricultural lands of long-term significance by controlling encroachment of incompatible uses.

4.2 Public Comments

Appendix A includes a compilation of all comments received throughout the subarea planning process. Comments from public meetings held early in process (December of 2007 and January of 2008) identified the following areas of concern:

- Identify critical areas existing in the subarea first, then design land use around those features
- Include open space corridors for people and wildlife that can be an overlay over land use zoning
- Will the City identify design standards to help unify the area?
- Are there infrastructure limitations such as waste-water pump stations, roadway design challenges, and transportation networks that might limit development
- Balanced should be maintained between agriculture and development interests
- The end of Dietrich Road has access to the lake which could serve the public
- Need to thoroughly address road access to this area
- Water, sewer, and power should be addressed

- Parcels in the subarea that are outside of the city limits should retain the option of staying in the County
- Commercial areas should include commercial and domestic livestock, agri-tourism, and value added farm products, including retail
- Minimum residential lot size should be increased to 11,000 - 14,000 square feet; maximum lot coverage reduced to 60%; maximum height should be 35 ft.
- Future development should comply with open space goals and policies of Comp Plan – all future subdivisions should require dedicated area for trails, open space and mitigation for development
- Area where Dietrich Road intersects the lakeshore could be developed as a trail/mini-park for public access
- Protect the ability to farm tree fruit that has historically been grown in this area since the late 1920s. Increased traffic from development would make it difficult with foot traffic and vehicle traffic to spray and farm remaining orchards. Also, protect a grower's right to run wind machines and sprayers during the night hours to protect crops.
Notice should be applied to all residential properties adjacent to agricultural areas that agricultural practices will be continuing in these areas and are not open to litigation as public nuisance due to the fact that the new residential buyer "came to the nuisance"
- Is there a buffer planned between Loch Lea and the Sherer orchard?
- A moratorium on shoreline development should be implemented until the Countywide Shoreline Master Program update is completed
- Existing wildlife habitat should not be destroyed
- Docks built for private communities should not have one slip per home, but a smaller ratio of boats to homes should be assumed as a boat for every family is not a realistic assumption
- Too many boats in the area mean pollution, removal of bushes & trees, and hazards for swimmers and kayakers of single home properties
- It seems that one egress for Loch Lea is inadequate for 60 houses – what about bottlenecks?
- Building heights of 50 feet seems excessive – buildings should be no more than 30 feet or two stories
- Need to change the "no retail" language in the SUD so farmers and orchardists have a way to sell products
- Should we include design standards?



- How can the City resolve the conflict between GMA policies #1 & #2 related to urban growth and reduction of sprawl with #9 on open space?
- Protect habitat for wildlife
- Improve roads – existing roads are narrow and inadequate
- Preserve water quality – limit the number of marinas and boat slips that can clog the lower end of the lake that is already experiencing a high volume of use – refuse and gas slicks are evident at lower end of lake in summer
- Preserve the beautiful, quiet family and agricultural community with planned development that would continue a rural rather than a city feeling. Plan with lots large enough to provide a sense of neighborhood that currently exists and to maintain open space for a community park.
- Required buffers that are currently included in UGA Goal #1 and Policy #7 of the Chelan Comprehensive Plan are not being enforced.

4.3 Comparison of Community Comments to City/County/State Goals

- Community comments agree with City, County, and State goals related to the importance of open spaces and recreational areas, protection of private property rights, encouragement of sustainable agricultural activities, and protection of wildlife habitat and water quality.
- Community requests for larger lot minimums conflict with City, County, and State goals for affordable housing and in-fill development.
- Community concerns for appropriate infrastructure (water, sewer, roads) to serve the subarea coincide with City, County, and State goals. Community comments reflect existing inadequacy of infrastructure.

5 Potential Land Uses in the Subarea

Due to the variety of existing land uses in the subarea as identified in Section 4, it is not feasible to redefine the area as a single use area or even an area of mixed, compatible uses. Multiple uses do and will continue to exist in the subarea. The outcome of this plan will be to minimize conflicts between existing and future non-compatible uses. Potential scenarios include:

No Action

Allow development in the subarea to continue under the existing regulations. Mixed agricultural, commercial, and single-family housing will continue. Housing could develop into 5,000 square foot lots (assuming developers extend necessary infrastructure) adjacent to agricultural and some accessory agricultural uses. Commercial development may occur. No buffer zones will be implemented between non-compatible uses.

Standards such as road width, drainage, landscaping, and others that already exist in the City code should be rigorously followed in order to minimize future conflicts associated with population growth in the subarea.

Rezoning

Rezoning the area could restrict specific future uses, but would not affect existing and permitted uses in the subarea. Rezoning the area to single-family (R-1), for instance, would not require the orchards and vineyards to be displaced, but would halt future commercial development or expansion of agricultural uses. Existing non-housing uses would likely require perimeter buffer/fencing to prevent intentional or unintentional trespass. New residential plats would likely note the existing adjacent uses to prevent nuisance complaints.

An R-1 zone with a minimum lot size of 6,000 square feet and maximum lot coverage of 30% would reduce the number of additional homes added to the subarea, but would not encourage affordable housing, particularly if the cost of infrastructure development is born entirely by development and added to the price of the lots.

Concern for open space and protection of existing bird habitat could be addressed by requiring a percentage of open, vegetated area within major developments. (This concern could also be addressed by the construction of the park identified in the 20-year CIP map – see Section 2.6.)

Standards such as road width, drainage, landscaping, and others that already exist in the City code should be rigorously followed in order to minimize future conflicts associated with population growth in the subarea.

Buffer Zones & Design Standards

The current Comprehensive Plan calls for a 25-foot buffer zone between existing agricultural uses and new, non-agricultural uses. However, no specific buffer design guidelines are addressed in the text, and there are no development guidelines in the Chelan Municipal Code that require the establishment of buffers. The Steering Committee has stated that buffers should still be created whether or not this plan is adopted.

Creating design standards and buffer zones for the subarea could allow all existing uses to continue and expect reasonable separation from non-compatible uses. Buffer zones between residential and agricultural uses could include tree borders or fencing screened by landscaped borders. Similar standards shall be applied between agricultural and commercial, or residential and commercial uses. Buffer zones between single-family residences and joint-use community facilities shall include fences, shrub lines, rock walls, etc. as is feasible and aesthetically appropriate to the area. Signage could be posted on the community-use side of the buffer to remind users not to trespass on private property. Concerned owners could also post ‘No trespassing’ signs.

Design standards will be written to address many concerns cited by citizens at public meetings. Standard height limitations and physical space between non-compatible uses should be included in the design standards for the area. Standards such as road width, drainage, and others that already exist in the Chelan Municipal Code will be rigorously followed in order to minimize future conflicts associated with population growth in the subarea.

Concern for open space and protection of existing bird habitat will be addressed by requiring a percentage of open, vegetated area within major developments. (This concern could also be addressed by the construction of the park identified in the 20-year CIP map – see Section 2.6.)

To allow for affordable housing with a minimum impact to existing uses and open space, design standards will be implemented that allow small, compact lots, but require open spaces and on-site community recreational facilities or pocket parks. Many developers recognize the importance of quality design and craftsmanship to long-term sustainability. However, if encouraging affordable housing, minimum housing design standards should be created to ensure that future subdivisions are aesthetically compatible with the area, and designed for long-term sustainability.

6 TRANSPORTATION ELEMENT

7.1 Existing Infrastructure and Services

Transportation facilities and services available within the Lord Acres Subarea boundary and the surrounding area are discussed below. Though the 1917 plat of “The Lord Acreage” is bordered by Dietrich Road on the east, Lord Acres now generally refers to the area east of Key Bay, south and West of SR 150, and west of Spader Bay.

7.1.1 Roadway System

Access to Lord Acres is provided by State Route 150 (SR 150), which connects the City of Chelan with the community of Manson. Two roadways, Dietrich Road and Granite Ridge Drive, currently provide entry to the site from the highway. The City of Chelan is the permitting authority for SR 150 within the City limits; however the WSDOT approval is required for all SR150 access and transportation issues.

State Route 150 is classified as a minor arterial in the vicinity of Lord Acres by the City of Chelan and federally classified as a Rural Collector by WSDOT. It connects to US 97A and serves the areas north and west of the City. WSDOT is responsible for the maintenance and operations of the roadway. Within the City limits, the City of Chelan is responsible for street frontage improvements (i.e., curbs, sidewalks, etc.). The City of Chelan and WSDOT plan to realign SR 150 at the intersection with No-See-Um Road and Golf Course Road at the south edge of the Lord Acres site. The specific improvements have not been determined at this time.

Dietrich Road is classified as a local access road that is currently sub-standard. Improvement to SR 150 includes a left-turn lane and right-turn pocket. Beyond the intersection, Dietrich Road narrows to a single lane.

Granite Ridge Drive is a local access road that currently provides access to Granite Ridge, a mixed use residential/commercial project. The road is new and in excellent condition including a left-turn lane and right-turn lane onto SR 150. Improvements to SR 150 include a left-turn lane and right-turn lane.

Decatur Street (Lord Acres Road) connects to Dietrich Road and is a narrow, single-lane roadway.

7.1.2 Non-motorized Facilities

Non-motorized facilities include bike lanes, walkways, paths or separate mixed-use facilities, and provide opportunities for both commuters and recreational users. SR 150 currently has narrow shoulders and no sidewalks or bike lanes. The roadway is signed as a bike route, but the shoulders are too narrow to provide a bike lane. The plan route design standard includes narrower 11 foot travel lanes rather than the standard 12 foot, to allow greater shoulder width for non-motorized use. A six foot paved shoulder width is the desired feature, but narrower sections exist in some locations. There are no sidewalks or dedicated bike lanes along SR 150 in this area. The Chelan Valley Comprehensive Trails Plan includes a proposed trail adjacent to SR 150 between Chelan and Manson. The trail is proposed to be paved and lighted, and separated from the highway by a physical barrier. The trail would be part of a Lower Lake Chelan Shoreline Trail System. Another section of the trail system was considered in the Lakeside Trail Feasibility Study, and would connect Don Morse Memorial Park with Lakeside Park. These facilities could greatly improve pedestrian and bicycle safety and provide additional recreational and commute opportunities.

7.1.3 Transit Services

Public transportation in Chelan County is provided by LINK transit. Route 31 operates Monday through Saturday, providing approximate one-hour service on SR 150 along the Lord Acres frontage. Paratransit service is provided by LINK Plus, with paratransit vehicles available on a next-day reservation request.

7.1.4 Water Facilities

The Lake Chelan Boat Company provides scheduled trips between Chelan and Stehekin on passenger ferries, as well as charter services and tours. The National Park Service boat provides emergency service to Stehekin, Lucerne and Holden, which are only accessible by boat or float plane. A number of marinas and public boat launches are located along the south and north shores of the lake, in addition to private docking facilities.

7.2 Traffic Forecasting

7.2.1 Methodology

The operation of roadways is typically described using national standards that measure a roadway's level of service (LOS). LOS designations are qualitative measures of congestion that describe operational conditions within a traffic stream and consider such factors such as volume, speed, travel time and delay. Six categories of LOS – the letter designations A to F – are used to identify traffic conditions, with LOS A representing excellent conditions and LOS F representing extreme congestion.

The volume to capacity (V/C) ratio is used to describe traffic flow on roadways and through intersections. Volume is established by a traffic count or by a forecast for a future point in time. Capacity is the ability of a roadway to carry vehicles at free flow speed. For roadways, the LOS designation is based directly upon V/C ratios calculated based on the roadway's capacity at LOS E conditions. For intersections, LOS takes into account the V/C ratios of all of the critical turning movements that take place at an intersection.

7.2.2 Level of Service Descriptions

The LOS scale has been adopted by the Institute of Transportation Engineers, the Transportation Research Board, and by most jurisdictions throughout the country. The table below shows V/C ranges, the corresponding LOS, and a description of expected traffic conditions for roadways.

Level of Service	Flow Conditions	Volume to Capacity Ratio
A	LOS A describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the arterial classification. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delays at signalized intersections is minimal.	0-0.60
B	LOS B represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial classification. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.	0.61-0.70
C	LOS C represents stable operations however, ability to maneuver and change lanes in midblock locations may be more restricted than at LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average speeds of about 50 percent of the average free-flow speed for the arterial classification. Motorists will experience appreciable tension while driving.	0.71-0.80
D	LOS D borders on a range in which small increases in flow may cause a substantial increase in delay and hence decreases in arterial speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these factors. Average travel speeds are about 40 percent of free-flow speed.	0.81-0.90
E	LOS E is characterized by significant delays and average travel speeds of one-third the free-flow speed or less. Such operations are caused by some combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.	0.91-1.00
F	LOS F characterizes arterial flow at extremely low speeds below one-third to one-fourth of the free-flow speed. Intersection congestion is likely at critical signalized locations, with high delays and extensive queuing. Adverse progression is frequently a contributor to this condition.	Over 1.00

Source: Highway Capacity Manual 2000, Transportation Research Board

7.2.3 Level of Service Standards

The City of Chelan has adopted a LOS D standard for all intersections within the City as identified in its Comprehensive Plan.

Consistent with Chelan County, the City also rates roadways in terms of Condition LOS and Operation LOS, using the standards developed by the County. Condition LOS considers physical characteristics such as surface condition, driving characteristics, maintenance, and safety, and compares them to an ideal facility. Operation LOS evaluates weight restrictions, lane

capacity, vehicle mix, etc., and compares the roadway with characteristics necessary for it to function as intended. Each category is assigned a number of points, with 100 points possible for a roadway segment that receives the top rating in each category. The City has set a threshold of 47 to determine deficient roadways, which corresponds with the level set by Chelan County in its Transportation Element of the County's Comprehensive Plan.

Existing Conditions

SR-150 in the project vicinity rated 89 out of a possible 100 points using the condition and operation LOS categories. (Source: City of Chelan Transportation Element). WSDOT is responsible for the maintenance and operation of the roadway. During a typical weekday PM peak hour (4:00-5:00 pm), the segment of SR 150 east of the project site carried approximately 950 vehicles per hour in 2004. (Source: Chelan Traffic Circulation Enhancement Study, Nov. 2005). Because Lord Acres is relatively undeveloped at this time, the LOS of existing roadways currently serving the area was not evaluated.

Future Conditions

WSDOT Route Development Plan, completed in 2005, lists the following Average Daily Traffic counts (ADT) along SR 150 in 2003 and projected 2023 ADT:

Mile Post	Location	ADT 2003	ADT 2023
6.26	Before Junction with Dietrich Road	6600	9500
6.26	After Junction with Dietrich Road & before No See Um Rd	8200	11800
6.95	After Junction w/No See Um Road	9,100	13100

Forecasts of future (2024) traffic volumes on SR 150, based on land use and historical traffic data, were also evaluated in the Chelan Traffic Circulation Enhancement Study. The annual growth rate along this portion of SR 150 is anticipated to be 2.2%. According to the study, traffic volumes on SR 150 north of Gibson Road are estimated to increase from 950 vehicles per hour in 2004 to approximately 1460 vehicles per hour in 2024.

Transportation improvements needed to support future travel needs, including future roadway alignments and connections as Lord Acres develops are discussed further in the sections below.

7.3 Scheduled Improvements

7.3.1 City of Chelan Transportation Improvement Program

The City of Chelan Six-Year Transportation Improvement Program (2008-2013) includes a project to construct turn lanes on SR 150 at No-See-Um Road. Preliminary design is anticipated in 2008, but funding has not been secured. The North Central Regional Transportation Planning Organization (NCRTPO) also lists realignment of SR 150, No-See-Um Road and Golf Course Road as a planned project in the Regional TIP 2008-2013.

No additional transportation improvements are planned for the Lord Acres area at this time by the WSDOT, the City of Chelan and Chelan County.

7.4 Circulation

An efficient transportation network is a critical element for a developing area. Provision of new roads, location of intersections, types of turn lanes and provisions for bicyclists and pedestrians are major considerations to be planned in advance of development. The City has adopted the No-See-Um Intersection Study that provides for an improved No-See-Um intersection and circulation on the west end of the Lord Acres Sub-Area Plan study area. The improvements include relocating Spader Bay Road with connectivity to the east.

7.4.1 Coordination with WSDOT

Coordinated planning between the City of Chelan and WSDOT is necessary to maximize the efficiency of the roadway network. WSDOT has prepared the SR 150 Route Development Plan (RDP). The RDP identifies proposed improvements on the state highway to accommodate safety and capacity requirements during the next 20 years. The preferred cross-section for the roadway is 11-foot travel lanes, a 12-foot center turn lane, and 6-foot shoulders. Where a 6-foot sidewalk is constructed, a 4-foot shoulder can be provided.

WSDOT maintains strict standards for signalization and access to State highways. SR 150 is classified as a Class 3 highway. This class is used primarily where the existing level of development is less intensive than maximum build-out and the probability of significant land use change and increased traffic demand is high. In rural areas, spacing of intersecting roads on Class 3 highways is planned with a minimum spacing of one-half mile. In the vicinity of Lord Acres, WSDOT has stated that the existing public road connections to SR 150 should be maintained:

- Granite Ridge Drive
- Dietrich Road
- Spader Bay Road (Relocate)
- Key Lane

Primary access to Lord Acres is provided by Granite Ridge Drive and Dietrich Road. Additional access to Key Lane will also be provided as a secondary point of ingress and egress. As part of future improvements to the No-See-Um intersection, the current Spader Bay Road intersection with SR 150 will be relocated to intersect with a new City street intersection (See Figure 7.1) to SR 150 planned west of the existing intersection. No additional accesses to SR 150 from Lord Acres will be permitted.

7.4.2 SR 150 Improvements

All development in Lord Acres Subarea with project frontage on SR 150 will be required to improve SR 150 to WSDOT's preferred road section, including two 11-foot travel lanes, a 12-foot center turn lane and 6-foot shoulders on both sides of the roadway. Sidewalks and separate bicycle/pedestrian lanes are the responsibility of the City of Chelan to require. Right-turn traffic movements from SR 150 will be evaluated and improved to the applicable design standard. In some areas right-of-way width may be insufficient to accommodate required improvements. In this case, dedication of right-of-way will be required to insure the roadway is constructed to the

specified road design standard. Design and construction of improvements shall be reviewed and approved by WSDOT and the City of Chelan.

Development projects will be routed to LINK Transit for comment. If a bus pullout is determined to be required, LINK Transit design standards will be followed.

7.4.3 Future Road Network

An interconnected roadway grid system has been identified as a necessity to provide sufficient local access within Lord Acres. A secondary road network is needed to provide access to parcels within Lord Acres, connections to adjacent properties, and alternate routes to reach area destinations. The proposed road network shown on Figure 7.1 is intended to provide access to all properties in Lord Acres.

Roadways will be constructed to the adopted City of Chelan Local Access street design or Minor Collector street design as indicated in the Future Street Network on Figure 7.1.



Figure 7.1

- - LOCAL ACCESS
- . - . - MINOR COLLECTOR

NOTE:
ROAD LOCATIONS SHOWN ARE CONCEPTUAL AND
INTENDED TO ILLUSTRATE "STREET CONNECTIVITY" AND
INTERNAL GRID NETWORK. THE ACTUAL ALIGNMENTS
AND LOCATIONS OF THE FUTURE STREETS MAY CHANGE
TO COINCIDE WITH THE DEVELOPMENT ACTIVITY.



7.5 Locations and Flexibility

Roads shown in this plan are shown at a concept level; as development is proposed, actual locations of the roads will be determined. While specific locations for connections are flexible, the requirement to provide stub roads to adjoining parcels and creation of an interconnected road network is mandatory. No additional direct access to SR 150 will be permitted. Temporary access may be granted for parcels that are not immediately adjacent to a planned roadway and cannot otherwise gain reasonable access to SR 150.

All new roads will be public. As development occurs, there is flexibility for adjustments to the location of the roadways shown on the map, depending on the proposed site plan. All roadways will be required to be constructed to City of Chelan adopted local access or minor collector standards as described in the City of Chelan Development Standards and as described in this plan.

Block Spacing

Block spacing between new roadways is preferred to be 600 feet, however, may be adjusted as topography warrants. The maximum block spacing permitted is 800 feet. To encourage connectivity, use of cul-de-sacs in design of future projects shall be discouraged.

Interconnected Roadway Grid System

The grid network will be composed of interconnected streets. As such, gated access will be prohibited with all future development in Lord Acres. All new roadways will be public streets.

7.5.1 Development Triggers Construction

As subdivisions are approved and commercial parcels are developed, the road network shown in Figure 4-1 above will be established. Each development will be required to incorporate the appropriate piece of the road network and provide for future extension of the network by adjoining parcels.

Development proposals that prevent access to the network from adjoining parcels will be required to reconfigure the project layout in a manner that allows interconnection between parcels and developments.

7.6 Internal Road Standards

7.6.1 Road Section

All new roads in Lord Acres will be constructed to the adopted City of Chelan Local Access or Minor Collector street sections as shown in Figure 7-1.

7.6.2 Non motorized Facilities

Pedestrian Facilities

Safe and attractive pedestrian walkways and bicycle routes are a priority, and sidewalks are to be provided on both sides of all roadways constructed in Lord Acres. In order to provide separation

between pedestrians and travel lanes, a planter strip shall be installed between the sidewalk and curb on all new roadways.

Transit

LINK Transit Route 31 provides service between Manson and Chelan on SR 150 along the Lord Acres frontage. As commercial and residential development occurs, it is anticipated that the route will have increased ridership. As development projects occur, input from LINK Transit and WSDOT will be obtained to determine the need for incorporating bus-stops or pullouts on SR 150.

Developers will also be required to coordinate with the Lake Chelan School District and City of Chelan to ensure that safe walking routes to school bus stop locations and safe waiting areas are provided.

7.6.3 Streetscape Improvements

Streetscape standards address the aesthetic elements of Lord Acres. The design of the street network can create a unique neighborhood and enhance the natural beauty of the area. A streetscape is created through installation of landscaping, incorporation of green space and street lighting.

Landscaping

In Lord Acres, planter strips with street trees will separate pedestrians from travel lanes on all newly-constructed roadways. Street trees will be 1 1/2" caliper at a minimum, and the species will be determined by the City. The selected trees will be disease- and pest-resistant and drought-hardy. Planter strips may contain grass or drought-tolerant low maintenance plants. Planter strips and street trees will be maintained by the adjoining property owner.

Street Lighting

All new development in Lord Acres shall provide street lights to meet City of Chelan illumination standards. Street light standards must be approved by the City of Chelan Public Works Director or designee prior to installation. The street lights will be owned and maintained by the City.

7.6.4 Access Management

As discussed above, the existing Spader Bay Road intersection with SR 150 will be closed and relocated to intersect with a new City street intersection planned further to the west

Access Management defines standards for access location, intersections, spacing standards and corner clearances. Local access streets shall interconnect with each other and with minor collectors, but have a minimum level of access control. Safety is the major consideration when determining access locations. Within Lord Acres, therefore, no private driveway shall be located within 50 feet of any roadway intersection and 125 feet from an intersection with SR 150. Residential access to a public street is limited to one driveway for each parcel separately owned per City of Chelan Development Standards Section 6 Access Approach Control. If a property abuts a minor collector and a local access street, the driveway shall access the local access street.

7.7 Financial Plan for Transportation Improvements

Frontage improvements on SR 150 and construction of the roadway to WSDOT's preferred section will be constructed by the developer if any portion of the proposed development directly fronts on SR 150. As subdivisions and commercial projects are approved, each development will be required to construct the appropriate piece of the internal road network and provide for future extension of the network by adjoining parcels. Where one side of two adjoining parcels develops with a road shown between parcels, a half street may be permitted as an interim facility pending construction of the other half of the street by the adjacent property owner. The constructed width of the half street may not be less than 20 feet.

It is anticipated that improvements to the SR 150/No-See-Um intersection will be funded through the Federal Surface Transportation Program (STP-Rural). However, at this time, no State funds, City funds or developer contributions have been secured for the project.

7.8 Transportation Goals and Policies

The goals and policies provide the framework for short-range and long-range transportation planning and implementation decisions required of the City of Chelan. The following goals and policies are incorporated into the Transportation Element of the Chelan Comprehensive Plan and are repeated here as particularly applicable to development within Lord Acres.

- Goal 2** Establish a safe, efficient and environmentally sensitive road system that supports desired land use patterns.
- Policy 2.6 Pursue the restriction/elimination of roadway access points as opportunities arise to maintain capacity of existing arterials and collectors through the following techniques:
- The provision of internal access among off-street parking areas in commercial districts (through reciprocal agreements)
 - The use of intersection streets as access points
 - Internal design of subdivisions and commercial developments.
- Policy 2.8 Identify and protect future road corridors to serve future developments.
- Policy 2.19 Establish consistent design standards and functional classification for roadways within the Urban Growth Area.
- Policy 2.20 Size and design roadways in accordance with function classification, 20-year traffic demand, and 20 year life-span.
- Policy 2.26 Consider provisions for non-motorized and pedestrian features in the design of all roadway and bridge projects.
- Goal 3** Participate in cooperative transportation planning and provide for equitable/proportionate distribution of improvements, services and maintenance costs among the State, County, City, transit providers and the private sector.

- Policy 3.3 Ensure that developers fund a proportionate share of the vehicular, pedestrian, and non-motorized regional transportation improvements/ services and maintenance necessary to accommodate development.
- Goal 4** Provide safe and convenient pedestrian and non-motorized transportation routes throughout the planning area.
- Policy 4.1 Recognize the importance of pedestrian and non-motorized travel in contributing to the physical health of residents and the economic well-being of the Chelan community.
- Policy 4.4 Continue efforts to develop trails and pathways that would provide connections among recreation sites and community features. Specifically, pursue development of the Lakeside and Northshore pathways.
- Policy 4.5 Provide convenient pedestrian and non-motorized access between and among developed and developing areas.
- Policy 4.6 Provide for improvement and dedication of bikeways and pedestrian paths through developing areas at the time development is reviewed.
- Policy 4.7 Require all new developments to provide sidewalks and bike lanes in accord with City standards.
- Policy 4.8 Strive to provide sidewalks or other off-street pedestrian ways on both sides of all roadways within the City.
- Policy 4.9 Strive to provide bike lanes on all arterial and collector roadways.
- Goal 6** Support public transportation and the provision of central facilities for public transit use.
- Policy 6.1 Cooperate with LINK in providing facilities for efficient operation of the transit system.
- Policy 6.2 Require adequate right-of-way, sidewalk and roadway improvements (ADA compliant) where transit stops are located.
- Policy 6.5 Consider transit facilities as mitigation, where appropriate, for new development.
- Goal 7** Establish a uniform access management approach for both city streets and state highways.

- Policy 7.2 Vehicular access from private property directly onto arterial (*or collector*) streets should be discouraged; such access should be provided via connecting local streets.
- Policy 7.3 Require turning lanes, signage, and appropriate traffic controls at intersections where turning movements are warranted and/or are sufficiently frequent to impede traffic flow.
- Policy 7.4 Each developer should pay a proportionate share of the costs of the regionally-required improvements that are attributed to new development and should provide frontage improvements along existing rights of way.

7 UTILITIES ELEMENT

7.1 Existing Utilities

8.1.1 Sanitary Sewer

Currently, most of the Lord Acres area is served by on-site septic systems. The exceptions are the Granite Ridge Development, a 50 lot subdivision, and a parcel of land just southeast of the Key Bay Development.

The Granite Ridge Development installed a small sewage lift station which is currently approved by the City to serve up to 60 Equivalent Residential Units (ERU). This lift station transports sewage to the old 8" force main which runs along the north edge of SR-150. This force main was the original Chelan-Manson interceptor, and in 2004 it was replaced by new 10" and 14" lines. The old 8" force main then became a low pressure sewer collector, and this line runs in the SR-150 right-of-way, along the entire north edge of the Lords Acres area. The parcel of land just southeast of Key Bay feeds into the Key Bay lift station, which also pumps sewage to the 8" low pressure collector. All existing sanitary sewer lines, including gravity lines, force mains, and the 8" collector, are all shown on the attached figure.

Because all portions of the Lord Acres area are within the City limits or the Urban Growth Area (UGA), all future development in Lord Acres will be required to connect to the City sanitary sewer. The exception to this policy is the construction of a single family residence on an already platted lot, unless City sanitary sewer service is within 200' of the lot. In that case, the single family residence will be required to connect to City sewer.

8.1.2 Domestic Water

City domestic water service is provided by the North Shore water line, an 8" and 12" high pressure water line which runs along the SR-150 right-of-way. This line is 8" steel from the intersection of NoSeeUm Road, running approximately 1300 LF to the northwest. At this point, the old 8" steel line was replaced with a 12" ductile iron pipe (in 1997), and this new line runs along SR-150 until it reaches the Boyd Road intersection, where the alignment then runs up Boyd Road. The 8" and 12" lines are high pressure lines which come directly off the Darnell booster pump station, and all services off these lines require a pressure reducing valve (PRV) before the water can be provided to customers.

The Granite Ridge subdivision is served by 12" and 8" water lines, providing both domestic water and adequate fire flow for the subdivision. Portions of the western half of the Lord Acres area are served by 6", 4", 3", and 2" water lines. Although a couple of fire hydrants have been installed, it is doubtful that the fire flow is adequate to meet code, and so these lines are considered as providing domestic service only. The parcel of land just southeast of Key Bay is served off a 6" line from the Key Bay subdivision, and both domestic and fire flow are provided

to this parcel. Finally, several parcels at the east end (a winery, a veterinary clinic, and five single family homes) are provided with domestic water service only, either off the Orchard View subdivision system or with individual meters & pressure reducers off the high pressure main in SR-150. All existing domestic water lines are shown on the attached figure.

8.2 Scheduled improvements and future planning

8.2.1 Sanitary Sewer

Scheduled improvements to the sanitary sewer system in the Lords Acres area as identified in the General Sewer Plan include:

- a. The construction of the New Regional Lift Station #12 and 4" discharge force main, connecting directly to the Northshore Interceptor on SR150.
- b. The installation of clean-outs for the old 8" force main along SR150 (now the 8" collector), from Lift Station #14 (Key Bay) to Lift Station #11 (Willows).
- c. A new 8" gravity sewer line along SR150, from Golf Course Road to the point of discharge for LS #8 (Spader Bay). This new line will replace the existing old 8" force main (now the 8" collector).

For planning purposes, the Lord Acres area has been divided into 4 basins:

- a. Area which will gravity to Lift Station #14 at Key Bay;
- b. Area which will gravity to the proposed Regional Lift Station #12;
- c. Area which will pump to the proposed Regional Lift Station #12;
- d. Area which will gravity to SR150 lines or be transmitted to Lift Station #8 at Spader Bay.

These basins are shown on the attached figure. The area which will gravity to the proposed LS #12 is by far the largest, consisting of about 70% of the entire Lord Acres sub-area. Future proposed alignment of gravity lines and force mains are also shown on the attached figure.

8.2.2 Domestic Water

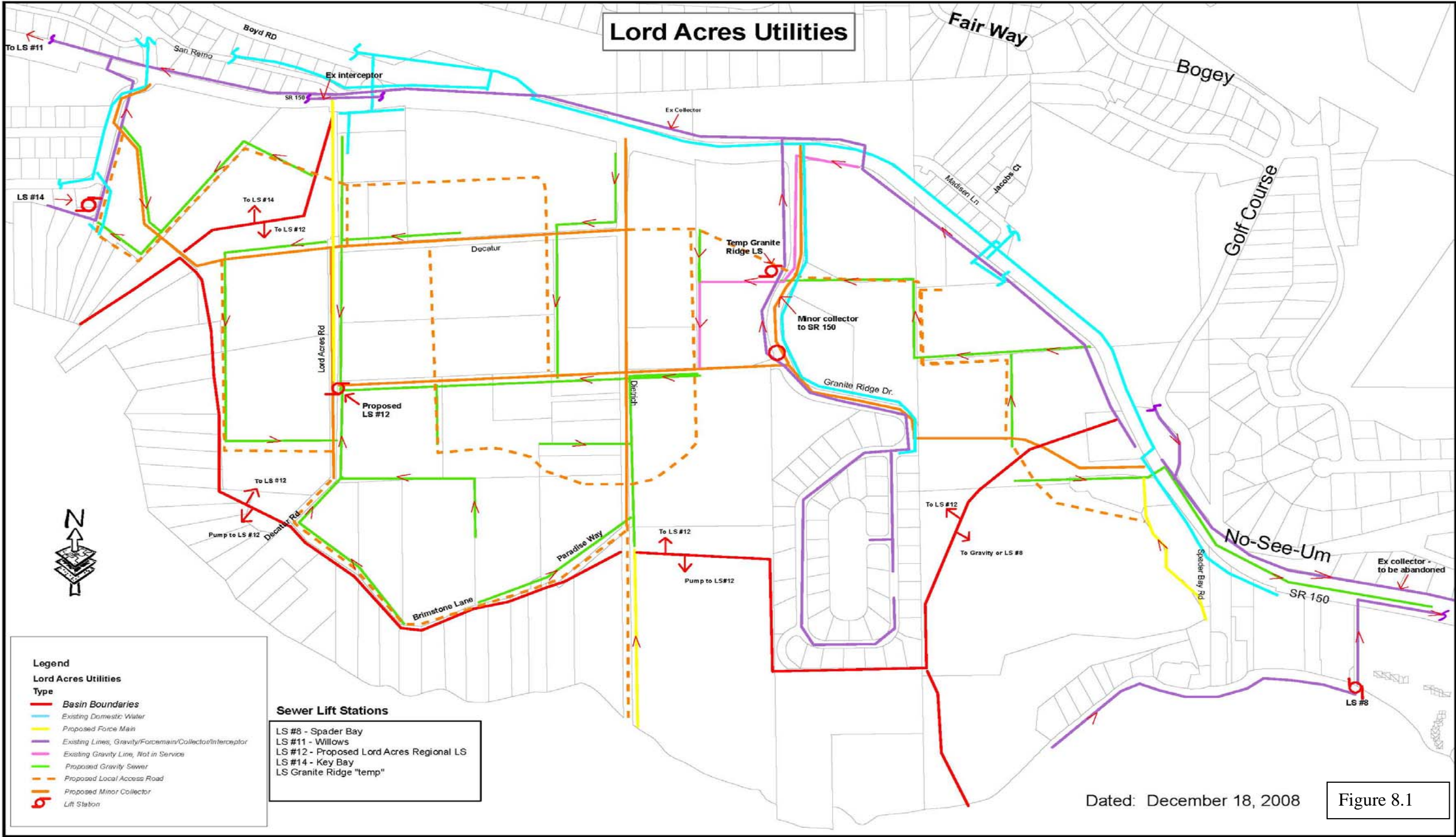
The current City of Chelan Water System Plan lists the replacement of the 8" portion of the North Shore water line as a planned water system improvement. The 8" steel line, which supplies water from the Darnell booster pump station, is over 50 years old, and will be replaced by a new 12" ductile iron line. The 8" portion of the line currently runs from the Darnell booster pump station to a point on SR150 approximately 1300 LF Northwest of NoSeeUm intersection.

As the Lord Acres area develops, domestic water service will be supplied from these existing lines in the area:

- a. 12" and 8" lines which serve the Granite Ridge subdivision;
- b. 8" line which comes off San Remo Lane and crosses SR150 just south of the east end of Chelan Hills Division 1;
- c. 8" line off Key Lane;
- d. 8" and 12" North Shore high pressure line in SR150, if further connections to the high pressure supply main are necessary to supply sufficient domestic water and fire flow.

In addition, storage capacity needs will be analyzed as development occurs, and new water storage will be provided as needed.

Figure 8.1 shows the location of all existing & proposed sewer lines, roadways and existing water lines, but does not show the alignment of future water lines. Since water mains are pressurized and alignment is not dependent upon topography, future water line alignment will closely follow the street alignment, with looping of water lines incorporated into the design of the system.



8 Public Participation Program

- 1) January 16, 2008 – Open House
 - a. Data created for the first four elements of this scope will be prepared for presentation at the open house.
 - b. Presentation boards will address identified needs and promote discussion on potential land uses available to meet those needs.
 - c. Public comments will be received.
- 2) January 31, 2008 – Follow-up Steering Committee Meeting
 - a. Discuss comments received at Open House.
 - b. Brainstorm potential zoning/development scenarios.
- 3) February 13, 2008 – Second Public Open House
 - a. Presentation of two potential scenarios that would meet needs.
 - b. Comparison of two scenarios with existing condition.
 - c. Additional public comments will be received.
- 4) February 19, 2008 – Follow-up Steering Committee Meeting
- 5) February 28, 2008 – Preliminary presentation to City Council
- 6) March 6, 2008 – Steering Committee Meeting
- 7) March 26, 2008 – Final Steering Committee Meeting
- 8) April 16, 2008 – Planning Commission Public Workshop
 - a. Presentation of recommended Subarea Plan.
 - b. Public comments accepted by planning commission.
 - c. 60-day comment period begins.
- 9) June 3, 2008 – Steering Committee Meeting
- 10) July 9, 2008 – Steering Committee Meeting
- 11) August 28, 2008 – Interim Zoning Control Public Hearing
- 12) November 19, 2008 – Planning Commission Public Hearing
- 13) November 25, 2008 – Tentative City Council Public Hearing
 - a. Presentation of plan and planning commission recommendation
 - b. Public comments accepted by city council
 - c. City council will vote to approve or disapprove plan

Public Meeting Notice:

Property owners within the subarea, and those within 300 feet of the subarea perimeter, will be notified by U.S. Mail at least 14 days prior to the public meetings. The most current Chelan County assessor data available will be used to determine parcel ownership. Notices will be posted in the local newspaper and at City Hall, at least 10 days prior to the public meetings. Notification will also be sent to local radio stations and the Lake Chelan Mirror general circulation.

The November 19, 2008 Lord Acres Sub-Area Plan Public Hearing notice was mailed on November 4, 2008. The November 25, 2008 Lord Acres Interim Zoning Controls Public Hearing notice was mailed on November 4, 2008.

Documentation:

- 1) The City of Chelan will maintain a record of mailings including a copy of the mailing list and postage receipts (or postage machine report).
- 2) Sign-in sheets will be available at all public meetings.
- 3) Comments collected verbally and in writing will be assimilated into a single, electronic file, and included as an appendix to the Plan Document.
- 4) Written responses to comments (or other follow-up information) will be included in the appendix.

9 Summary

A myriad of diverse uses currently exist in the Lord Acres Subarea. Agricultural, commercial, and public meeting facilities share the subarea with long-established single-family neighborhoods and new single-family homes and subdivisions. All existing users would prefer to keep their individual uses as permitted, rather than conditional or non-conforming within the subarea. However, not all uses/users are compatible. Agriculturalists, particularly, are concerned with new residents complaining about established agricultural practices such as spraying or orchard cannons. Residents of single-family homes potentially adjacent to large, community docks are concerned about protecting their privacy and property from an onslaught of new users. Many residents of the subarea and adjacent areas have expressed concern over loss of trees and vegetation; some out of concern for bird and wildlife habitat and some concerned with the changing viewshed.

Preferred Alternative – Modified SUD with Buffer Zones

The concept that has been most supported in public meetings and in written comments has been that of maintaining the SUD with modifications to the existing code definitions, separating out the single-family area on the western edge of the subarea that is only partially in the SUD, and buffering between non-compatible uses in the SUD zone.

Revisions to the SUD would include:

- Removal of single-family, parcels only partially in the SUD
- Density bonuses for open space exceeding required percentages required for developments
- Buffers between non-conforming uses
- Maximum density per acre to replace minimum lot size
- Maximum lot coverage of 75% for commercial development and 35% for residential with a minimum open space requirement of 20% for multi-family developments
- Maximum height of 35 feet
- Setback averaging for multi-family residential developments
- Adding permitted or conditional uses such as small inns, boutique retail, and agriculturally related retail
- Deleting RV parks as a permitted use
- Include provisions for cottage and/or clustered housing
- Requirement of minimum lineal feet of waterfront per household unit for multi-family dock development

Specific recommendations for changes to CMC 17.46 ZONE SUD – SPECIAL USE DISTRICT are identified in Appendix B.

9.1 Discussion of Buffers

Both physical space and vegetative screening has been requested by citizens.

The Chelan Comprehensive Plan identifies the following goal and rationale within the urban growth area:

Policy 7: New non-farm development adjacent to orchard in the Special Use District should provide buffering. New orchard next to an existing development in the Special Use District must obtain a conditional use permit and provide a buffer. Buffer options should include 25ft setbacks with a minimum 6ft high hedge, or 100ft setbacks including the use of right of ways.

Rationale: This ensures that existing orchard operations in the Special Use District are able to continue to farm as long as they choose to, and that any new orchard operations in the Special Use District are not detrimental to urban development.

Although this policy is in the current Comprehensive Plan, no development regulations have been written to create enforceable buffer requirements.

Creating visually screened space between zones provides a feeling of separation between potentially conflicting uses. Landscaped barriers and/or fences with landscape screens can provide a physical barrier to protect private property. Including an assortment of native shrubs and trees within the vegetative barriers can also provide habitat for birds and small animals currently residing in the subarea. Finally, a pattern of tree- and shrub-lined buffers could produce an interesting and visually pleasing view from adjacent, up-slope properties.

Recommendations for buffer requirements are as follows:

- 1) Buffers to include physical spacing and visual screening will be required between adjacent, non-compatible uses. Fences shall be placed on the dividing property line. Plantings shall be placed on property owned and maintained by the developer.
- 2) Buffers shall be created for all new residential subdivision developments adjacent to single-family homes, other than individual single-family home development on existing parcels; for all new non-agricultural development adjacent to agricultural uses; for all new commercial development adjacent to any residential or agricultural use; and for new agricultural development adjacent to any non-agricultural use. Buffers will not be required between residential and commercial portions of individual mixed-use developments.
- 3) New development adjacent to existing, unlike development (as defined above), shall provide visual and trespass-inhibiting screening to include the following:
 - a. A minimum six-foot, sight-obscuring, trespass-resistant fence.
 - b. Plantings to include a minimum single row of evergreen shrubs or trees which will achieve a height of no less than six feet at maturity; spaced at appropriate intervals to provide a solid screen at maturity. (Plantings should be drought-tolerant and hearty to winter conditions typical to the area. Nuisance shrubs and trees, or those with root systems likely to damage fencing or adjacent lawn or properties are prohibited.)
 - c. A minimum planting width of 10 feet.
 - d. A planting plan submitted by a certified landscape architect. The plan must identify plantings that will achieve the visual screening, trespass inhibiting, and

long-term sustainability goals of this section. (The planting plan must be submitted prior to project approval, and must comply with all other planting requirements of this code.)

- e. An irrigation system sufficient to serve the entire planting strip. (An irrigation plan must be submitted prior to project approval.)
- 4) Maintenance of landscaped buffers shall be the responsibility of the property developer or future owner(s) of subject property. The long-term maintenance plan must be submitted with the landscape plan and approved by the responsible City official. A note on the deed will specify a responsibility for the long-term maintenance of the buffer to run with the land.
 - a. All plantings must be weeded and maintained regularly.
 - b. Diseased or dying shrubs or trees must be replaced with similar items projected to achieve the desired screening effect.
 - c. Fences must be maintained in good order at all times.
- 5) Buffer planting, including plant materials, soil preparation, mulch, irrigation, and maintenance, shall be in accordance with the most current version of Standard Specifications for Road, Bridge and Municipal Construction, published by the Washington State Department of Transportation and the Washington State Chapter of the American Public Works Association (WSDOT/APWA). See Chelan Municipal Code 25.05.080(A).

9.1.1 Existing Regulations

In addition to EMC 17.46 with proposed changes, all existing development regulations will continue to apply to the subarea. Some of those regulations include:

Title 17: Zoning

17.62 Outdoor Lighting on Public and Private Property

Title 12: Streets and Sidewalks

Title 13: Water and Sewers

Title 25: Development Standards

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Appendix A. Comment & Response Log

Lord Acres Subarea Plan 2008

Updated 04/01/08

Citizen Comments

Date	Commenter	Comment	Response
12/4/2007	Mike Sherer	Everyone who lives within this Lord Acres Subarea should be considered a stakeholder and should be invited to all meetings.	All residents and interested citizens are invited to open public meetings. A small group was selected as a steering committee.
12/4/2007	Mike Sherer	There should be a balance maintained between agriculture and development interest on Lord Acres Subarea.	This discussion has been taken up by the steering committee and will be addressed in the recommendations for revisions to the SUD.
12/4/2007	Mike Sherer	The end of Dietrich Rd. has access to the lake which could serve the public.	Comment noted.
12/4/2007	Mike Sherer	Need to thoroughly address road access to this area.	WSDOT, Chelan County, WVTC, and the City of Chelan are working to address transportation issues along SR 150.
12/4/2007	Mike Sherer	Water, sewer, & power should be addressed.	Within the city limits, city services will be extended as development occurs. State law requires that essential services be provided within 6 years of development, but the City of Chelan requires developers to extend those services as part of the initial development.
12/4/2007	Mike Sherer	We should retain the option of staying in the County if we wish to.	Comment noted.
1/8/2008	Guy Michelson	It is our hope that we can hook into the Chelan sewer system rather than going with a septic system as currently planned. We would be happy to eventually be annexed into the City of Chelan as well.	Within the city limits, city services will be extended as development occurs.
1/14/2008	Linda Martinson	Protect the ability to farm tree fruit that has historically been grown in this area since the late 1920s. Increased traffic from development would make it difficult with foot traffic and vehicle traffic to spray and farm remaining orchards. Also, protect a grower's right to run wind machines and sprayers during the night hours to protect crops.	Existing agricultural uses will continue to be legal uses in the SUD. Buffers, as discussed in the Summary, are intended to address spray drift and trespass issues.
1/14/2008	Linda Martinson	Protect habitat for wildlife. Hawks, eagles, owls, small birds and coyotes frequent the Lord Acres area.	Requirements for vegetative buffers as well as open space for developments will help to provide/protect habitat areas.
1/14/2008	Linda Martinson	Improve roads -- the existing roads are narrow and inadequate to handle increase traffic and an increased number of residents pulling boats and recreational vehicles through this area.	WSDOT, Chelan County, WVTC, and the City of Chelan are working to address transportation issues along SR 150.

1/14/2008	Linda Martinson	Preserve water quality -- limit the number of marinas and boat slips that can clog the lower end of the lake. Already the lake experiences a high volume of use in the summer months and allowing a high density of boat slips, moorages and marinas would directly impact the lake quality. In the summer months the water at the lower end of Lake Chelan collects refuse tossed from boats and gas slicks from watercraft are evident.	The City is working to balance the conflicting policies of the Shoreline Management Act in this plan. Private property rights, public access to the water, and protection of natural resources are all policies of the plan. More emphasis should be given to public access in areas already urbanized, in order to protect the natural environment in areas where it is still natural.
1/14/2008	Linda Martinson	Preserve the beautiful, quiet family and agricultural community with planned development that would continue a rural rather than a city feeling. Plan with lots large enough to provide a sense of neighborhood that currently exists and to maintain open space for a community park.	A community park has been identified in the City of Chelan 20 Year CIP Plan. Providing density bonuses for open space in residential and mixed-use developments could add open recreation areas and views. However, higher densities may impact the rural feel. This subarea is within the Urban Growth Area of the City of Chelan, and will eventually see urban development as housing demand increases and available land within the UGA is depleted.
1/16/2008	Mike Sherer	In support of the Lord Acres Subarea Plan Public Meeting on this date, I am attaching a spread sheet which is hand written and makes several recommendations. I request this spread sheet be fully evaluated by your staff for changes to existing zoning, regulations, and other action by City of Chelan. (3 page spreadsheet attached)	Spreadsheet had been received and reviewed by staff. It is attached to this comment log.
1/16/2008	Mary Sherer	Birds - currently there area eagle, owls and many other varieties of birds whose habitats should not be destroyed. There frequently is a heron on the shore by the old house at Granite Ridge.	Requirements for vegetative buffers as well as open space for developments will help to provide/protect habitat areas.
1/16/2008	Mary Sherer	SMA policies: The 2 items "encourage water-dependent uses" and "protect shoreline natural resources" seem to be in conflict.	The City is working to balance the conflicting policies of the Shoreline Management Act in this plan. Private property rights, public access to the water, and protection of natural resources are all policies of the plan. More emphasis should be given to public access in areas already urbanized, in order to protect the natural environment in areas where it is still natural.

1/16/2008	Mary Sherer	Regarding Granite Ridge boat slips and the boat slips MacNaughton told me he plans to build on his Dietrich Rd property, it would seem that a very small ratio of boat slips to homes is better. One slip per house is unrealistic (not every family will have a boat) and would be too much for the lake (pollution; removal of bushes & trees as a bird habitat; hazardous for swimmers & kayakers of single home properties in the area.	The Chelan County SMP is currently the guiding document for shoreline development in the Lord Acres Subarea. The plan proposes a development standard for waterfront development similar to that for home development. Lots are required to have a minimum width in order to be buildable. The plan proposes a minimum width of waterfront per housing unit for community docks.
1/16/2008	Mary Sherer	Access for Lochlea: it seems to me that one egress (Dietrich Rd & Hwy 150 is inadequate for 60 houses. What about the bottleneck at the 2 Dietrich houses?	Development applications already underway are beyond the scope of this process.
1/16/2008	Mary Sherer	Building heights in an area of mixed uses (agriculture and housing) 50-foot high blds. Seems excessive. 30 ft. (2 story) housing more typical of the historical uses in Lord Acres.	This is addressed in the plan summary. Separate height standards will be recommended for residential and commercial buildings.
1/16/2008	Mary Sherer	Is there a planned buffer between Lochlea & the Sherer orchard?	Development applications already underway are beyond the scope of this process.
1/16/2008	Mary Sherer	Need a way for orchardists to sell products on site. SUD document says no "retail." Can this be resolved?	The plan recommends adding language to the SUD to allow for accessory agricultural uses including agritourism, as well as boutique retail.
1/16/2008	Mary Sherer	Should we include design standards?	Design standards from other areas will be presented at the Planning Commission Workshop for the perusal of the public. Further discussion with the Planning Commission will take place on this subject.
1/16/2008	Mary Sherer	How can the city resolve the conflict between GMA policy 1 & 2 (Urban Growth & Reduce Sprawl) with #9 (Open Space)?	GMA does specify that higher density development should be directed within the Urban Growth Area to prevent sprawling development into rural areas of the County. The Lord Acres Subarea is within the City's Urban Growth Area and will likely experience further housing development as land availability decreases. Provisions for density bonuses to developers willing to create open space areas for recreation or view corridors can balance the increasing density with physical and visual areas of rest.
1/28/2008	Chelan Maintenance Association	The short term loss will likely be the rolling hills of trees and orchards and its relaxing view.	Comment noted. Discussion of open space will be held before the Planning Commission.

1/28/2008	Chelan Maintenance Association	<p>The long term affect of Lord Acres, as well as other developments already in place, will be a major influence on our community relative to roads, public facilities and recreation/open spaces. As you are probably aware, there is a citizen vision group studying the growth affects and viewing changes to be put in place under a twenty year plan. These long term visions would look at restricting the trucking and business traffic along SR 150, reducing the speed limit to 25 to 35 mph, and making it a local access road, while developing a new alternate route, which will bypass the Chelan City center, and on to Manson. The goal is to prevent Chelan from becoming the bottle neck and take traffic, and its hazards and congestion, out of the CBD and the SR 150 corridor, in the future.</p>	<p>Although the ideas and energy of the citizens' vision group are laudable, without direct coordination with both the City of Chelan and Chelan County, none of those ideas can move forward.</p>
		<p>This new Chelan-Manson arterial needs to be planned now, with early acquisition of land for the right-of-way, and with County participation. This goal needs to be adopted now so as to prevent excluding this opportunity in the future. Development along this corridor also needs to consider this goal so that inappropriate planning is not implemented in the mean time.</p>	<p>WSDOT, Chelan County, WVTC, and the City of Chelan are working to address transportation issues along SR 150. There are currently no plans for a new Chelan-Manson arterial.</p>
		<p>There is no need for any further development of commercial along this corridor unless we are encouraging sprawl of commercial as well as residential. There is space in the current CBD for many years of future growth, with services already available. (This corridor could become another Seattle Lake City Way or any other unsightly corridor reference that I'm sure we all have)</p>	
		<p>Considering the SR 150 corridor to Manson, as being a future secondary road, would make commercial along this corridor even more out of place. However there may be some uses that might be appropriate, those that don't generate parking and traffic, for example, but certainly no retail or large complexes.</p>	

		<p>The visual considerations as Chelan Hills residents look out towards Lord Acres would be:</p> <ol style="list-style-type: none"> 1) Provide open spaces with ample trees and densities to prevent looking at all roof tops. 2) Keep parking lots to a minimum, and use screening mechanisms. 3) Apply "Dark Sky" concepts. 4) Ensure underground utilities, and maybe bury the ones that are already there. 5) Develop a tree ordinance so that trees that are removed get replaced. And new trees be required based on the project type and street tree requirements. 6) Limit access to SR 150 to a minimum based on some firm criteria. 7) Provide recreation and/or open areas. 	
		<p>We also feel strongly that the Shoreline Master Plan revisions, currently under study, should have an opportunity to be completed prior to any major revisions or approvals of property of this magnitude on the shores of the lake. The current regulations are out of date by several decades.</p>	<p>Recent findings of the Shoreline Hearings Board reflect that the Lord Acres Subarea is not under the jurisdiction of the City of Chelan's SMP, but is still under the jurisdiction of Chelan County's SMP, which was updated in the late 1990s.</p>
		<p>Open space and agri./tourism is a consideration that should be looked at with very strict rules on retail so that it can't slip in the back door. Open space and recreation maybe possible through this process, and would comply with the Comp plan.</p>	
		<p>The ideal is a mix of residential and agricultural uses along this corridor, with densities for residential to compensate for the open space, as the incentive, along with an updated shoreline development regulations to bring the County and City on the same page.</p>	
4-Feb	Mary Sherer	<p>The City's Comprehensive Plan requires buffered areas between orchards and housing developments. Mike and I feel pretty strongly about having a wide buffer between existing orchards and any houses or other uses. I also believe that some of the buffer area could provide walking paths to connect the paved roads with one another.</p>	<p>Buffers, as discussed in the Summary, are intended to address spray drift and trespass issues.</p>
4-Feb	Mary Sherer	<p>The Comp Plan designates a SU as an area "To provide an opportunity for low density residential housing, and low impact tourist commercial planned unit developments." Besides encouraging the Planning Department to force developers to buffer areas in their development plans, we ask that you add this requirement to the Lord Acres Subarea Plan.</p>	<p>Buffers, as discussed in the Summary, are intended to address spray drift and trespass issues.</p>

4-Feb	Mary Sherer	Another issue is access to and from Lord Acres at Hwy 150. Adding houses, with one or two cars per house, to Lord Acres Road and Dietrich Road will cause traffic problems. In case of emergencies such as fire, will it even be possible to evacuate all the residents? I recommend that the city solve this problem before allowing any more development in Lord Acres.	WSDOT, Chelan County, WVTC, and the City of Chelan are working to address transportation issues along SR 150.
25-Mar	Neighborhood Sub-committee	The current proposal in the draft subarea plan to require up to 25% open space was generally approved.	Comment noted. The preliminary final plan will recommend a 20% open space area with density bonuses given for additional open space.
25-Mar	Neighborhood Sub-committee	The definition of "open space" should include areas generally open to the public for recreation and relaxation, including trails, and should also include areas used for agriculture. It should exclude roads, parking lots, and residential yard areas.	Open space, in the plan will include common areas open to residents of the development and could include areas open to the public at the discretion of the homeowner's association. Public trail plans already in place would require dedication of right-of-way from developers to City.
25-Mar	Neighborhood Sub-committee	Large lot residential development should be discouraged, as it consumes large quantities of open space.	Creative clustering will be encouraged by allowing density bonuses for open space.
25-Mar	Neighborhood Sub-committee	Securing large blocks of contiguous open space should be encouraged. Developers should be allowed to meet open space requirements by purchasing development rights or securing agricultural or conservation easements on other parcels in the subarea.	Comment noted.
25-Mar	Neighborhood Sub-committee	Specific provision should be made to allow retail sales from agritourism businesses. Sale items should not be restricted to items grown or manufactured on site, as this ignores the reality that many successful agritourism models include significant sales of non-farm items.	The plan recommends adding language to the SUD to allow for accessory agricultural uses including agritourism, as well as boutique retail.
25-Mar	Neighborhood Sub-committee	Permitting requirements should be lessened for these types of businesses, so long as adequate control is retained to address traffic and parking concerns of large agritourism businesses.	The plan will recommend revision of the SUD language to include such uses as permitted uses subject to administrative review, rather than Conditional Uses.
25-Mar	Neighborhood Sub-committee	Require fencing between new uses adjoining agricultural land.	The plan recommends fencing and vegetative buffers.
25-Mar	Neighborhood Sub-committee	Require plantings of sufficient height to afford some protection against spray drift.	Buffers, as discussed in the Summary, are intended to address spray drift and trespass issues.
25-Mar	Neighborhood Sub-committee	Current provisions to generally require 25' setbacks and a 10' planting strip received support.	Comment noted.

25-Mar	Neighborhood Sub-committee	Do not have an approved vegetation list, but do prohibit the planting of invasive vegetation.	Approved vegetation lists from other areas will be presented at the Planning Commission Workshop for the perusal of the public. Further discussion with the Planning Commission will take place on this subject.
25-Mar	Neighborhood Sub-committee	Developers should be required to submit a plan for approval by the city that provides reasonable assurances that planting strips will be maintained. This could include requirements that buffer areas be held in common ownership with a responsible homeowner's association.	Developers are currently required to submit a landscape & irrigation plan to the City for approval. A note stating the party responsible for long-term maintenance of the buffer could be a required addition to the face of the plan.
25-Mar	Neighborhood Sub-committee	Provide flexibility by allowing adjoining landowners to negotiate some aspects of buffer design.	This approach is discouraged because future adjacent landowners would be held to the decisions made by their predecessors, potentially devaluing the property.
25-Mar	Neighborhood Sub-committee	Buffering of commercial from residential properties may be inconsistent if uses are mixed.	Comment noted. Buffering within a mixed-use development would not be a requirement; only properties adjacent to a new development would require buffering.
25-Mar	Neighborhood Sub-committee	However, large parking lots should be buffered.	City of Chelan development standards address the issue of parking lot buffering.
25-Mar	Neighborhood Sub-committee	The concept of getting away from minimum lot size and focusing on average density and open space requirements is accepted.	Comment noted.
25-Mar	Neighborhood Sub-committee	Encourage development of trails and pedestrian corridors. Include these in open space. Consider other incentives for the dedication of land for this use.	Comment noted. The plan will recommend revisions to the SUD language to require developers to dedicate the land for previously approved trails. Credit toward open space should be given for the dedication.
25-Mar	Neighborhood Sub-committee	Increase the list of permitted uses to encourage development of a community with a commercial focus that is boutique, agricultural and resort/tourism oriented. Examples of permitted uses should include: a) agri. tourist or other tourist retail; b) coffee shop; c) restaurant (but address traffic/parking issues; d) bakery; e) fruit stands; f) nurseries, including retail; g) bed and breakfast; h) inns; i) multi-family housing (but prevent huge projects that might dominate the area).	The plan recommends adding language to the SUD to allow for accessory agricultural uses including agritourism, as well as boutique retail. The plan will recommend revision of the SUD language to include such uses as permitted uses subject to administrative review, rather than Conditional Uses.
25-Mar	Neighborhood Sub-committee	Increase the list of prohibited uses: a) x-rated; b) gas stations; c) RV parks; d) marina/fuel docks; e) commercial storage units; f) tow yards or other auto-oriented businesses.	Comment noted. The plan will recommend revision of SUD language to prohibit undesirable uses.
25-Mar	Neighborhood Sub-committee	Livestock should be permitted on a small scale as consistent with the agricultural character of the area.	This issue will be addressed in a separate venue.

25-Mar	Neighborhood Sub-committee	Boating/ Marinas: Consensus was achieved that some limits on the number of users per development should be implemented. We did not discuss in detail actual limits. We also did not discuss the suggestion in the current draft of a limit of one residential unit access per 30 feet of shoreline.	The Chelan County SMP is currently the guiding document for shoreline development in the Lord Acres Subarea. The plan proposes a development standard for waterfront development similar to that for home development. Lots are required to have a minimum width in order to be buildable. The plan proposes a minimum width of waterfront per housing unit for community docks.
25-Mar	Darren Talley	As noted on 03/06/08 version of draft:	
25-Mar	Darren Talley	Page 5 note indicates errors in population calculation section.	Figures will be re-calculated for final.
25-Mar	Darren Talley	Affordable Housing: Let the market take care of this. When has a government program in housing worked? People will find homes where they can afford. If there is a greater need to attract workers, compensation locally will go up.	GMA mandates that Cities consider affordable housing options.
25-Mar	Darren Talley	Land values in Lord Acres does not equate to low income housing in current environment.	Comment noted.
25-Mar	Darren Talley	Enhance existing parks: trail around the golf course.	Preference should be given to the maintenance and completion or expansion of existing and planned parks or trails where possible. Will be noted in plan.
25-Mar	Darren Talley	Marina slips are priced at \$100K/slip. There is a great need.	Comment noted.
25-Mar	Darren Talley	Granite Ridge has provided all of their residences park facilities, so don't use our future residences in a needs calculation with tax dollars. Increased real estate taxes will give the city \$\$ in the future. As we build out much of this will automatically be built into quality developments, and actual size and need will be much less.	Real estate taxes don't cover the full cost of services to residential developments over time.
25-Mar	Darren Talley	There are many records showing long-term Native American living in Spader Bay.	Comment noted. Further inquiry with tribes will be attempted.
25-Mar	Darren Talley	Water quality is higher because of the size and flushing of the lake.	Comment noted.
25-Mar	Darren Talley	We are surrounded by open space.	Comment on Comp Plan Goal of encouraging open space.
25-Mar	Darren Talley	Let the market decide on open space corridors for people and wildlife.	Comment on another citizen's comment to provide trails.
25-Mar	Darren Talley	Let the market decide lot size.	Comment on another citizen's comment to encourage larger lot sizes.
25-Mar	Darren Talley	There are urban areas where development should happen, which helps reduce urban sprawl.	Comment on another citizen's comment to protect wildlife.
25-Mar	Darren Talley	I think most people buying a home on waterfront or community waterfront are people interested in water. There is a great need for access to the water.	Comment on another citizen's comment assuming that not every resident would have a boat.

25-Mar	Darren Talley	Not true that boats mean pollutions and hazards to kayakers and swimmers.	Comment on another citizen's comment.
25-Mar	Darren Talley	Protect human urban growth and you protect habitat.	Comment on another citizen's comment to protect wildlife.
25-Mar	Darren Talley	Gas quickly evaporates. Make lower end of lake no wake zone.	Comment on another citizen's comment of refuse and gas slicks at lower end of lake.
25-Mar	Darren Talley	Let market decide in urban areas.	Comment on another citizen's comment about preserving the rural character of the neighborhood.
25-Mar	Darren Talley	Allow landowners to designate land to city. We all want open space on someone else's land that doesn't cost us. Our largest park is the lake and we are inhibiting people from accessing.	Responding to comments on required open space and expectations of developers.
25-Mar	Darren Talley	No action actually means following current urban growth plan.	Yes. No action means just continuing to let things go on as they are with no proposed changes.
25-Mar	Darren Talley	My how quickly we are moving toward the most unfriendly place.	Responding to suggestion in plan that single family residents could post "No Trespassing" signs on fences.
25-Mar	Darren Talley	Access point at Dietrich Road should have bathrooms, parking, etc.	Comment noted.
25-Mar	Darren Talley	I continue to think each property owner should make their own decision regarding their own buffer.	Buffers will be addressed at the Planning Commission Workshop.
25-Mar	Darren Talley	Let developer decide amount and style of open space and lineal feet of waterfront required per unit.	Comment related to potential design standards not yet determined. Open space standards will be addressed at Planning Commission Workshop. Shoreline standards will fall under the purview of the SMP.
18-Nov	Sherri Dietrich	Allow home occupation as a permitted use	Presented to Planning Commission, define delivery trucks and allow if home occupation meets conditional use minimums
18-Nov	Mike Sherer	Would like Home Occupations with customers permitted within reason (nothing posing danger to residences).	Customers by appointment only will be added to permitted use.
18-Nov	Planning Commission	Provide a clear definition of delivery trucks under home occupations.	Will define delivery trucks.

18-Nov	Mike Sherer	Stated the importance of providing housing at affordable costs (provide smaller starter homes with incentive to developer).	Address through density.
18-Nov	Mary Sherer	Open space is not to include garbage area or parking stalls. Increased density should not change the character of the neighborhood.	See defined definitions.
18-Nov	Mike Sherer	Buffers are critical in separating incompatible uses.	Review for effectiveness.
18-Nov	Hank Lewis	Provide a clear definition of “incompatible uses”, to clarify when a buffer is necessary.	Buffer section revised.
18-Nov	Planning Commission	Provide a clear definition of boutique. Avoid having boutiques in strip mall.	Defined boutique.

Appendix B. Recommendations for Changes to SUD

Chapter 17.46

ZONE SUD – SPECIAL USE DISTRICT

Sections:

- 17.46.010 Permitted uses.**
- 17.46.020 Accessory uses.**
- 17.46.030 Conditional uses.**
- 17.46.035 Permitted Uses- Commercial overlay.**
- 17.46.040 Dimensional standards.**
- 17.46.050 Fence screening provisions.**

17.46.010 Permitted uses. Permitted uses are as follows:

- A. One-family dwellings, but not to exceed one dwelling on any one lot; provided, that the lot abuts on a public street or private road
- B. Crop and tree farming, truck farming, nurseries, and agricultural tourism.
- C. Vineyard;
- D. Cottage Winery; including roadside stands. Safe access and the need to locate access to roadside stands that maintain safe traffic operations along SR 150 as well as the local street network. (Ord. 1257 § 3, 2002; Ord. 1114 § 6 (part), 1998).
- E. Home occupations that involve:
 - 1. Customers or other business-related visitors on an appointment basis to the home business;
 - 2. Home occupation signs shall meet the residential real estate sign requirements of CMC 17.58.050(A)(19);
 - 3. No outward appearance that a business exists in the home;
 - 3. No more than one individual residing within the home who is active in the home occupation business; provided, that if the planning director is given satisfactory proof of a physical disability of the individual wishing to engage in a home business or occupation, a volunteer or employee may assist in the home occupation;
 - 4. The home occupation shall not generate traffic in excess of normal residential traffic. The gross vehicle weight of delivery vehicles shall not exceed eighteen thousand pounds; such as normal residential postal/delivery trucks.
 - 5. Compliance with the conditions for home occupation set forth in Section 17.56.060 of this code; and
 - 6. Obtain a low impact conditional use permit. This permit shall be reviewed every year with the business license application. The Planning Director may hold the business license and may require a full conditional use permit if the home occupation receives complaints or code violations.

17.46.020 Accessory uses. Allowed accessory uses are as follows:

- A. Fences as allowed under Section 17.32.020D and as required pursuant to Sections 17.46.050;
- B. Cold storage warehouses for produce grown on the premises only;
- C. Employee residences located on the property where the resident is employed; provided, that the structures meet the minimum setbacks prescribed in this district. (Ord. 1114 § 6 (part), 1998).

- D. Single family and joint use docks and boat launches for private, recreational use as accessory to single family residences.
- E. Crop and tree farming, truck farming, nursery buildings.
- F. Roadside Stand, less than 1,500 square feet retail space total.
- G. Accessory Uses that Support, Promote or Sustain Agricultural Operations, including production of value added merchandise
- H. Attached or freestanding private garage, carport or combination thereof not to exceed fifty percent of the floor area of the principal structure, including basement area; provided, that all single-family residences, regardless of size, shall be allowed a minimum size private garage or carport of nine hundred sixty square feet. A garage larger than the standards set out herein shall be allowed as a conditional use under the conditions set forth under Section [17.20.030](#). Detached garages or carports must be setback 25 feet from the front property line.

17.46.030 Conditional Uses. Conditional uses are as follows:

- A. Places of public or private assembly;
- B. Home occupations not meeting the permitted use criteria set forth in Section 17.20.010F under conditions set forth in Chapter 17.56.060
- C. Parks
- D. Community Waterfront Parks.
- E. Bed and breakfast, pursuant to Section 17.56.230;
- F. Winery. (Ord. 1257 § 4, 2002; Ord. 1114 § 6 (part), 1998).
- G. Roadside Stand, greater than 1,500 square feet retail space total
- H. Accessory Dwelling Unit

17.46.035 Permitted uses - Commercial overlay.

- A. Self-service laundry
- B. Professional Office
- C. Mini-storage
- D. Boutique retail,
- E. Hotel.

17.46.040 Dimensional Standards. Dimensional standards are as follows:

(Commercial is for Commercial overlay area)

- A. Maximum density of six (6) residential units per net acre;
- B. Minimum open space:
 - 1. Residential: twenty (20) percent
 - a. Density bonus allowed to equal additional percentages of open space. Example twenty-five (25) percent open space equates to a five (5) percent density bonus.
- C. Minimum lot width at the building line: Fifty (50) feet;
- D. Maximum lot coverage:
 - 1. Commercial: Seventy-five (75) percent;
 - 2. Residential: thirty-five (35) percent;
- E. Maximum height:
 - 1. Residential: Thirty-five (35) feet;
 - 2. Commercial: Fifty (50) feet;
- F. Minimum setback distances:
 - 1. Front Yard:

- a. Residential: Twenty (20) feet.
 1. Setback averaging may be allowed within a new development as appropriate to the project and the site
 - a. Contingent on City review and approval of detailed site plan.
 - b. The minimum setback in any averaged development must be ten (10) feet.
 - c. An average setback of twenty (20) feet must be achieved.
 - b. Commercial: Twenty-five (25) feet. The front yard setback may be reduced to ten (10) feet upon compliance with the following:
 1. A minimum landscaped buffer of at least ten feet in width is located between the building and the property line.
 2. An agreement in a form acceptable to the City guaranteeing the property owner will maintain the landscaped buffer is executed by the property owner and filed with the City;
 3. The landscaped buffer shall be designed so as to comply with sight distance requirements and other traffic safety concerns of the City;
 4. A detailed site plan shall be submitted to the Planning Director for review and approval prior to the issuance of a building permit;
 5. The property owner shall improve the city right-of-way adjacent to the property, which may include the construction of a sidewalk conforming to city standards if required by the city administrator or the execution of a waiver of protest for a local improvement district to construct street and sidewalk improvements.
 6. Community use/structures such as plazas, benches, and fountains may be allowed within the setback subject to City review and approval of detailed site plan.
 7. A notice detailing all requirements related to setback reduction shall be placed on the title of the subject property and recorded by the Chelan County Auditor. The notice shall serve to notify future owners of the property of the requirements.
 2. Side yard minimum:
 - a. Residential: Five (5) feet.
 - b. Commercial: Ten (10) feet
 3. Rear yard minimum:
 - a. Residential:
 1. Fifteen (15) feet;
 2. Ten (10) adjoining open space;
 - b. Commercial: Twenty (20) feet plus one additional foot for each two feet by which the building height exceeds thirty-five feet.
- G. Buffers between non-compatible uses:
1. Buffers to include physical spacing and visual screening will be required between adjacent, non-compatible uses. Fences shall be placed on the dividing property line. Plantings shall be placed on property owned and maintained by the property owner(s); the distance from the property line shall be adequate to allow for the anticipated size of the mature plant.
 2. Buffers shall be created for all new development including residential, with the following exception: an individual single-family residence shall not be

- required to place a buffer on any lot line abutting or facing another single-family residence.,
3. Buffers will not be required between residential and commercial portions of individual mixed-use developments.
 4. Buffers are specifically required in the following instances:
 - a. For all new non-agricultural development adjacent to agricultural uses;
 - b. For all new commercial development adjacent to any residential or agricultural use; and
 - c. For new agricultural development adjacent to any non-agricultural use.
 5. New development adjacent to existing, unlike development (as defined above), shall provide visual and trespass-inhibiting screening to include the following:
 - a. A minimum six (6) foot, sight-obscuring, trespass-resistant fence.
 - b. Plantings to include a minimum single row of evergreen shrubs or trees which will achieve a height of no less than six (6) feet at maturity; spaced at appropriate intervals to provide a solid screen at maturity. (Plantings should be drought-tolerant and hardy to winter conditions typical to the area. Nuisance shrubs and trees, or those with root systems likely to damage fencing or adjacent lawn or properties are prohibited.) In case of tree/crop farming, the Planning Director may consider the use as the buffer.
 - c. A minimum planting width of ten (10) feet.
 - d. A planting plan prepared and stamped by a certified landscape architect registered in the State of Washington. The plan must identify plantings that will achieve the visual screening, trespass inhibiting, and long-term sustainability goals of this section. (The planting plan must be submitted prior to project approval, and must comply with all other planting requirements of this code.)
 - e. An irrigation system sufficient to serve the entire planting strip. (An irrigation plan must be submitted prior to project approval.)
 6. Maintenance of landscaped buffers shall be the responsibility of the property developer or future owner(s) of subject property. The long-term maintenance plan must be submitted with the landscape plan and approved by the responsible City official. A note on the deed will specify a responsibility for the long-term maintenance of the buffer to run with the land.
 - a. All plantings must be weeded and maintained regularly.
 - b. Diseased or dying shrubs or trees must be replaced with similar items projected to achieve the desired screening effect.
 - c. Fences must be maintained in good order at all times.

Appendix C. CMC 17.08 Definitions

17.08.xx “Community Waterfront Park” is an area adjacent to Lake Chelan that is used for a subdivision or home owners association for recreational purpose and lake access.

17.08.xx “Park” includes mini, neighborhood, community, and regional parks as defined by the City of Chelan Parks and Recreation Department Design Standards which are open to the general public.

17.08.xx “Roadside Stand” means a temporary use which is primarily engaged in the sale of fresh agricultural products, locally grown on or off-site, but may include, incidental to fresh produce sale, the sale of limited pre-packaged food products and non-food items. This use is to be seasonal in duration, open for the duration of harvest season.

17.08.xx “Agricultural Tourism” refers to the act of visiting a working farm or any agricultural, horticultural or agribusiness operation for the purpose of enjoyment, education or active involvement in the activities of the farm or operation.

17.08.xx “Boutique” means a small shop, less than 1,500 square feet, offering specialized products and services. A boutique may be located within a hospitality building or a standalone shop; however may not be located within a multi-tenant commercial building.

17.08.xx “Open Space” means areas that serve active or passive recreational needs; areas such as local parks, historic sites, ball parks, and natural and manmade waterbodies and those areas not suitable for residential or other development due to existence of hazardous and/or environmentally sensitive conditions (critical areas).

17.08.xx “Nursery” means an area where plants are grown to usable size and sold to the general public. This use may also be associated with the use of a greenhouse or similar structure.

17.08.xx “Mini-Storage” refers to a facility divided into self storage spaces which are rented to tenants, usually on a monthly basis and limited to storage use only.

17.08.xx “Gross project area” means total project site.

17.08.xx “Net project area” means the gross project area minus publicly owned community facility land and right-of-way, stormwater detention facility tracts or easements (unless underground and usable for recreation/open space), private roads or access easements.

17.08.xx “Net acre” is the “net project area” minus open space.

Appendix D. CMC 17.56 Conditional Use Permit

Parks and Community Waterfront Parks.

17.56.xxx Parks

A) Minimum conditions:

- a. Compliance with Parks & Recreation Design Standards

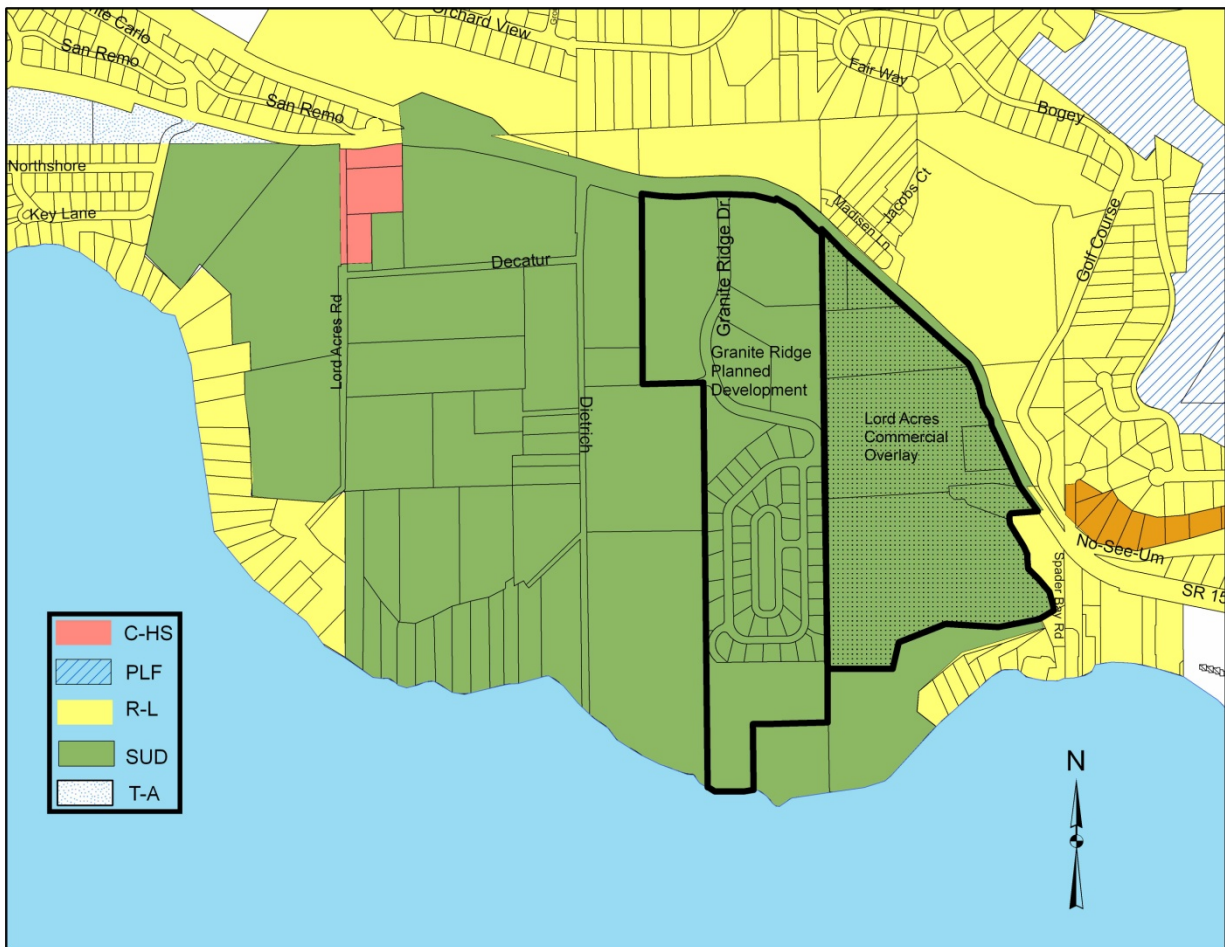
17.56.xxx Community Waterfront Park

1. Purpose. The intent of this section is to provide provisions for public open spaces and water access.
2. District permitted: All zoning districts.
3. Minimum conditions:
 - a. Required linear feet of shoreline:
 - i. Twenty (20) contiguous linear feet of shoreline for each residential unit including multi-family that is allowed access to the community waterfront area.
 - ii. Any subdivision or multi-family development that provides contiguous shoreline greater than three hundred feet (300') in length would be excluded from this requirement.
4. Buffers between community waterfront and non-compatible uses: Buffers to include physical spacing and visual screening will be required between parks and community waterfront and adjacent, non-compatible uses. Fences shall be placed on the dividing property line. Plantings shall be placed on property owned and maintained by the developer.
 - a. Buffers shall be created for all community waterfront parks adjacent to single-family homes.
 - b. New community waterfront parks adjacent to existing, unlike development shall provide visual and trespass-inhibiting screening to include the following:
 - i. A minimum six (6) foot except for front yard fence requirements of the zoning district, sight-obscuring, trespass-resistant fence.
 - ii. Plantings to include a minimum single row of evergreen shrubs or trees which will achieve a height of no less than six (6) feet at maturity; spaced at appropriate intervals to provide a solid screen at maturity. (Plantings should be drought-tolerant and hearty to winter conditions typical to the area. Nuisance shrubs and trees, or those with root systems likely to damage pavement, utilities, fencing, adjacent lawns, or adjacent properties are prohibited.)
 - iii. A minimum planting bed width of ten (10) feet.
 - c. A planting plan submitted by a certified landscape architect. The plan must identify plantings that will achieve the visual screening, trespass inhibiting, and long-term sustainability goals of this section. (The planting plan must be submitted prior to project approval, and must comply with all other planting requirements of this code.)
 - d. An irrigation system sufficient to serve the entire planting strip. (An irrigation plan must be submitted prior to project approval.)
 - e. Maintenance of landscaped buffers shall be the responsibility of the property developer or future owner(s) of subject property. The long-term maintenance plan

must be submitted with the landscape plan and approved by the responsible City official. A note on the deed will specify a responsibility for the long-term maintenance of the buffer to run with the land.

- i. All planting beds must be weeded and maintained regularly. Maintain 10-foot width of beds to prevent encroachment from adjacent lawns.
 - ii. Diseased or dying shrubs or trees must be replaced with similar items projected to achieve the desired screening effect.
 - iii. Fences must be maintained in good order at all times.
 - f. Buffer planting, including plant materials, soil preparation, mulch, irrigation, and maintenance, shall be in accordance with the most current version of Standard Specifications for Road, Bridge and Municipal Construction, published by the Washington State Department of Transportation and the Washington State Chapter of the American Public Works Association (WSDOT/APWA), and any special provisions developed by the project landscape architect. See Chelan Municipal Code 25.05.080(A).
5. Lighting: Compliance with the Dark Sky Ordinance CMC17.62 and the City Park & Recreation Design Standards.
 6. Other requirements. The Hearing Examiner may impose other conditions, such as additional parking, improved access, landscaping or screening, if found necessary to protect the best interests of the surrounding properties of the neighborhood due to the nature of the site or the facility.

Appendix E. Comprehensive Plan Land Use Map- Lord Acres Sub-Area Plan



Revised