City of Chelan

Draft Comprehensive Plan Update 2017

~~March 9~~May 2, 2017

Prepared by:

BERK Consulting
RH2 Engineering
SCJ Alliance

Prepared for:

City of Chelan

Notes: Changes since the March 9, 2017 draft are shown in strikeout and underline.

A comparison of current and draft policies is also available separately.

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1 Overview & Vision

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WHAT YOU WILL FIND IN THIS CHAPTER:

- The purpose of the Comprehensive Plan,
- The Chelan planning area,
- The Comprehensive Plan vision, and
- Measurable objectives that illustrate implementation of the vision.

INTRODUCTION

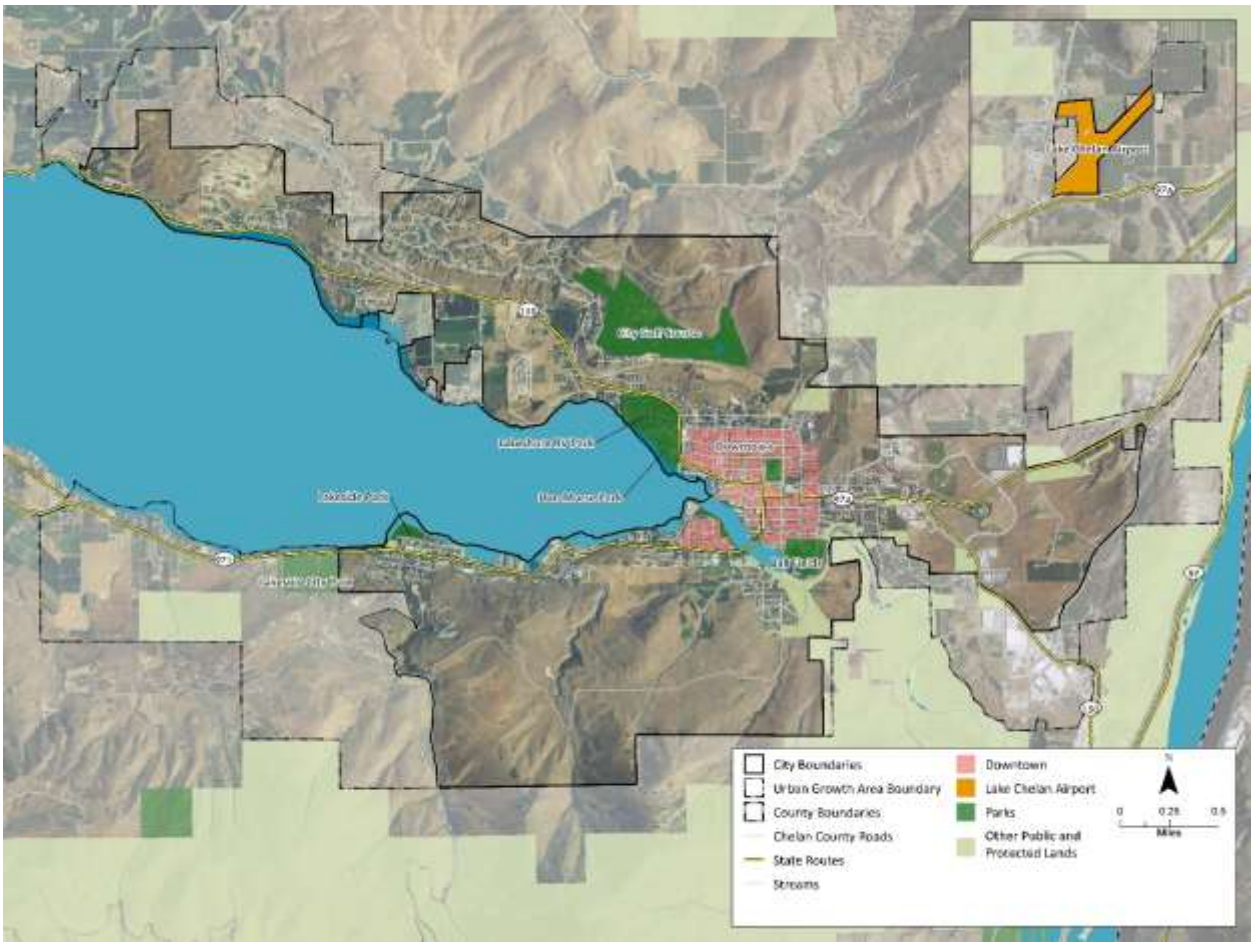
This Comprehensive Plan considers the voices and needs of the citizens of the Chelan Planning Area of Chelan County and the City of Chelan to address growth issues in the Chelan Planning Area through the year 2037. It establishes a land use plan that reflects community values and needs, implemented by zoning. This Plan addresses Chelan's housing and jobs trends and expected growth. To support current residents and businesses, and support future growth, the Plan provides a statement of policy addressing a range of topics including Land Use, Downtown, Housing, Economic Development, Utilities, Capital Facilities, and Transportation. It also coordinates capital investments and city functions. This Plan is designed to fulfil the requirements of the Growth Management Act.

PLANNING AREA

As of 2016, the State Office of Financial Management (OFM) measures the city limits at about 7.89 square miles or 5,047 acres, excluding waterbodies. Based on Chelan County Assessor parcel acres there are about 4,065 acres; parcel acres exclude rights of way, but include some water areas where parcels extend into Lake Chelan or the Chelan River.

In consultation with the City, Chelan County has assigned an Urban Growth Area (UGA) around the city limits. The UGA includes unincorporated territory that is characterized by urban growth or lands that can be served by urban facilities and services such as sewer, water, and others. Within this area, willing property owners may choose to annex to the City of Chelan. The 2016 UGA boundaries encompass about 6,065 parcel acres or 3.68 square miles (some parcels are split across the UGA/rural boundary and acres include some rural territory). The city limits and UGA encompass 9.48 square miles in total adding parcel acres.

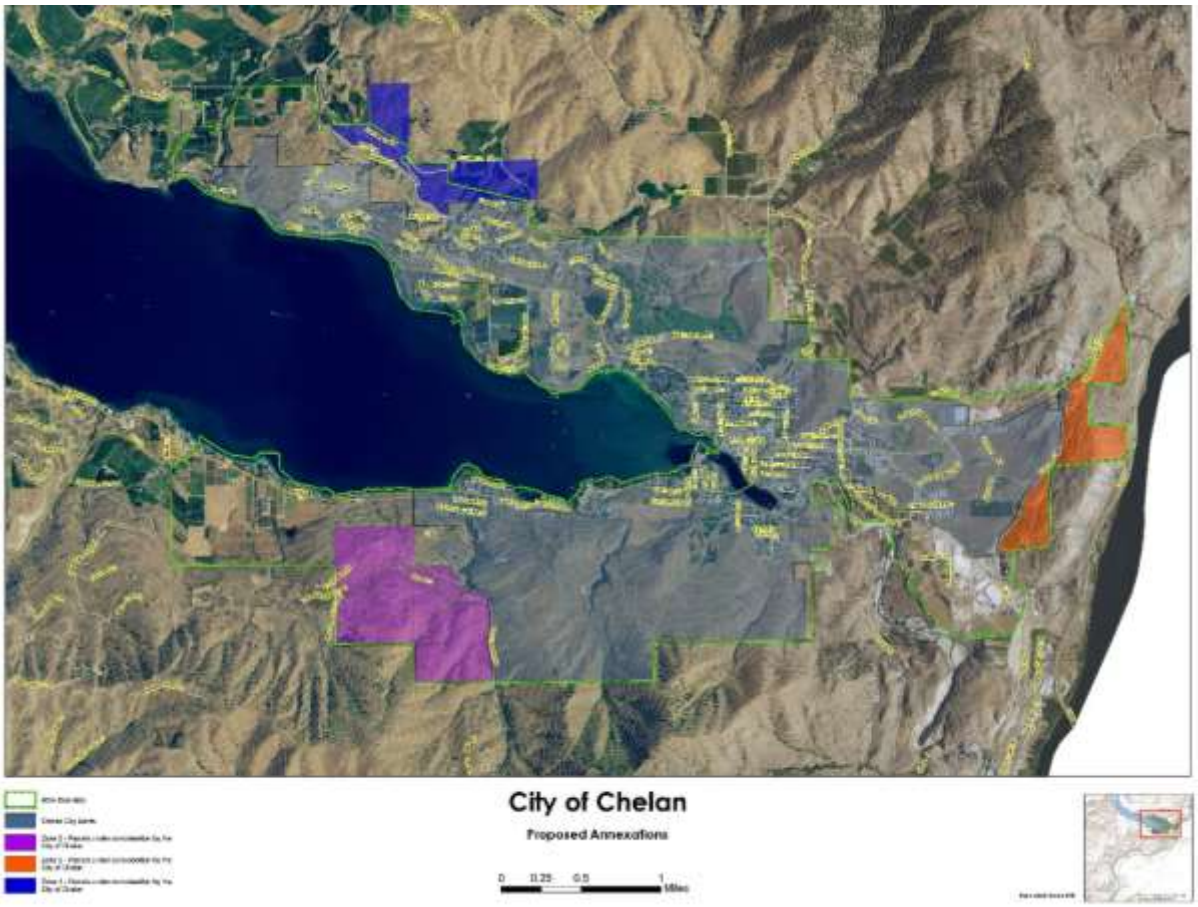
Exhibit 1-1. Chelan Planning Area Map: 2016



Source: City of Chelan, Chelan County Assessor, BERK Consulting 2017

The City of Chelan and Chelan County are considering changes to the UGA boundary with the 2017 Comprehensive Plan Update. Areas proposed for exclusion are identified in the map below. If the three areas are excluded, UGA acres would be reduced by about 1.1 square miles (the northern boundary includes parcels split across UGA/rural boundary).

Exhibit 1-2. Chelan Planning Area Map: 2017



Source: City of Chelan, Chelan County Assessor, BERK Consulting 2017

BENEFITS OF THE COMPREHENSIVE PLAN

The Comprehensive Plan provides three main benefits to Chelan's community:

Goal LU-I. Implements Comprehensive land use planning from the local level,

Goal LU-II. Maintains Local Decision Making Power, and

Goal LU-III. Promotes desired changes.

Implements comprehensive land use planning from the local level

State law empowers the City of Chelan with significant decision-making authority. To start the planning process, the City must identify the concerns and goals of its citizens, prioritize these goals, and plan for how these goals will be achieved. While state law requires the City to complete several planning tasks for the planning area, the outcome of the planning effort is in the hands of the area's citizens and their elected officials. Therefore, citizens of the City of Chelan Planning Area have developed a comprehensive plan that establishes a clear intent and policy base which can be used to develop and interpret local land use regulations.

Maintains Local Decision Making Power

The Chelan Planning Area is experiencing increasing pressures from year-round residential growth within its boundaries, as well as being increasingly popular for its scenic and recreational enjoyment by seasonal residents and visitors and as a retirement area. An indication of that growth is the increased demand for public water and sewer facilities, electrical service, and police and fire protection.

Also, an increasing number of policy decisions made at the federal, state, and regional level are influencing the quality of life in the Chelan Planning Area. The citizens of the planning area believe that the most effective way to maintain local control is to become more actively involved

Consistency with the Growth Management Goals

State goals guide the City's Comprehensive Plan and development regulations. These goals address in summary:

- Guide growth in urban areas
- Reduce sprawl
- Protect rural character
- Encourage an efficient multimodal transportation system
- Encourage a variety of housing types including affordable housing
- Promote economic development
- Recognize property rights
- Ensure timely and fair permit procedures
- Protect agricultural, forest, and mineral lands
- Retain and enhance open space
- Support parks and recreation
- Protect the environment
- Ensure adequate public facilities and services
- Encourage historic preservation
- Foster citizen participation

in planning. By clearly articulating a plan for the future of the area, the City and County are informed about the implications of their policy decisions, and are able to express the concerns of the citizens of the Chelan Planning Area to regional, state, and federal entities. In addition, state agencies must comply with local comprehensive plans and development regulations. Therefore, the comprehensive plan and the implementing regulations allow the County and City to assert local control over certain issues with the assurance that state agencies will respect their decisions in a manner which will reinforce desired character, scale, and identity of the Chelan Planning Area.

Promotes Desired Changes

The Chelan Planning Area has a local economy consisting of agricultural industries, recreation/tourism, goods and services, and forest products. At the same time, the plan must accommodate a proportionate amount of business and industrial land uses to support the increasing population over time. This plan strives to secure the agricultural industry, expand desirable recreation opportunities, improve the quality of life, and establish a year-round economy.

Countywide Planning Policies

The County and all Cities create consistent plans guided by Countywide Planning Policies:

- Policy #1 Policies to implement RCW 36.70A.110 relating to the establishment of urban growth areas.
- Policy #2 Policies for promoting contiguous and orderly development and the provision of urban governmental services to such development.
- Policy #3 Policies for siting public capital facilities (including lulu's/nimby's) that are of a county wide or state wide nature.
- Policy #4 Policies for county wide transportation facilities and strategies.
- Policy #5 Policies addressing the need for affordable housing for all economic segments of the population and the adoption of parameters for the distribution of affordable housing.
- Policy #6 Policies for joint county and city planning within urban growth areas and policies providing for innovative land use management techniques that may include use of flexible zoning processes (i.e. planned unit developments, transfer of development rights, cluster development density bonus, etc.).
- Policy #7 Policies for county-wide economic development and employment.
- Policy #8 An analysis of fiscal impact.
- Policy #9 Policies relating to public education and citizen participation.
- Policy #10 Policies relating to monitoring, reviewing, and amendment of county-wide planning policies.

COMMUNITY INVOLVEMENT

This Comprehensive Plan reflects the ideas and concerns of the Chelan community beginning in 1993 to 2017. The original Comprehensive Plan was established in 1998 after five years of community engagement, including:

- Establishment of Planning Area Citizen Advisory Committees (1993)
- Telephone Survey (1993)
- Public Workshops Meetings (1993-1996)
- Public Information and Review Meetings (1996)
- Public Hearing Review (1998)
- Deliberation and Adoption (1998)

With annual reviews and periodic evaluations between 1998 and 2016, there have been public meetings and hearings before the Planning Commission and City Council.

The 2017 Comprehensive Plan Update engaged Chelan's community with the following input opportunities:

- **Stakeholder Committee.** This ad-hoc body made up of community members and appointed and elected officials met as a sounding board identifying key issues and providing early input on the community engagement efforts, vision, land use options, and potential code changes.

- **How should Chelan grow?** To update the 1998 Comprehensive Plan intent statement – or Vision – that guides the Comprehensive Plan, the City invited residents, business and property owners, and visitors to participate in an online survey and interactive Vision Workshop in November 2016. Advertisements were made on the radio, in local print and online media and utility billing flyers. Overall, 227 people responded to the survey over a three-week period. About 50 people attended the workshop on November 16, 2016. Results are described under "Vision" below.

Vision Workshop November 2016

Courtesy of Go Lake Chelan, 2016

What 3 words best describe Chelan? ~160 survey respondents top 3 choices – Beautiful, Lake, Friendly

- **What's your plan for Chelan?** About 50 people attended a workshop on February 15, 2017, designed to engage the community on potential land use changes. The workshop included informational and interactive boards, including the draft Vision statement, a short presentation, and small group mapping exercises. Results are reflected in the proposed Future Land Use Plan in the Land Use Element.

- **Developer and Contractor Forum.** At a meeting with construction contractors and developers on February 16, 2017, City staff and consultants discussed key issues and questions about hillside development, erosion, streams and ravines, and potential approaches to improving grading and development standards to address water quality and public views. Comments included keeping rules simple and streamlined, enforcing rules already in place, providing standards and fees that allowed for infill and affordable housing, and balancing approaches to clustering and suburban single-family development were discussed.

- **Our draft plan is ready what do you think?** In spring 2017, the City offered a variety of opportunities to share their ideas and comments on the Draft Comprehensive Plan:

  - **Youth Outreach.** Planners went to Chelan High School on March 7, 2017, and provided an overview of the Comprehensive Plan Update and invited students to identify what they like about Chelan, what opportunities they want to see in Chelan over the next 20 years, their comments on the Vision Statement, and their

priorities for non-motorized transportation improvements. ~~[A survey is pending.]~~

- **Planning Office Hours.** The City offered office hours on March 7, 2017 inviting those with a land use or zoning question about their property to stop by to speak with a planner.
- **Draft Plan Open House and Hearing.** The Planning Commission held an open house and public hearing on the draft Comprehensive Plan on March 15, 2017. At the Open House, materials summarized each element. The Commission also had a study session on potential zoning code changes. ~~[Pending]~~
- **Draft Code Amendments Open House and Hearing.** The Planning Commission held an open house and workshop on citizen comments and map changes as well as proposed code update concepts. A continued Comprehensive Plan Update public hearing and a public hearing on the draft zoning code and critical areas ordinance changes was held in ~~April~~ May 2017. [Pending]

- **City Council Workshops, Hearing, and Action 2017.** In January, February, and March 2017, the City Council held study sessions and briefings on Vision outreach results, draft Land Use Map changes, and Land Use Workshop results. In May and June 2017, the City Council received Planning Commission recommendations on the Draft Comprehensive Plan and code amendments and took public comments at a public hearing, and directed amendments~~, and approved the plan~~. Final approval is anticipated in July 2017. [Pending]

VISION

A vision states a community's best desired future. The Vision survey and workshop identified several important themes to include in the Vision statement including Chelan's quality of life, lake quality, affordable housing and housing variety, iconic views and agricultural vistas, year-round jobs, and a connected road system.

Exhibit 1-3. Vision Survey and Workshop Themes

Key Vision Concepts for 2037 – Survey	Chelan in 2037 Headlines - Workshop
1. Quality of life	**1.** Chelan's small town feel is retained.
2. Recreation access to the lake	**2.** The lake continues to be a jewel.
3. Healthy economy	**3.** A variety of year-round jobs and housing are available.
4. Affordable housing	**4.** Agriculture frames the community.
5. Protecting iconic views	**5.** Opportunities to walk are plentiful.
	6. Provide efficient roads and services.

The following vision guides this Comprehensive Plan through 2037 to achieve the livability, prosperity, affordability, and stewardship of natural and recreational resources desired:

> ***Chelan Comprehensive Plan Vision - 2037***
> *The City of Chelan offers a spectacular natural setting, small town charm, recreational amenities, and friendly people. Long-time residents and first time visitors alike are attracted to the walkable downtown, expansive parks and open spaces, and wineries and agricultural vistas in a relaxed setting. The City of Chelan aims to conserve the qualities that make Chelan a great place while embracing sensible growth and change. Chelan continues to have a strong tourism focus while building a thriving local economy with diverse, next generation jobs. Agricultural heritage is protected with right to farm policies and codes, and agri-tourism opportunities support ongoing agriculture and the economic base. Chelan encourages a spectrum of housing choices to meet all needs.*

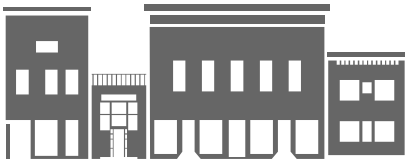
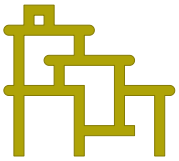
Implementation

This section outlines Comprehensive Plan implementation and monitoring procedures designed to evaluate progress in implementing the Vision, goals, and policies. This process also prepares the planning area for Plan updates in the future. These procedures include:

- Public participation,
- Updating appropriate baseline data and evaluating measurable objectives in the preceding eight-year period,
- Accomplishments in the first eight-year period, including progress on each Element's Action Plan,
- Obstacles or problems which resulted in the under-achievement of the Vision, goals, policies, and Action Plans,
- New or modified goals and policies addressing discovered problems.

To support implementation of this Comprehensive Plan, measurable objectives are presented below. They would be evaluated consistent with the implementation procedures above.

Exhibit 1-4. Measurable Objectives

Maintain and Enhance Water Quality Measure: Water quality.	Conserve the Landcape and Public Views Measure: Conservation of public view corridors, priority ravine retention.
Create an Environment for Healthy Active Living Measure: Acres and access to parks and trails.	Support A Thriving Downtown  Measure: Taxable retail sales, business starts, infill residential units added.
Balance Growth Measure: Growth capacity, land conserved.	Build a Diverse Year-round Economy Measure: Increase in job diversity, shoulder season tourism, and family wage jobs.
Promote Affordable and Diverse Housing  Measure: Housing capacity, percentage of cost-burdened households, units with long-term affordability agreements.	Achieve a Multimodal, Connected Transportation System Measure: Multimodal network extent and investments, and transportation level of service.

USING THIS PLAN

Contents of the Comprehensive Plan

The Comprehensive Plan Vision and measurable objectives are carried forward into each Plan Element with topic-specific goals and policies. Since there are complex issues around land use, growth, public infrastructure investments, and services, this Comprehensive Plan is divided into the following elements:

Elements

1. Overview and Vision
2. Land Use
3. Downtown
4. Economic Development
5. Housing
6. Capital Facilities
7. Utilities
8. Transportation

Appendices

A. Capital Facilities Plan
B. Definitions

Vision: A community's best desired future.

Goal: A broad, general statement of the desired long-term future state or outcome, toward which the Plan aims. Goals indicate what ought to exist in a community or what is desired to be achieved in the future.

Policy: A principle, protocol, or proposal for action that implements a related goal. Decision-oriented statements that guide the legislative or administrative body while evaluating a new project or proposed change in ordinance.

Regulation: A rule or directive found in City ordinances or the municipal code.

Related Plans

The following related plans address shorelines, downtown, infrastructure, and recreation systems important to achieving Comprehensive Plan goals and policies and are hereby incorporated by reference:

- Airport Layout Plan (2009, update pending)
- City Resolution 534 dated August 23, 1977 regarding public access easements
- Don Morse Park Shoreline Study (2002) and Master Plan (2007)
- Downtown Master Plan (201)
- General Sewer Plan (2008)
- Lake Chelan Valley Trail Plan (1992)
- Lakeside Trail Feasibility Study (2002)
- Northshore Pathway Feasibility Study (2000)
- Parks, Recreation, and Open Space Plan (2016)
- Shoreline Master Program Goals and Policies (2016)
- Water Plan (2017, pending)

Other Documents

An Existing Conditions Report (2017) has been prepared and provides supporting inventories and analysis referenced in this Comprehensive Plan. As an informational document, it may be updated without formal amendment.

AMENDMENTS

This Comprehensive Plan will evolve and be reviewed and revised over the next 20 years due to changes desired by the community, trends, and information.

City amendment procedures contained in the Municipal Code allow the opportunity for any person, group, organization, or jurisdiction to make application for an amendment of the comprehensive plan in accordance with RCW 36.70A.130. The plan may not be amended more than once a year, and therefore, requests for amendment can be deferred to the time of the annual public hearing for the City of Chelan Plan. However, state law allows amendments to the plan more than once a year in case of an emergency. It is the intent that a consistent administrative procedure and a consistent method will be used in evaluating the proposed amendment. Minimally, the Planning Commission will review the comprehensive plan each year and propose or consider any application for a needed amendment.

Whenever the plan is amended it is important to verify that it is "internally consistent" and that development regulations are consistent with and implement the comprehensive plan.

2 Land Use

WHAT YOU WILL FIND IN THIS CHAPTER:

- A summary of natural and built environment conditions and trends.
- An estimate of population today, growth rates, and capacity for growth.
- Land use patterns.
- A description of agriculture, open space, recreation, views and critical areas, including their contribution to the community's character and tourist base.
- A Future Land Use Plan that supports Downtown vibrancy and infill, housing variety, job opportunities, hillside protection, and agricultural gateways.
- Goals and policies for natural systems and critical areas, residential uses, commercial and industrial development, open space and recreation, and appropriate sizing of the urban growth boundary.

PURPOSE

The Land Use Element guides the City of Chelan's (City's) physical development over 20 or more years. It establishes land use designations that are implemented by zoning regulations. The land use designations are designed to accommodate expected growth in housing and jobs as well as open space and recreation. The Future Land Use Plan is supported by services and capital investments in this Comprehensive Plan.

What does it mean?

- Chelan's permanent population is growing and its seasonal population is five times the year-round population. Though County growth allocations assume a growth rate half of that experienced between 2010-2015, this plan assumes a higher growth rate consistent with the City's 25-year growth rate.
- Chelan is a historic community. Growth will occur on vacant and underutilized land and could affect cultural resources. City development regulations address historic resources in Downtown and along shorelines. There are no citywide regulations.
- Natural resources and amenities frame and shape Chelan.
- Critical areas are protected to enhance water resources, conserve habitat, and ensure public health and safety. All types of critical areas are found in Chelan with the most prevalent being geologic hazards and surface and ground waters protected under fish and wildlife habitat conservation areas and aquifers.
- Chelan has a wildland interface and is prone to wildfire risk. Moderate and high wildfire risks are found throughout the community and particularly on hillslopes to the north, east, and south of the community.
- Chelan has extensive iconic views from public places. Techniques such as maximum building heights, landscaping, and clustering will be important to maintaining the hillside and lake views that support the quality of life and economic base of the community.
- Open space and recreation opportunities are important to residents and tourists. With a seasonal population of 25,000 and a year-round population of 4,500, the park and open space system is highly valued and used, and is a key component of City capital plans.
- Chelan's current land uses are predominately residential, undeveloped, and agricultural. Residential uses make up half of the current parcel acres. Undeveloped land another quarter of parcel acres.
- Chelan has sufficient land capacity to meet future growth allocations and community housing and job needs.

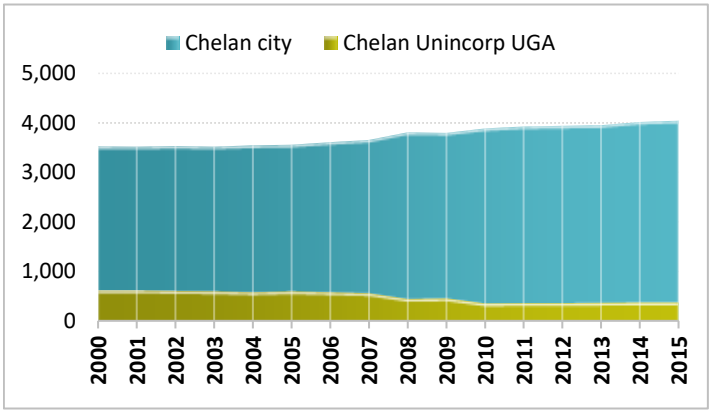
LAND USE ISSUES AND TRENDS

Conditions and Trends

Chelan's permanent population is growing and its seasonal population is five times the year-round population

Chelan's permanent city population is about 4,045 as of 2015. The Unincorporated Urban Growth Area (UGA) is estimated to have another 370 residents, for a total city and UGA population of about 4,415 as of 2015.

Exhibit 2-1~~2-1~~. Population Growth 2000-2015



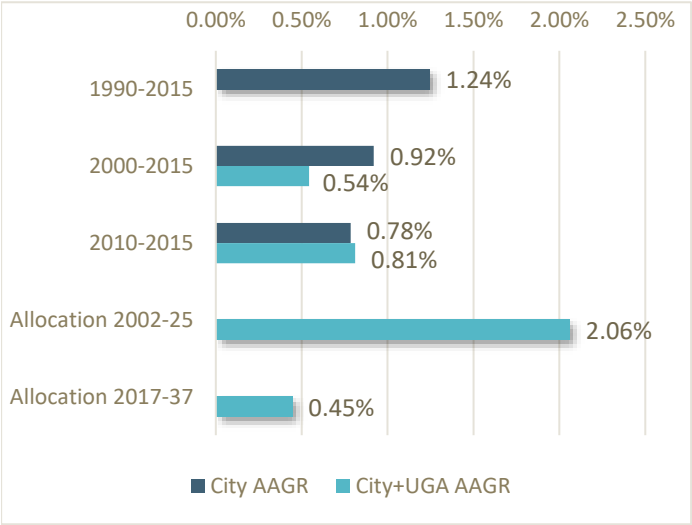
The total city and unincorporated UGA population has increased 8% between 2000 and 2016. Based on the availability of services, and annexations, growth has been greater in city limits than the UGA.

Based on growth allocations developed by Chelan County (the County), Chelan city limits and the UGA would add about 415 people for a total of 4,880 people over the 2017 to 2037 period, a growth rate of only 0.445%. This is much lower than the projected 2025 growth target allocated to the City by the County in past planning efforts, which assumed a future UGA population of 6,705 or a growth rate of about 2.06%.

The range of growth rates for the City and the City+UGA shows that there has historically been a higher growth rate than assumed by the 2017-2037 growth allocation.

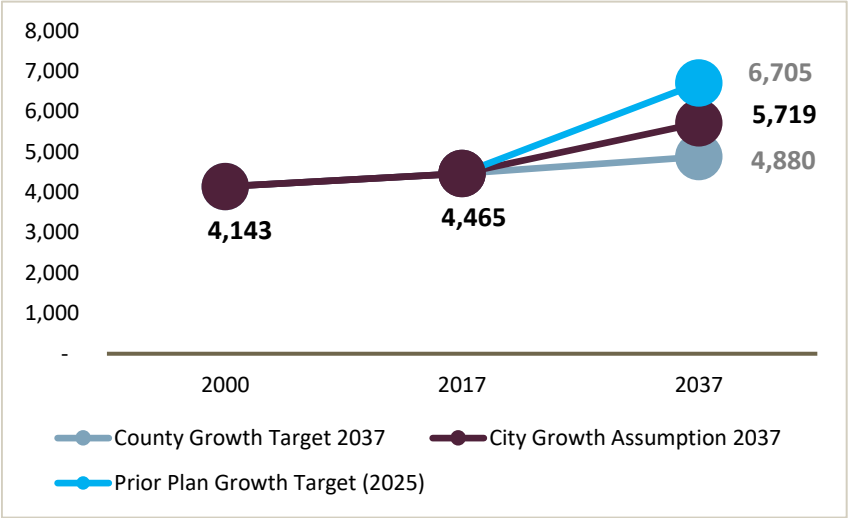
Using a growth rate of just over 1.24% the Chelan UGA could potentially grow to 5,719 persons. This is considered a moderate assumption between the new 2037 population allocation and the past 2025 allocation which was nearly 2,000 persons higher.

Exhibit 2-2. Observed and Planned Average Annual Growth Rates (AAGR)



Note: Small area estimates are available for the UGA as of 2000 forward. Allocations are only made for the City+UGA.
Sources: (City of Chelan, 2011) (Office of Financial Management A, 2016) (Office of Financial Management B, 2016), (Chelan County, 2015); BERK Consulting 2017

Exhibit 2-3~~2-3~~. Projected Permanent Population Growth 2000-2037



Source: (Office of Financial Management B, 2016)

The City serves a permanent population of between 4,000-5,000, but a seasonal population of 25,000 in peak summer months.

Chelan is a historic community

About 10,000 years ago, the Lake Chelan area was regularly inhabited by Native Americans, now known as the Chelan Indians who settled along the lakeshore, and were believed to be related to the larger Wenatchi Tribe since they spoke the Wenatchi language, a dialect of the Interior Salishan language. After a series of treaty negotiations between the U.S. Congress and the local tribes, the area's original inhabitants were finally moved to the Colville reservation, and the land was officially ratified by U.S. Congress in 1886 and opened to homesteads (Caldbick, 2012).

Chelan began in the late 1880s as a town that supported logging, mining, agriculture, and early tourism. While its timber and mineral resources were exhausted eventually, water has continued to play a vital role in sustaining the economy. The Chelan Dam has provided hydro-electric power, irrigation, and recreation over the centuries. Construction of the Chelan Dam began in 1926 about one-half mile downstream from where Lake Chelan enters the Chelan River (Caldbick, 2012).

Chelan's economy has been dominated by tourism for the past many decades, again due to its geography and natural beauty, which make it ideal for year-round outdoor recreation and relative proximity to large population centers west of the Cascade Range. The first guest accommodations were built as early as 1892, and the famous Campbell Hotel (known today as Campbell's Resort) has been in business since 1901. Chelan also has a long history of agriculture in the area. Wine grapes and orchards began in the area in the late 1800s (Caldbick, 2012).

According to the Washington Department of Archaeology and Historic Preservation (DAHP), the following places are on state and national historic registers:

- St. Andrews Episcopal Church, built in 1899 (National Register, Washington Heritage Register)
- Ruby Theater, built in 1913 (National Register, Washington Heritage Register)
- Lord Richard Hinton House, a Queen Anne Victorian house built in 1902 (National Register, Washington Heritage Register),
- Lake Chelan Hydroelectric Power Plant, built in 1926 (National Register, Washington Heritage Register)

DAHP has identified through a predictive model that the Lake Chelan area may have a high risk of containing sensitive archaeological resources, and cultural resource surveys are highly advised prior to development and construction.

City development regulations address historic resources in Downtown. City shoreline regulations address archaeological and historic resources along the lake and river. There are no citywide regulations beyond these focused regulations.

Top – Chelan 1920s | Bottom – Chelan River Gorge, 1910s | Source: (Caldbick, 2012)

Natural resources and amenities frame and shape Chelan

The dramatic natural setting and physical geography is a defining characteristic of the city. Chelan is situated at the southern end of Lake Chelan as it enters the Chelan River. Lake Chelan is a glacial lake formed gradually over millions of years with the rise of the Cascade Mountains. It is approximately 55 miles long with an average width of 1.5 miles and a maximum depth of 1,500 feet. It is the largest, longest, and deepest lake in Washington State, and the third deepest in the country (City of Chelan, 2011).

Vegetation in the basin depends to a great extent on the elevation, with most of the land above 1,500 feet being forested. The more level sites have, for the most part, been developed as crop land or settled by residents and businesses. Fauna within the study area is found in three specific habitats: the wetlands along the Columbia River and the Lake Chelan shorelines, the canyon/steppe habitat of the steep drainage's and the urban areas of Chelan.

The Lake Chelan Valley is abundant with natural amenities that provide for a wide range of scenic and recreational enjoyment. A natural amenity is a place or occurrence that, coupled with certain climatic conditions, topography, geology, weather, or other naturally occurring phenomenon, provide a location where certain recreational activities or other type of human-environment interaction can take place. Many times there needs to be certain man induced development to make the natural amenity accessible and useable by humans. (City of Chelan, 2011)

The most obvious is Lake Chelan, but also included are the smaller lakes and the Columbia River. These bodies of clean water, coupled with the hot, dry summer weather, provide for numerous water sports like boating, water-skiing, sailing, wind surfing, swimming, scuba diving, and sun bathing. There is also excellent trout, bass, and salmon fishing year round. (City of Chelan, 2011)

The mountains that line both sides of the lake range from over 9,000 feet high to 700 feet at the Columbia River. Coupled with the warmer weather, there is hiking, camping, horseback riding, sight-seeing, mountain biking, hunting, dirt bike riding, and many more outdoor opportunities. In the winter, because of the cold weather and deep, dry snow conditions, there are excellent opportunities for all types of skiing. Snowmobile trails have been developed and are groomed every year for hundreds of miles of great snowmobiling (City of Chelan, 2011).

The thermals that blow up Chelan Butte have hosted many world and national hang gliding and parasailing events. With development of access to the top of the Butte, parking, launches and other facilities, the Sky Park is now renowned as one of the best hang gliding areas and facilities in the world. (City of Chelan, 2011)

The clear, warm weather from March through October, coupled with sandy loam soil, abundant water and spectacular views, host excellent golf opportunities in the lower valley. The weather conditions, excellent soils, and abundant water also provide ideal orchard growing conditions. (City of Chelan, 2011)

There are many more opportunities for enjoyment and recreational use provided by the natural amenities of our Valley. It is these natural amenities that make the Lake Chelan Valley so popular (City of Chelan, 2011).

Critical areas are protected to enhance water resources, conserve habitat, and ensure public health and safety

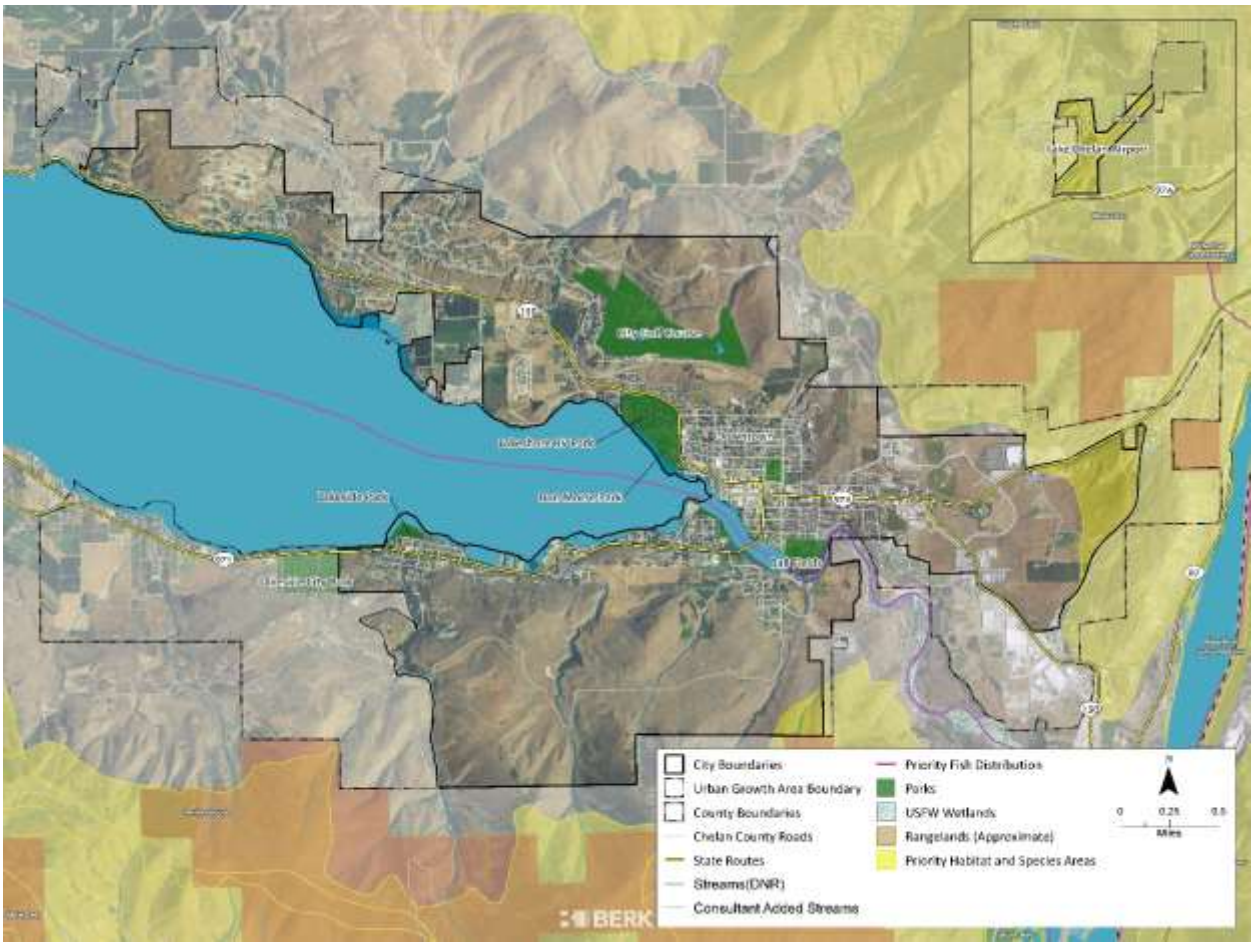
Critical areas are regulated by the Growth Management Act and counties and cities, and include the following areas and ecosystems: (a) Wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas (RCW 36.70A.030).

The City regulates the protection of the functions and values of critical areas and public health and safety through its critical area regulations. Within the City limits and UGA, each of the critical areas is found though to a greater or lesser degree as described below.

Fish and Wildlife Habitat Conservation Areas: Fish and wildlife conservation areas include waters of the state, priority fish bearing rivers and lakes, and priority habitats and species including riparian vegetation and shrub-steppe lands among others. Priority fish occur in Lake Chelan and the Chelan and Columbia Rivers. Intermittent and perennial streams have also carved ravines in the city. See Exhibit 2-4 and Exhibit 2-5.

Chelan Wildlife Area South of City, WDFW

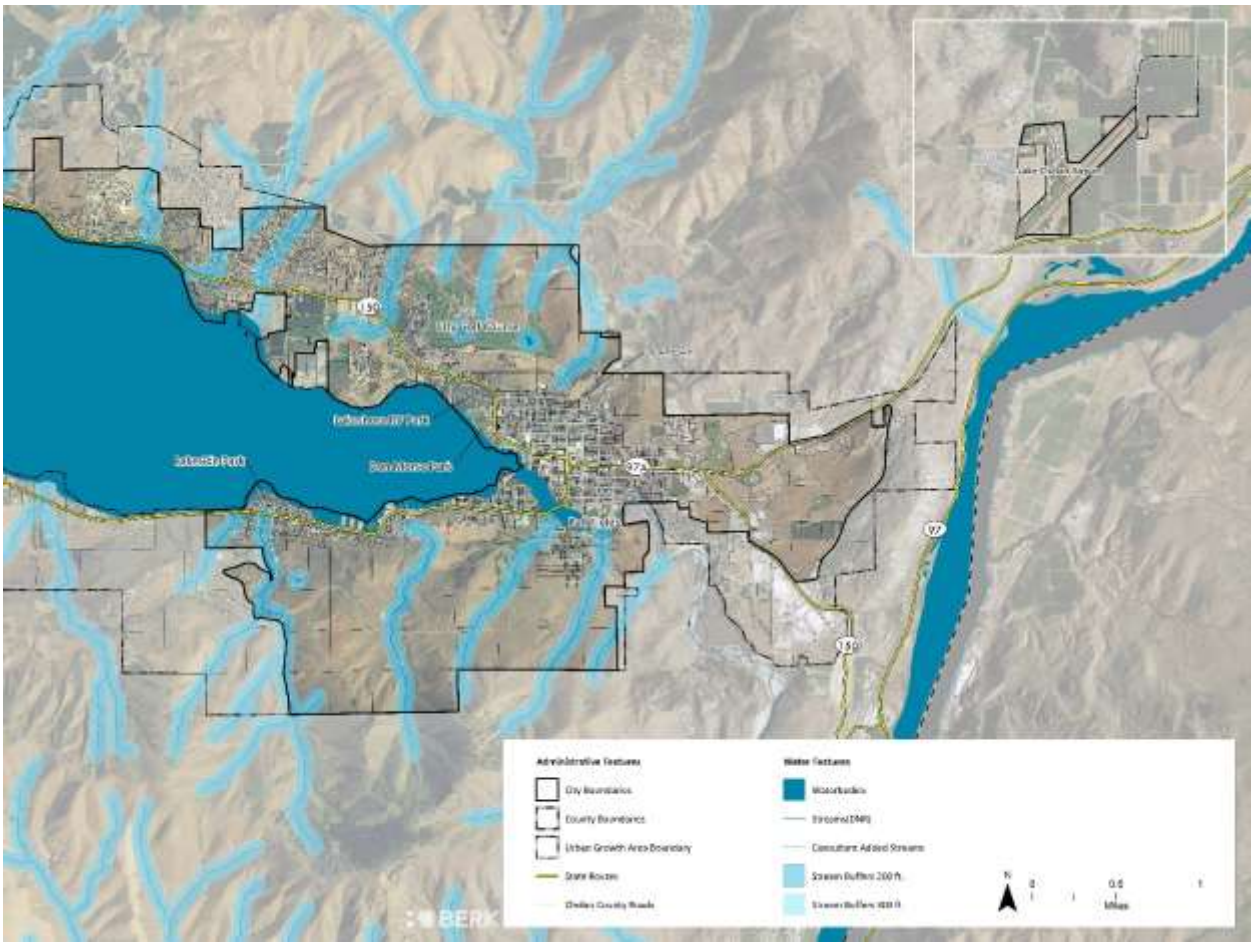
Exhibit 2-4. Fish and Wildlife Habitat



Source: Washington Department of Fish and Wildlife (WDFW), 2014); BERK, 2014 and 2017.

Mapped Areas of mule deer are noted in east Chelan and the Columbia River. See Exhibit 2-4. Mapped areas of Dusky Grouse and mule deer touch the Butte and the wildlife refuge south of the city. The Chelan Butte Wildlife Refuge is a 12,000-acre game refuge managed by the Washington State Department of Fish and Wildlife south of the city limits and is inhabited by game birds and occasionally migrating big game animals.

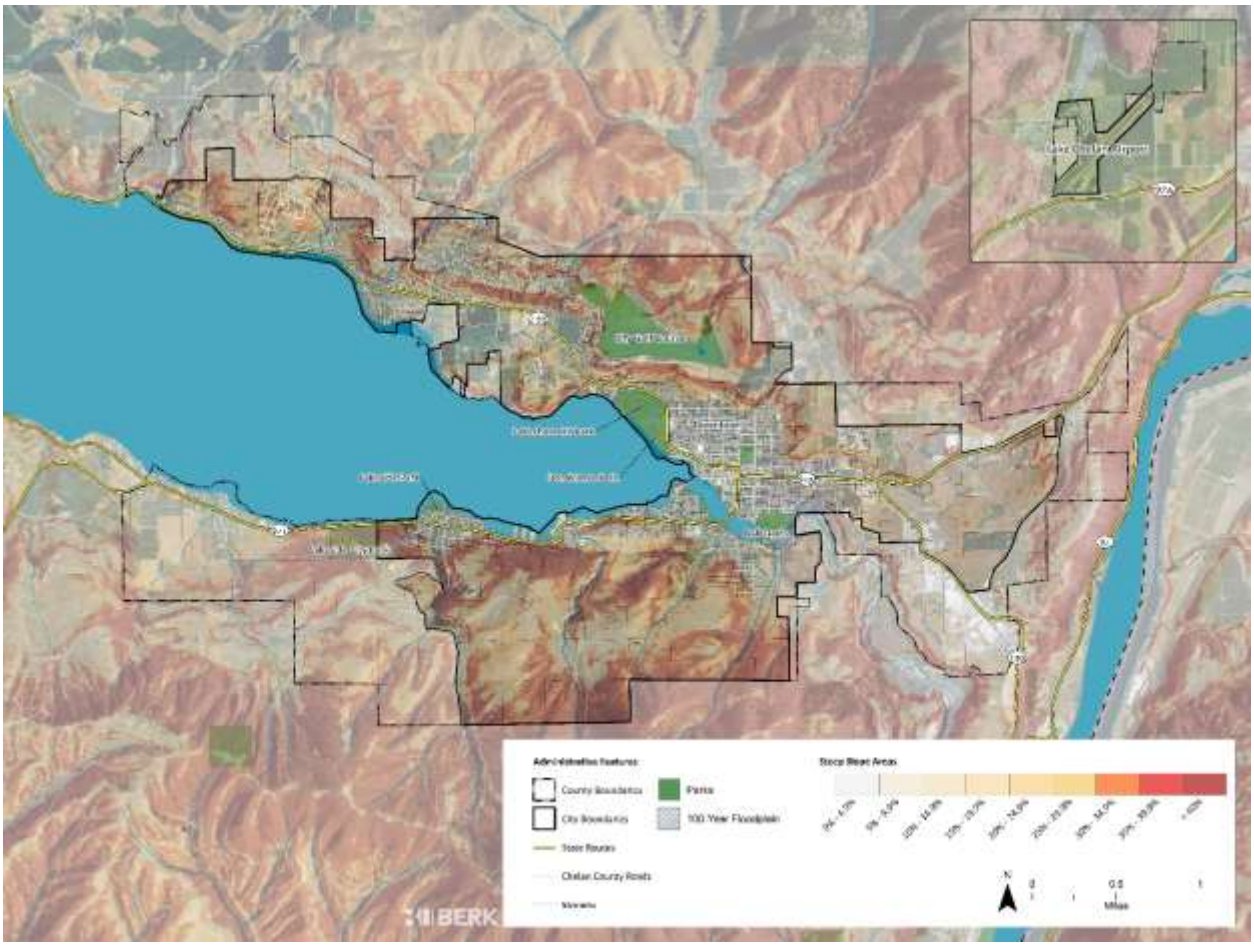
Exhibit 2-5. Streams and Ravines



Sources: Washington Department of Natural Resources 2014, RH2 2017, BERK 2017

Geologic Hazards: Geologic hazards include areas susceptible to erosion, sliding, earthquake, or other geological events. Much of the City's steep slopes are subject to erosion.

Exhibit 2-6. Steep Slopes in 5 Percent Increments



Source: University of Washington, BERK Consulting 2017

Note: The steep slopes shown were generated by using geographic information system software to convert a digital elevation model (DEM). The DEM was created from satellite imagery of the area and was taken in 10-meter resolution.

Wetlands: Wetlands are fragile ecosystems which assist in the reduction of erosion, flooding, and ground and surface water pollution. Wetlands also provide an important habitat for wildlife, plants, and fisheries. (City of Chelan, 2011). Wetlands are mostly mapped along the Chelan River though mapping may not be complete; see Exhibit 2-4 for mapped wetlands. See also the Existing Conditions Report 2017 under separate cover.

Frequently Flooded Areas: The presence of the Lake Chelan hydroelectric dam limits the flooding hazard along the main lake valley. The presence of numerous hydroelectric dams along the Columbia River also limits flooding on this system. The possibility of flash flooding is a factor for the many

smaller drainages and tributaries at lower elevations in the basin (City of Chelan, 2011). The City and its UGA do not contain mapped channel migration zones or floodways; potential areas of 100-year floodplain lie along the Chelan River, where the City applies standards for building and site development to avoid impacts. See Exhibit 2-4 for mapped floodplains.

Aquifers: Ground water is replenished from precipitation and surface water filtering through the ground to aquifers. The ground where this filtering process takes place is called an aquifer recharge area. Aquifer and wellhead mapping for the lower lake vicinity shows surficial alluvial geology along the southshore, areas west and north of Lord Acres, and lands along the Columbia River. There are wellhead protection areas based on travel time of pollutants to groundwater sources in downtown, east Chelan and the southshore. See the Existing Conditions Report 2017 under separate cover.

Shorelines are highly used and managed

Both Lake Chelan and the Chelan River are shorelines of statewide significance per the Shoreline Management Act (SMA).

The City adopted its Shoreline Master Program (SMP) in accordance with the SMA in the mid-1970s and most recently updated it in 2016. The SMP addresses water-oriented uses, residential uses, public access and ecological protection.

SMP goals and policies are considered an element of the Comprehensive Plan and SMP regulations are considered part of GMA development regulations. The SMP goals and policies are incorporated by reference into this Comprehensive Plan.

Chelan has a wildland interface and is prone to wildfire risk

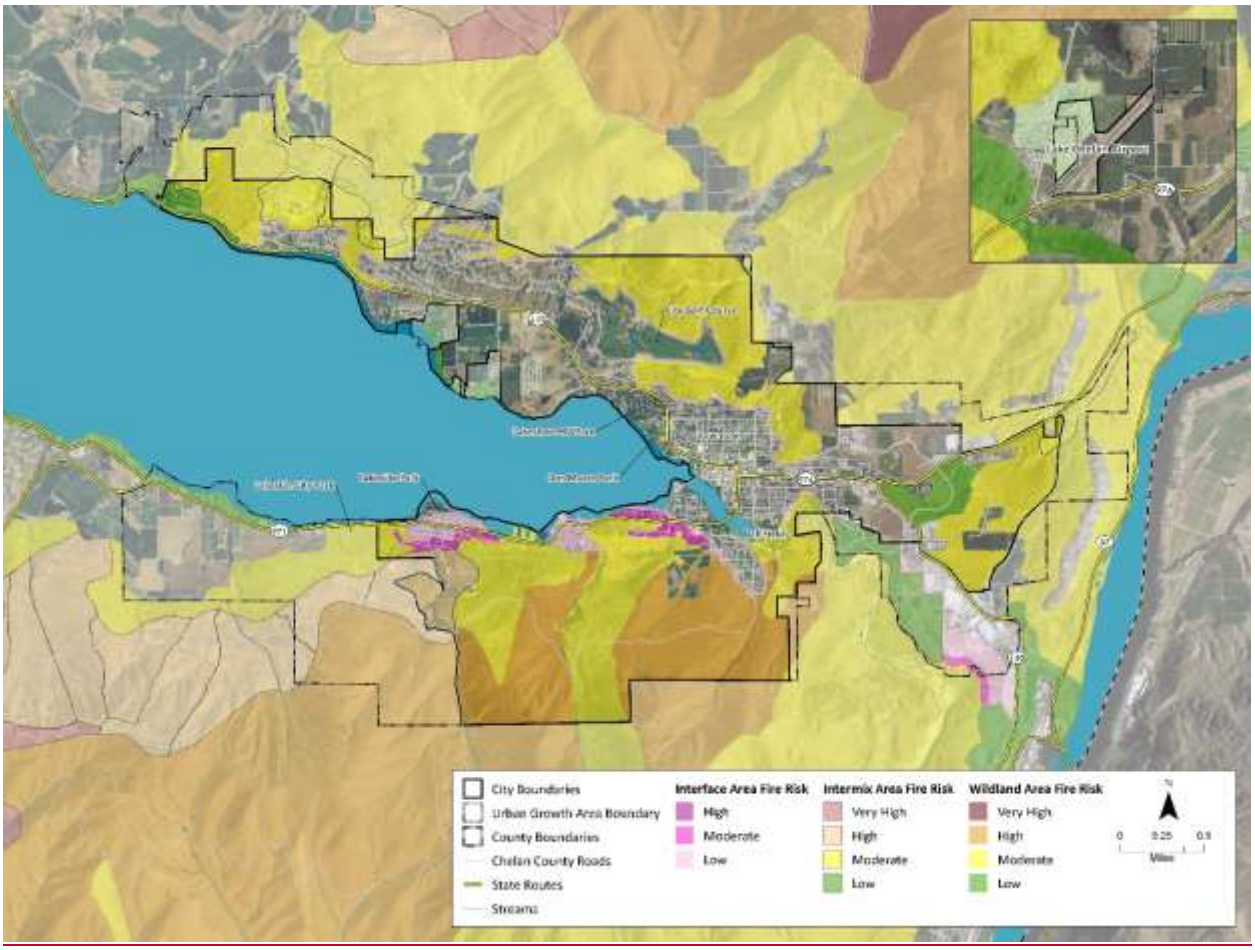
In 2016, a Community Planning Assistance for Wildfire assessment and recommendations were developed (Wildfire Planning International and Wildland Professional Solutions, 2016). The study noted the recent and ongoing risk of fire in Chelan:

> *The eastern slope of the Cascade mountain range in Washington has recently seen a number of detrimental wildfires impacting numerous communities. In 2015, the City of Chelan was significantly affected by the Chelan Complex fires that destroyed homes and businesses within the City and urban growth boundary, severely disrupting the economy. While the 2015 Chelan Complex fire was the most destructive, the Chelan area has a long history of wildfire and will continue to be prone to wildfire events in the future.*

Mapped risks are illustrated in the figure below based on FireSheds that "tend to correlate to the vegetation and the directions that fires will burn in

the absence of wind" and based on the relative amount of built environment (structures, roads) versus wildland fuel. Generally sloped areas to the north and south of developed areas have a moderate to high negative impact on wildfire risk due to the presence of fuel and structures that could be impacted.

Exhibit 2-7. Wildfire Risk in Chelan [Updated by CPAW authors]



Source: Anchorpoint, National Hazard and Risk Model (No-HARM), 2016; BERK 2017

Based on the 2016 assessment, nine recommendations were developed for the City to consider to promote wildfire risk reduction:

1. *Create a Wildfire Steering Committee*
2. *Create a Community Wildfire Protection Plan*
3. *Adopt a Wildland Urban Interface (WUI) Code*
4. *Revise landscaping requirements to promote wildfire safety*
5. *Adopt regulations to address critical facilities and utilities*
6. *Adopt a Flammable Materials Code in the Warehouse District*
7. *Integrate wildfire areas into other environmental planning objectives*
8. *Encourage educational opportunities in the development process*
9. *Strengthen and enforce nuisance provisions*

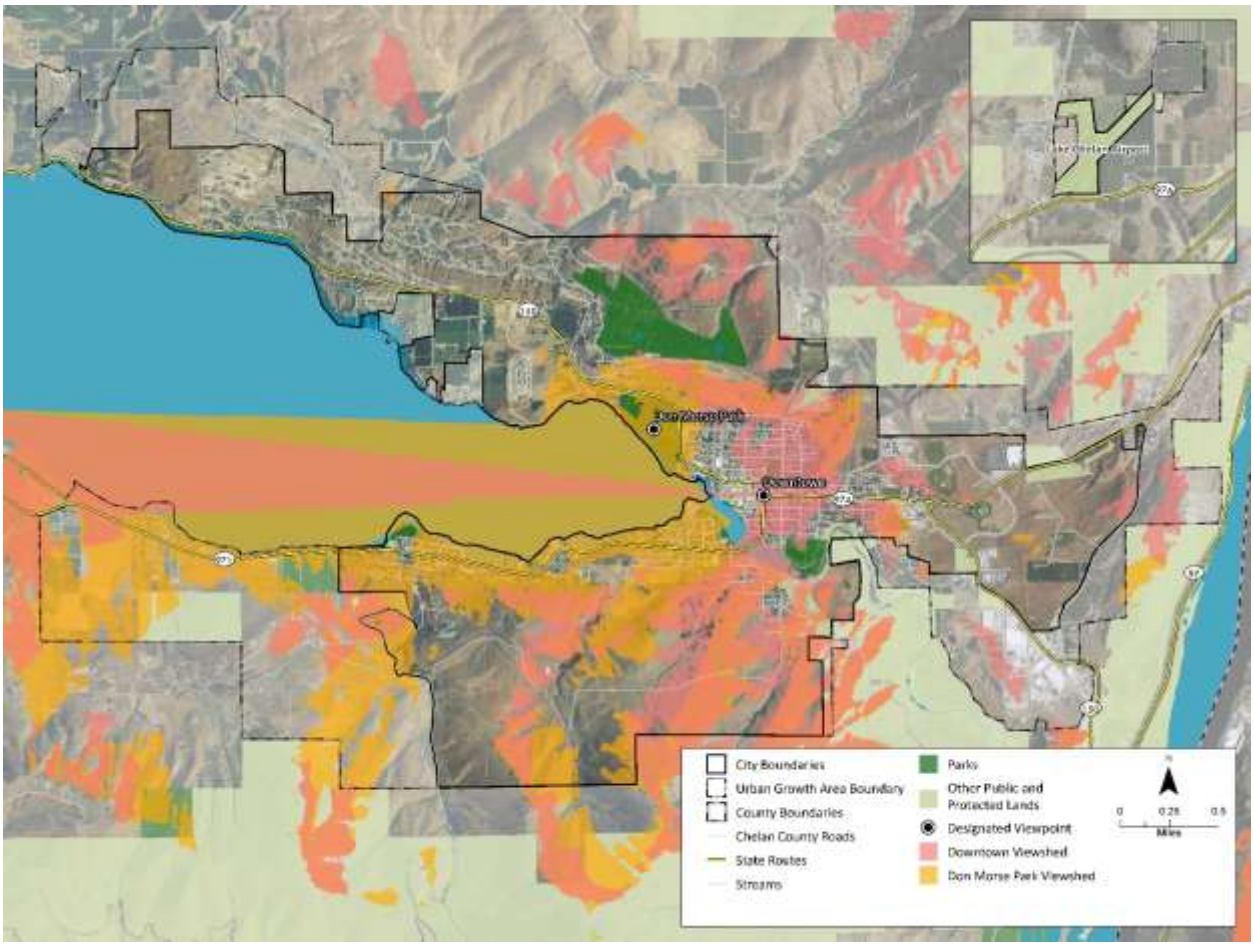
Chelan has extensive iconic views from public places

The City and UGA is defined by its beautiful natural setting and small town charm including a vibrant, historic, and walkable downtown. This connection between the natural and built environments affords opportunities for iconic views of the landscape from public spaces including parks, streets, and open spaces. Impacts to iconic views may occur from a structure or other feature physically blocking the view from a public space or from development occurring in the viewing area such as on the hillsides north and south of the lake.

Views towards the lake and surrounding hillsides were analyzed in Google Earth as shown in Exhibit 2-8. The pink shading identifies areas that are visible from the view location in Downtown and takes into consideration existing buildings that partially block views. The building height limit of 2-stories along E Woodin Ave in the Downtown core will minimize future view impacts from development. Four-story development has the potential to block views from public streets towards the lake and hillsides along the Manson Highway.

Areas visible from Don Morse Park are shown in orange as shown in Exhibit 2-8. The Butte is largely undeveloped and abuts public lands to the south. Development on the Butte could impact views particularly from public views at Don Morse Park. The north side of the lake is already more developed and less visible from this location.

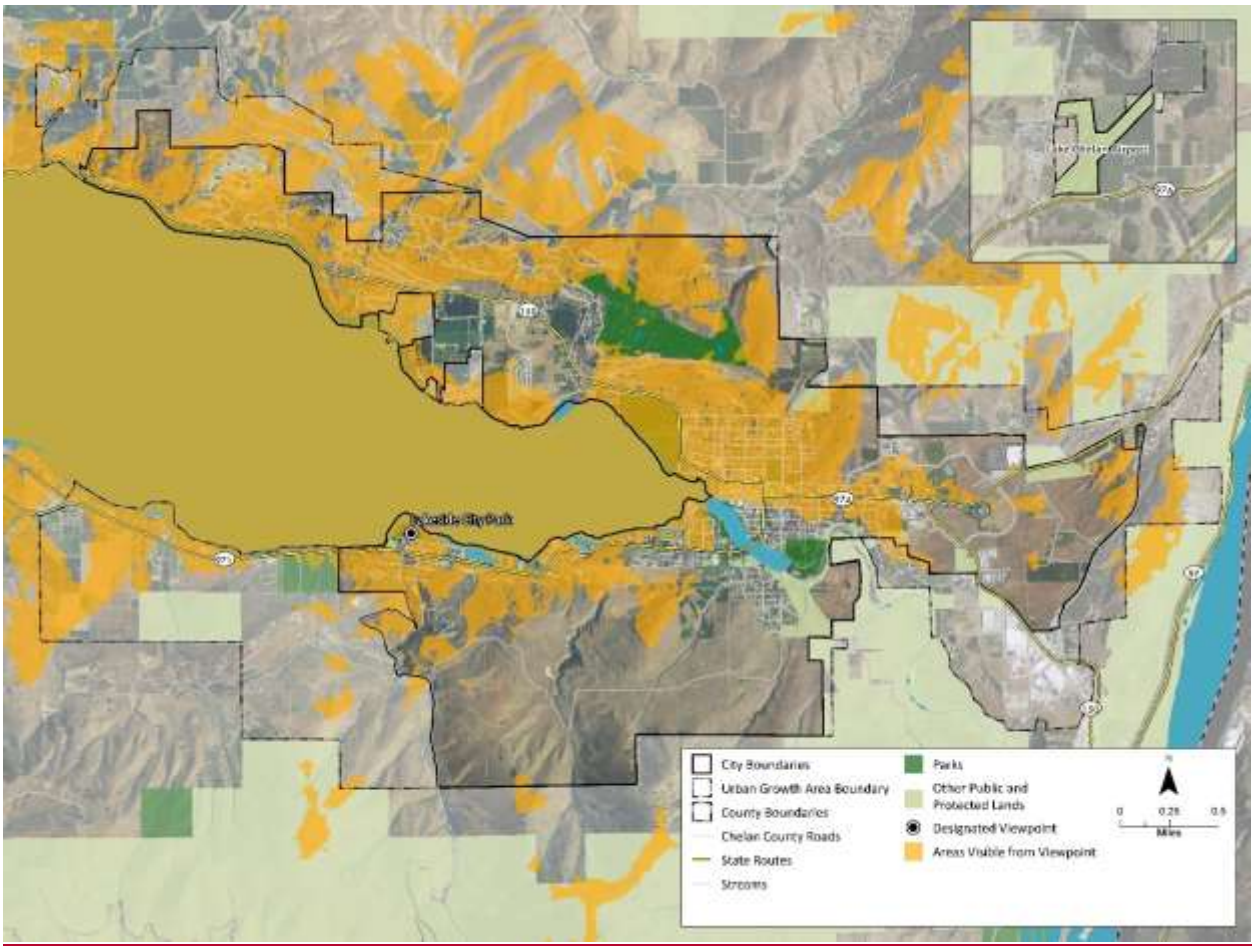
Exhibit 2-8. Viewsheds Downtown and Don Morse Park to Lake Chelan



Source: Google Earth, 2017; BERK 2017

Views from Lakeside Park are shown on the following map and show visible areas towards the Northshore, downtown and community gateways.

Exhibit 2-9. Views from Lakeside Park

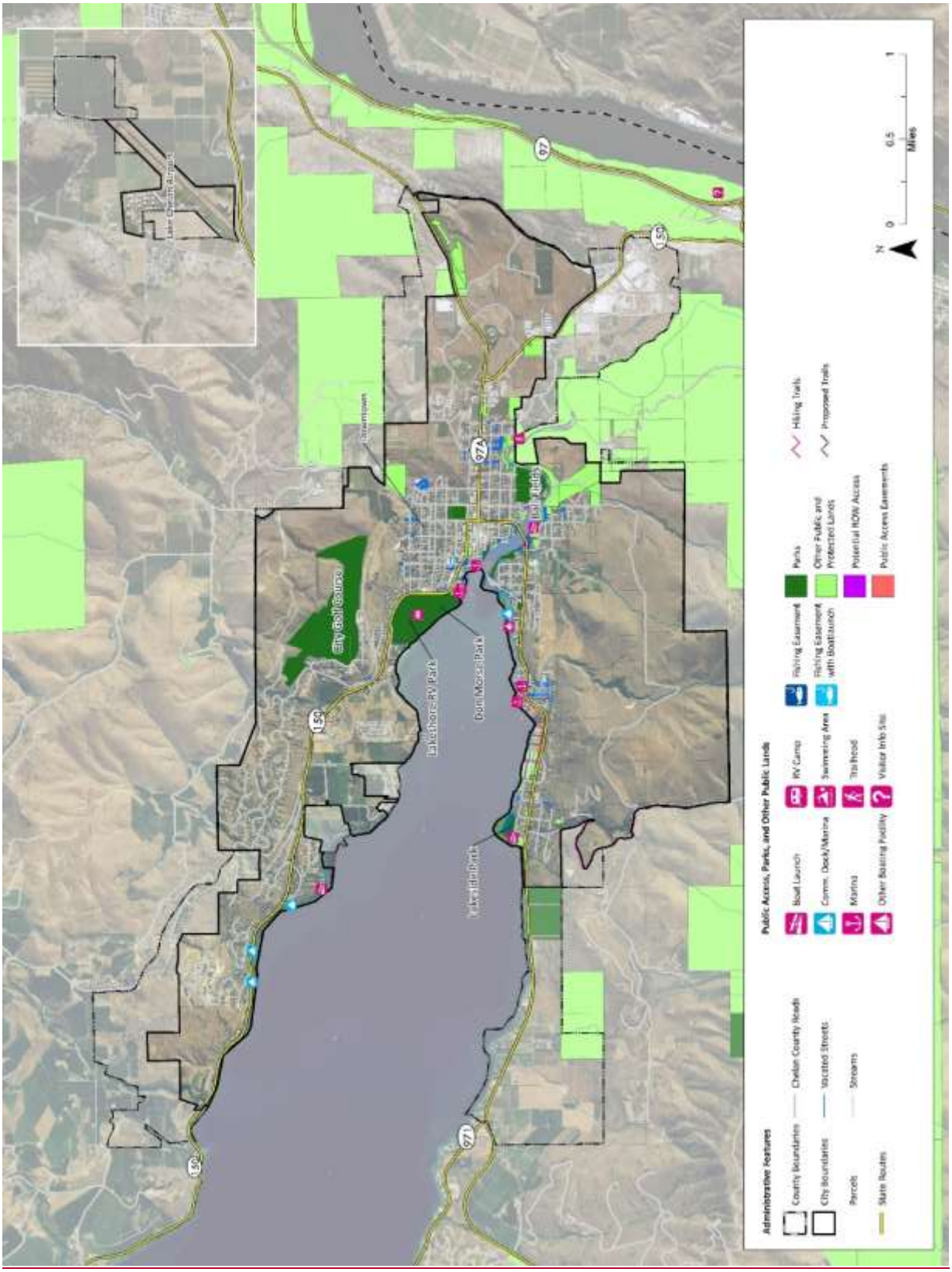


Source: Google Earth, 2017; BERK 2017

Open space and recreation opportunities are important to residents and tourists

Open space and recreation are valuable components of both the aesthetic character and the economy of the City. Both residents and tourists benefit from the recreational opportunities and the natural amenities of the area. The Open Space map (Exhibit 2-10) shows the locations of all open space land, consisting of recreational facilities, Lake Chelan Municipal Golf Course, and parks, within the City. It also shows public lands owned by other entities, and public access easements.

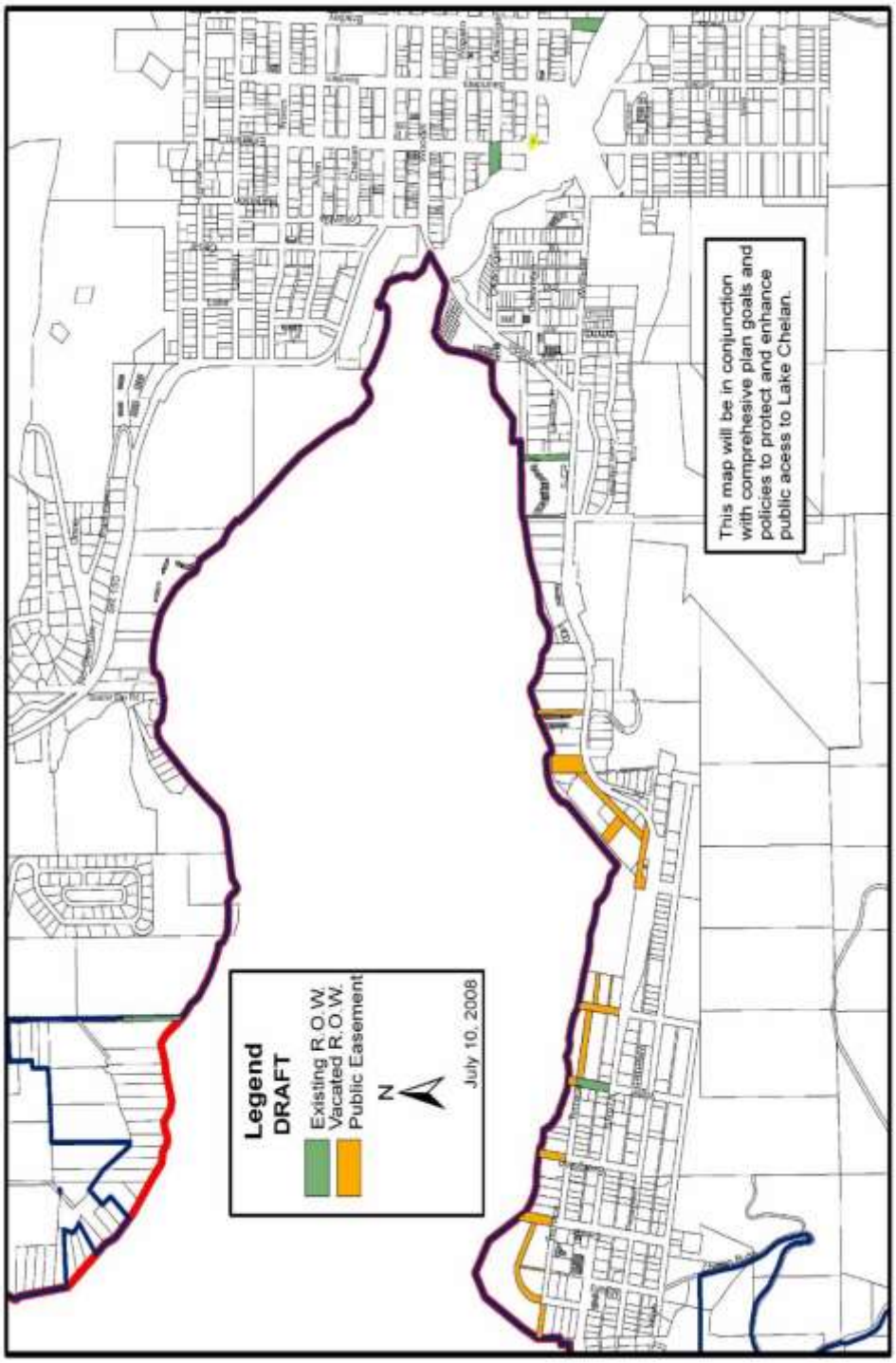
Exhibit 2-10~~2-9~~. Open Space Map and Public Access



Source: ~~(City of Chelan, 2011) [This map will be reproduced to appear with a similar format as other maps.]~~City of Chelan, BERK 2016 and 2017

~~The public right-of-way map indicates existing and potential access areas to Lake Chelan and vacated right-of-ways with a public easement ().~~

~~Exhibit 2-10. Vacated Rights of Way with Public Easement~~



~~Source: (City of Chelan, 2011) [This map will be reproduced to appear with a similar format as other maps.]~~

Chelan's current land uses are varied but residential, undeveloped, and agricultural lands predominate

Most of the land in the city limits and UGA is in use for residential purposes. Much of it is undeveloped or in agriculture or other resource land use. See Exhibit 2-11.

Exhibit 2-11. Current Land Uses per County Assessor Parcel Records

2016 Planning Area

Current Uses: Assessor Compilation	City	UGA	Grand Total	Percent
Agriculture	92.0	326.8	418.8	7%
Other Resource Production	83.3	94.9	178.2	3%
Commercial	204.8	80.3	285.1	5%
Industrial	4.7	10.0	14.7	0.2%
Civic/Institutional	8.9	-	8.9	0.1%
Public	157.6	14.8	172.4	3%
Utilities	5.9	46.6	52.5	1%
Recreation	159.1	-	159.1	3%
Residential, Detached	1,565.6	1,362.1	2,927.6	48%
Residential, Multifamily	15.5	-	15.5	0.3%
Residential, Other	109.1	81.0	190.0	3%
Residential, Vacation and Cabin	81.0	5.0	86.0	1%
Undeveloped	1,221.9	333.8	1,555.7	26%
Unknown	4.2	-	4.2	0.1%
Grand Total	**3,713.6**	**2,355.2**	**6,068.8**	**100%**

2017 Planning Area

Current Uses Assessor Compilation	City	UGA	Grand Total	Percent
Agriculture	92.0	245.5	337.5	7%
Other Resource Production	83.3	39.4	122.8	2%
Commercial	188.5	75.0	263.6	5%
Industrial	8.9	15.2	24.2	0%
Civic/Institutional	10.0	-	10.0	0%
Public	157.6	14.8	172.4	3%
Utilities	5.9	46.6	52.5	1%
Recreation	169.5	-	169.5	3%
Residential, Detached	1,565.6	846.3	2,411.8	47%
Residential, Multifamily	14.4	-	14.4	0%
Residential, Other	110.2	81.0	191.1	4%
Residential, Vacation and Cabin	81.0	5.0	86.0	2%
Undeveloped	1,221.9	96.1	1,318.0	25%
Grand Total	**3,708.9**	**1,464.9**	**5,173.8**	

Source: Chelan County Assessor, 2017; BERK, 2017.

A more detailed breakdown of current land uses by zoning district is provided in the Existing Conditions Report (2017). In all zones, there is a relatively high percentage of residential uses, even in lands proposed for commercial, industrial, or other non-residential purposes.

Chelan has sufficient land capacity to meet future growth allocations and community housing and job needs

To help appropriately size the UGA, the City has developed a land capacity methodology that estimates vacant and undeveloped land such as agriculture that could be converted to residential or employment uses. Deductions are taken for unbuildable critical areas, rights of way and public uses, and market factors (not all property owners want to change). See the Existing Conditions Report (2017) for more information.

Future Land Use and Zoning Capacity

Based on the City's 2016 Comprehensive Plan and Zoning, the city limits and UGA can accommodate a total population of 3,970. This is greater than the 415-person growth target, leaving a surplus of 3,108 persons.

Exhibit 2-12. Dwellings and Population Capacity: 2016 Planning Area

	R-L	R-M	SUD	T-A	Total
Permanent Dwelling Units					
City	417	341	99	146	1,002
UGA	402	-	225	60	687
City and UGA Total	819	341	324	206	1,689
Permanent Population					
City	980	800	233	343	2,355
UGA	945	-	528	142	1,615
City and UGA Total	1,925	800	761	484	3,970

Note: Figures are rounded from fractional numbers.

Source: BERK, 2017

The above analysis subtracted seasonal unit occupancy. Summing the seasonal unit estimates deducted in the land capacity method, there is capacity for 1,316 seasonal units, much of it is planned on the Butte. Since this deducts critical areas and roads and market factors, it is lower than the maximum the code would allow.

Based on the Draft Future Land Use and Zoning Map included in this Draft Comprehensive Plan, there would be a reduced dwelling and population capacity about 1,~~350~~ 389 dwellings instead of 1,689 and 3,~~172~~ 263 population instead of 3,970, but ample still to meet the City's growth planning assumptions as well as the County's allocated target.

Exhibit 2-13. Dwellings and Population Capacity: Proposed 2017

	R-L	R-M	DMR	SUD	T-A	Total
Permanent Dwelling Units						
City	308 ~~417~~	557 ~~443~~	106 ~~106~~	56 ~~55~~	50 ~~17~~	1,077 ~~1,038~~
UGA	186 ~~186~~	- ~~–~~	- ~~–~~	125 ~~125~~	1 ~~0~~	312 ~~312~~
City and UGA Total	494 ~~603~~	557 ~~443~~	106 ~~106~~	181 ~~180~~	51 ~~18~~	1,389 ~~1,350~~
Permanent Population						
City	723 ~~980~~	1,309 ~~1,041~~	249 ~~249~~	131 ~~130~~	118 ~~41~~	2,530 ~~2,440~~
UGA	438 ~~438~~	- ~~–~~	- ~~–~~	294 ~~294~~	2 ~~1~~	733 ~~732~~
City and UGA Total	1,161 ~~1,417~~	1,309 ~~1,041~~	249 ~~249~~	424 ~~423~~	120 ~~42~~	3,263 ~~3,172~~

Note: Figures are rounded from fractional numbers.

Source: BERK, 2017

The above analysis subtracted seasonal unit occupancy. Summing the seasonal unit estimates deducted in the land capacity method, there is room for 782 ~~680~~ seasonal units (~~particularly~~ less on the Butte with reduced dwellings and deduction of discount factors per the City's land capacity method). The 782 ~~680~~ seasonal units are less than the 1,316 seasonal units in the 2016 planning analysis. Since this deducts critical areas and roads and market factors, it is lower than the maximum the code would allow.

Challenges and Opportunities

Chelan Complex fire effects on Chelan Fruit in Industrial Area Good Fruit Grower Magazine, November 17, 2015

Respecting the wildland interface

Chelan's steep slopes and wild landscapes of the Butte interface with residential and employment structures and public facilities and roads, producing a wildfire risk. Updated policies promote wildfire risk mitigation and require new implementation codes.

Protect iconic views and allow sensible development

The city limits particularly, as well as the UGA, have grown faster historically than projected by the County for the year 2037. Managing growth will be important to achieving a balanced approach to conservation and opportunities for housing and jobs.

The City has sufficient residential land capacity to meet either its population growth target or growth at historic trends. This is true with the 2016 Future Land Use Map and Zoning and with the Proposed 2017 Future Land Use Map and Zoning. Seasonal housing capacity is also available. The City's

choices about UGA boundaries and land use patterns will be driven by Chelan's local vision.

The natural, recreation, and tourism amenities afforded to Chelan residents and visitors are valued by the community. Comprehensive Plan Update policies and new zoning code regulations should seek to protect iconic views and critical areas while allowing for development that conserves the landscape and stewards important natural resources. Particular areas of focus include:

- The Butte land use patterns and development regulations in relation to critical areas, wildland interface, and views; and
- Downtown and multifamily zone building heights.

Policies and development standards regarding height, density, grading and fill, site design, architecture, and landscape design could minimize view impacts.

Provide more affordable and diverse housing opportunities

As noted in the Housing Element, the City's households have gotten smaller and there is a high percentage of both retirees and children, requiring opportunities for housing variety over the 20-year planning period through the Land Use Plan and zoning.

Additionally, there is also a low vacancy rate for ownership and rental housing, increasing housing costs for permanent residents, and a strong demand for seasonal units.

Focusing the growth of seasonal units in locations that avoid impacting permanent residents' stability and quality of life will be important. Additionally, creating stable and affordable residential neighborhoods for the next generation of Chelan children to stay in the community are considerations for the Land Use Element.

Support a diverse and growing economy

The City has land capacity for employment uses. Consistent with the Economic Development Element, attracting health care service jobs as well as manufacturing, agriculture, and tourism jobs are important to permanent residents, business owners, and visitors alike. Affordable workforce housing is particularly important to support businesses with a need for year-round and seasonal workers.

Conserve Chelan's agricultural vistas and reinforce agri-tourism

Chelan's northshore and southshore gateways are characterized by vineyards and orchards, and showcase Chelan as a wine and tree-fruit center. Allowing agri-tourism uses and applying lower densities and requiring clustering can help support Chelan's heritage and character and support the local economy. This area can also serve as a transitional or urban separator feature abutting rural lands.

View from Benton Wineries Properties to Lake, BERK 2017

Promote infill development in Chelan's downtown to help focus growth where services are available and to conserve views

To date, the City has grown in a pattern of lower densities at gateways and hillsides and greater densities at the lakeshore and downtown. To continue an efficient land use pattern and promote conservation of natural resources and iconic views, it is important to offer incentives as well as regulations to achieve more housing and businesses downtown where there are services, transportation options, and recreation amenities.

Based on the Future Land Use Plan there could be conversion of current undeveloped and underutilized land to other higher intensity uses. As conversion occurs to planned uses, it is important to provide basic regulations addressing height, landscaping, and design to achieve development that respects Chelan's character.

OUR LAND USE PLAN

Chelan's Future Land Use Plan is a central component of the Comprehensive Plan. The Future Land Use Plan supports a diversity of residential densities, commercial and tourism enterprises, recreation activities, agricultural uses, industrial operations, and public uses. It recognizes existing vital uses and provides additional opportunities to add housing, jobs, recreation, and other uses consistent with the community's Vision Statement.

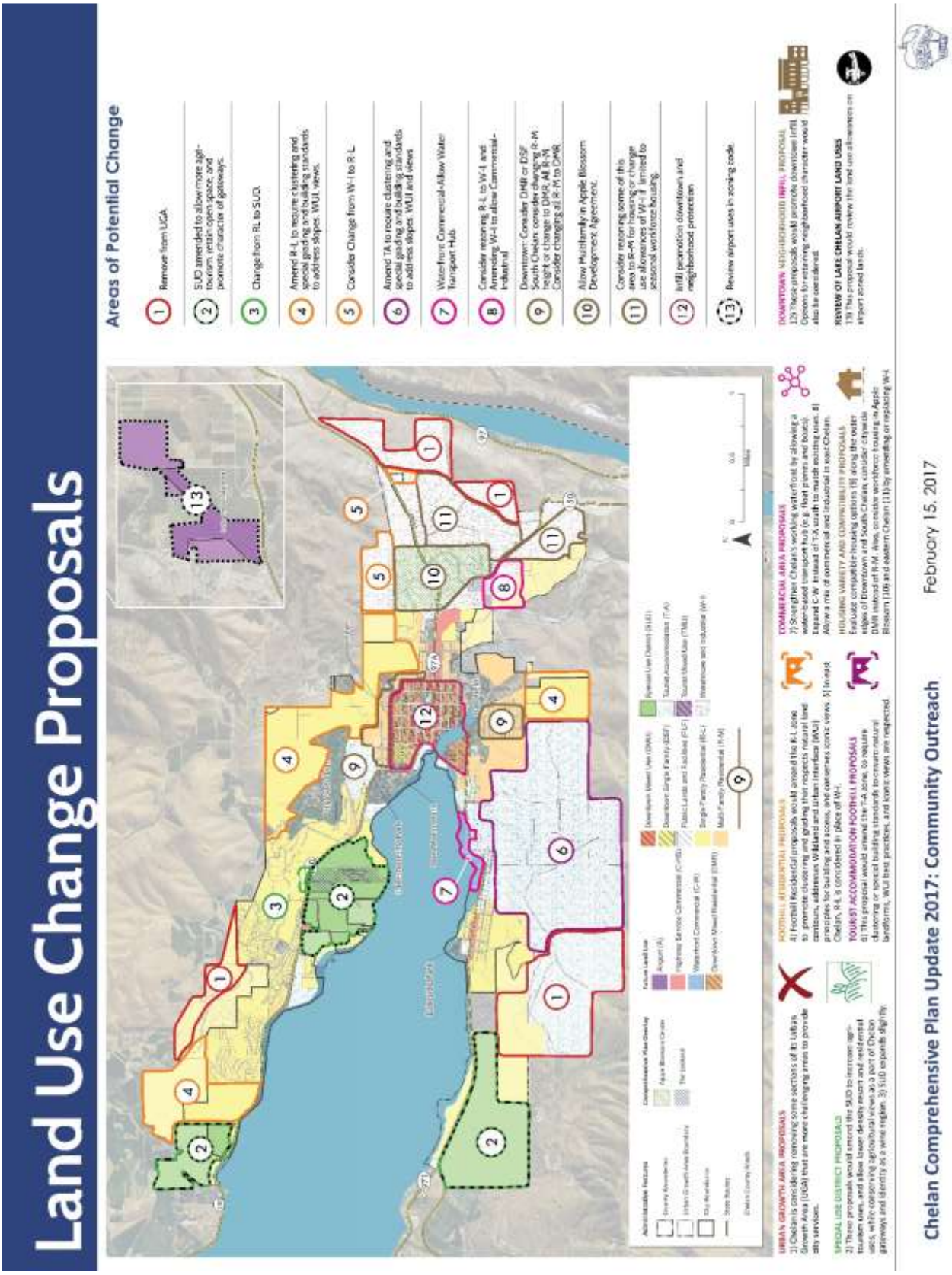
Exhibit 2-14 shows a conceptual land use plan with the 2016 designations, and ideas for responding to the conditions and trends both on the map and in policies and code.

Vision Connection

The Land Use Element has a central role to play in defining land use designations and policies that:

- Promote a small-town charm, and walkable downtown,
- Promote recreation and conserve open spaces,
- Encourage agri-tourism and wineries, and conserve agricultural vistas,
- Create a pattern of growth sensitive to critical areas, wildland interface, and views,
- Promote tourism and expand a base of diverse, next generation jobs, and
- Encourage a spectrum of housing choices.

Exhibit 2-14. Future Land Use Plan 2016 with Change Proposals 2017



Source: City of Chelan, BERK 2017

Exhibit 2-15~~Exhibit 217~~ shows a table identifying the key map and policy/code proposals and the direction pursued in the 2017 update.

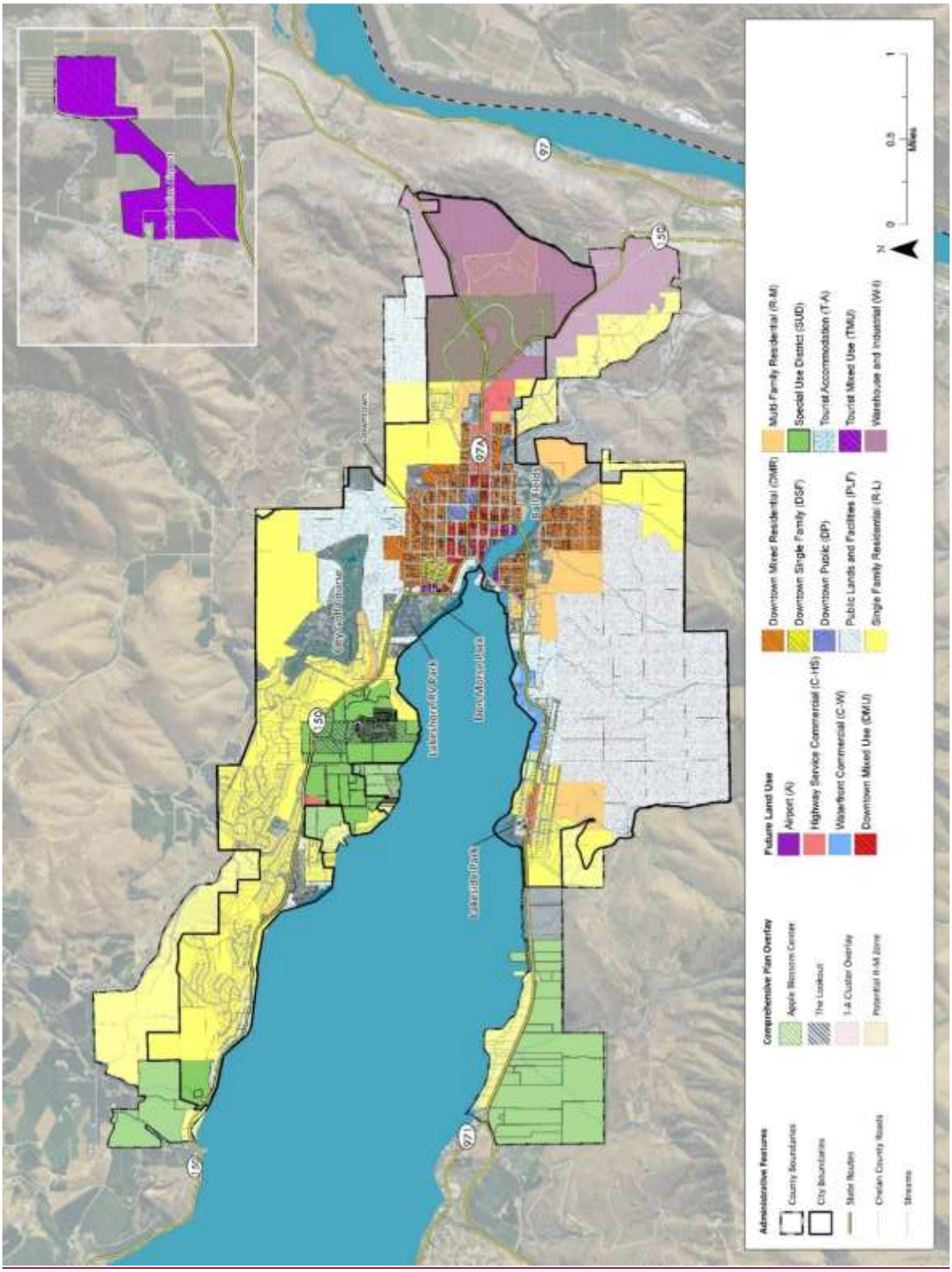
Exhibit 2-15. 2017 Change Proposals and Plan and Code Integration

Areas of Potential Change	Draft Proposals	Recommendations
URBAN GROWTH AREA PROPOSALS 1) Chelan is considering removing some sections of its Urban Growth Area (UGA) that are more challenging areas to provide city services.	1 Remove from UGA.	Remove #1 from proposed Future Land Use and Zoning Map.
SPECIAL USE DISTRICT PROPOSALS 2) These proposals would amend the SUD to increase agri-tourism uses, and allow lower density resort and residential uses, while conserving agricultural views as a part of Chelan gateways and identity as a wine region. 3) SUD expands slightly.	2 SUD amended to allow more agri-tourism, retain open space, and promote character of gateways. 3 Change from RL to SUD.	Address #2 in policies and zoning code. Include on #3 proposed Future Land Use and Zoning Map.
FOOTHILL RESIDENTIAL PROPOSALS 4) Foothill Residential proposals would amend the R-L zone to promote clustering and grading that respects natural land contours, addresses Wildland and Urban Interface (WUI) principles for building and access, and conserves iconic views. 5) In east Chelan, R-L is considered in place of W-I.	4 Amend R-L to require clustering and special grading and building standards to address slopes, WUI, views. 5 Consider Change from W-I to R-L.	Address #4 in policies and zoning code. Include on #5 proposed Future Land Use and Zoning Map. Based on community and property owner input consider T-A and R-M.
TOURIST ACCOMMODATION FOOTHILL PROPOSALS 6) This proposal would amend the T-A zone, to require clustering or special building standards to ensure natural landforms, WUI best practices, and iconic views are respected.	6 Amend TA to require clustering and special grading and building standards to address slopes, WUI and views.	Address #6 in policies and zoning code. Address clustering in proposed Future Land Use and Zoning Map as an overlay.
COMMERCIAL AREA PROPOSALS 7) Strengthen Chelan's working waterfront by allowing a water-based transport hub (e.g. float planes and boats). Expand C-W instead of T-A south to match existing uses. 8) Allow a mix of commercial and industrial in east Chelan.	7 Waterfront Commercial-Allow Water Transport Hub. 8 Consider rezoning R-L to W-I, and Amending W-I to allow Commercial-Industrial	Address #7 in Zoning Code. Also add a small property with heavy commercial uses as W-C instead of T-A. Partially include #8 by amending W-I to allow Commercial-Industrial.
HOUSING VARIETY AND COMPATIBILITY PROPOSALS Evaluate compatible housing options (9) along the outer edges of Downtown and South Chelan; consider citywide DMR instead of R-M. Also, consider workforce housing in Apple Blossom (10) and eastern Chelan (11) by amending or replacing W-I.	9 Downtown: Consider DMR or DSF. South Chelan: consider changing R-M height or change to DMR. All R-M: Consider changing all R-M to DMR. 10 Allow Multifamily in Apple Blossom Development Agreement. 11 Consider rezoning some of this area to R-M for housing or change use allowances of W-I if limited to seasonal workforce housing.	#9: Change R-M to DMR north of Downtown, along E Woodin Avenue, and South Chelan small blocks. All R-M, reduce heights by 1 story. #10: Allow multifamily in Apple Blossom. #11 Amend W-I to allow workforce housing.
DOWNTOWN NEIGHBORHOOD INFILL PROPOSAL 12) These proposals would promote downtown infill. Options for retaining neighborhood character would also be considered.	12 Infill promotion downtown and neighborhood protection.	In Downtown, consider retaining 4 stories or reducing to 3 stories an area along the Manson Highway. Evaluate infill code to see if improvements can be made to promote infill.
REVIEW OF LAKE CHELAN AIRPORT LAND USES 13) This proposal would review the land use allowances on airport zoned lands.	13 Review airport uses in zoning code.	Address allowing private non-airport employment uses in zoning code.

Source: City of Chelan, BERK 2017

Exhibit 2-16 provides a draft 2017 future land use plan with map changes.

Exhibit 2-16. Draft Proposed Future Land Use Plan and Zoning May 2017



Source: City of Chelan, BERK 2017

The Draft Proposed Future Land Use Plan and Zoning:

- Promotes mixed uses, higher densities, and infill in Downtown where there are supporting services and transportation.
- Reserves waterfront areas for water-dependent, water-related, and water-enjoyment uses as well as residential uses.
- Reinforces Chelan's agricultural heritage at gateways and within Lord Acres by providing for agri-tourism activities, allowing lower densities and clustering, and conserving agricultural vistas.
- Promotes low-density residential dwellings, seasonal housing, and tourist accommodations that are designed to respect Chelan's natural topography, environment, and iconic views.
- Supports a wide array of housing choices to fit different households' lifestyle and economic needs while reflecting enduring design quality.
- Encourages year-round family wage jobs and supporting the wine and agricultural industry in industrial areas.
- Reinforces access to the Lake and supports healthy lifestyles and Chelan's tourism base with recreation and park facilities, and public facilities that serve the community.

Based on the May 2017 Proposed Future Land Use Map and Zoning, most of the City's acreage is planned for Single Family Residential uses, with significant areas of Tourist Accommodation, Special Use District, and Warehouse and Industrial. See Exhibit 2-17.

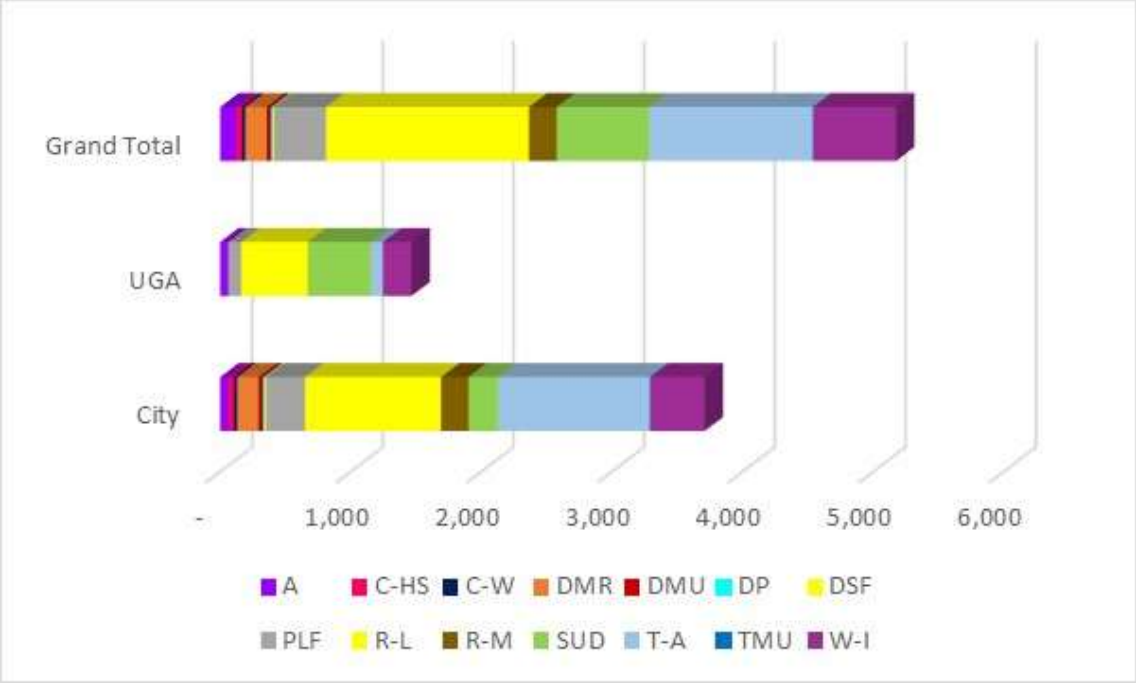
Exhibit 2-17. Draft Future Land Use and Zoning 2017: Parcel Acreage

FLU/Zone Name	FLU/Zone	City	UGA	Grand Total	Percent
Airport	A	62	62	123	2%
Highway Service Commercial	C-HS	44		44	1%
Waterfront Commercial	C-W	25	0	25	0%
Downtown Mixed Use	DMR	164		164	3%
Downtown Mixed Residential	DMU	34		34	1%
Downtown Single Family	DP	13		13	0%
Downtown Public	DSF	11		11	0%
Public Lands and Facilities	PLF	297	99	396	8%
Single Family Residential	R-L	1,042	512	1,554	30%
Multi-Family Residential	R-M	209	2	211	4%
Special Use District	SUD	227	480	707	14%
Tourist Accommodation	T-A	1,163	91	1,254	24%
Tourist Mixed Use	TMU	6		6	0%
Warehouse and Industrial	W-I	414	218	632	12%
	Grand Total	3,709	1,465	5,174	100%

Source: City of Chelan, Chelan County Assessor, BERK 2017

Total acres and acres within the city limits and UGA are visually represented by map designation colors in Exhibit 2-18 below.

Exhibit 2-18. Future Land Use and Zoning 2017 Parcel Acres Graph



Source: City of Chelan, Chelan County Assessor, BERK 2017

Each Future Land Use Map and Zoning designation is listed in Exhibit 2-19 together with maximum gross residential densities. Each designation is further

described in text below the table indicating the intent, designation criteria, and primary uses.

Exhibit 2-19. Future Land Use Map Designations and Densities

Designation Name	Maximum Gross Density
Residential Designations	
Single Family Residential (R-L)	4 du/ac. A density bonus for affordable housing is allowed.
Downtown Single Family (DSF)	7.26 du/ac
Downtown Mixed Residential (DMR)	No limit. Density effectively limited by height and other development standards.
Multi-Family Residential (R-M)	Residential density shall not exceed 18 residential dwelling units per acre.
Mixed Use and Commercial Designations	
Special Use District (SUD)	Gateways: 1 du/~~10~~ 5 acres; 1du/acre if clustered with majority of land conserved in open space. Lord Acres: 1 du/5 acres; 3 du/acre if clustered with majority of land conserved in open space. A density bonus is allowed where more open space is provided or where affordable housing is provided.
Downtown Mixed Use (DMU)	No limit. Density effectively limited by height and other development standards.
Tourist Mixed Use (TMU)	No limit. Density effectively limited by height and other development standards.
Tourist Accommodations (T-A)	8.7 du/ac on T-A lands fronting state highways. See Overlay for clustering on Butte.
Highway Service Commercial (C-HS)	8.7 du/acre
Waterfront Commercial (C-W)	Not applicable
Industrial and Airport Designations	
Warehousing and Industrial District (W-I)	8.7 du/acre
Airport (A)	Not applicable
Public Designations	
Public Lands and Facilities (PLF)	Not applicable
Downtown Public	Not applicable

Designation Name	Maximum Gross Density
Overlay Designations	
Planned Development District (PDD) Overlay	Uniquely determined through PDD process and any associated development agreements, where applicable.
Apple Blossom PDD	8.7 du/ac
The Lookout PDD	6 du/ac
T-A Cluster Overlay	Without clustering, densities would be 1 unit per 5 acres. With clustering, gross densities would equal 1 unit per acre. Density bonuses allow densities to reach 1.5 units per acre where public trail connections or public amenities open to the public are provided, if greater open space is reserved above the minimum, or if affordable housing is provided. A Resort Plan that meets performance standards offers additional density (4-8.7 du/ac) and would be allowed by Conditional Use Permit. ~~1 du/10 acres on Butte. If clustered, density may be reduced to 1 dwelling unit per 2.5 acres with majority of property in steep slope open space use.~~
Shoreline Environment Designations	Density is same as base designation.

Residential Designations

Single Family Residential (R-L)

Purpose: The R-L designation is intended to preserve existing housing stock and provide residential development opportunities for predominantly single-family detached dwelling units. The R-L designation promotes standards that preserve the natural landscape of hillsides and ravines and other critical areas, reduce the risk of geologic and fire hazards, and conserve designated public views.

Designation Criteria: This designation is intended to be applied in areas suitable and desirable for residential use, which are or will become developed by single-family dwellings. Lands should be adequately served at the time of development with roads, utility services and other public facilities commensurate with anticipated population and dwelling unit densities.

Principal Uses: Uses are limited to single family residential uses, accessory dwelling units, and, under specific conditions, public service uses which are necessary to serve residential areas.

Density: Residential density shall not exceed four residential units per gross acre, except where a density bonus is offered for affordable housing.

Clustering is allowed and encouraged in environmentally sensitive and hillside areas as long as the overall density is not exceeded.

Downtown Single Family (DSF)

Purpose: The purpose of the DSF ~~district~~ designation is to maintain the established single-family character of these areas.

Designation Criteria: Applies to areas with a predominant single-family dwelling pattern.

Principal Uses: Single family, cottage housing, and accessory dwelling units.

Density: Maximum 7.26 units per acre. [Based on 6,000 sf/lot in code. DMP says 5,000 sf/lot.]

Downtown Mixed Residential (DMR)

Purpose: The purpose of the DMR ~~district~~ designation is to provide for a mix of residential uses that build on the established historical development patterns within the downtown area.

Designation Criteria: This is applied in the Downtown Master Plan area to northern, eastern, and southern perimeter areas surrounding the DMU district where there is a mix of single family, townhouses, and apartments.

Principal Uses: Multifamily residential (including apartments, townhouses, triplexes, and duplexes), cottage housing, single family, and accessory dwelling units.

Density: No limit. Density effectively limited by height and other development standards.

Multi-Family Residential (R-M)

Purpose: The purpose of the R-M ~~district~~ designation is to provide for a mix of residential uses at a broad range of dwelling unit densities that appeal to a variety of income categories and lifestyles. R-M recognizes existing multifamily neighborhoods and offers opportunities for new housing.

Designation Criteria: R-M is applied where access, topography, and adjacent land uses create conditions appropriate for a variety of attached

and detached unit types, or where there is existing multi-family development. Such lands should be adequately served at the time of development with roads, utility services and other public facilities commensurate with anticipated population and dwelling unit densities.

Principal Uses: Multifamily residential (including apartments, townhouses, duplexes, and triplexes), cottage housing, single family, and accessory dwelling units.

Density: Residential density shall not exceed 18 residential dwelling units per acre.

Mixed Use and Commercial Designations

Special Use District (SUD)

Purpose: The SUD designation is designed to: 1) support and enhance agricultural operations and their essential pastoral setting, 2) allow low impact tourist commercial and educational uses at a scale that is complementary to agricultural pursuits, and 3) provide an opportunity for lower density residential housing. Densities allowed serve as a transition from the rural area to the urban area and reinforce an urban separator character. The SUD permits clustering and planned residential developments to conserve valuable resource and environmentally sensitive lands such as agricultural lands, steep slopes, streams and ravines, and others, while allowing for appropriate development. Where clustering is allowed, structures are concentrated on a portion of the site with the majority area conserved for resource or open space uses. SUD includes standards that minimize farm/non-farm development conflicts, and ensures building heights and forms are visually compatible with surrounding uses.

Designation Criteria: The SUD is applied to lands with agricultural and tourism activities and low residential densities at gateways to the Chelan community. Lands in Lord Acres area characterized by agriculture, low intensity residential, and agri-tourism uses.

Principal Uses: Agricultural resource activities, and accessory uses that support, promote, or sustain agricultural operations and production such as agricultural-tourism uses, educational uses, and low-density residential units that provide transitional densities from rural areas or are clustered to conserve land for resource production and open space purposes.

Density: In gateways, 1 dwelling unit per ~~10~~ 5acres without clustering, and 1 dwelling unit per 1 acre clustered to retain a majority of property in resource or open space use. In Lord Acres, 1 dwelling unit per 5 acres without clustering, and 3 units per acre clustered to retain a majority of property in open space or resource use. A density bonus is allowed where more open

space is provided than the minimum or where affordable housing is provided.

Downtown Mixed Use (DMU)

Purpose: The purpose of the DMU ~~district~~ designation is to provide for a pedestrian-oriented mix of commercial, mixed-uses, and residential uses.

Designation Criteria: The DMU designation is applied to the historic retail core along Woodin Avenue between the bridge and Saunders Street and to commercial transitional uses around the core that contain commercial, office, multifamily, and single family uses.

Principal Uses: Wide range of commercial/ retail uses that support local residents and tourists, including general retail, restaurants, banks, motels/ hotels, offices, and personal services. Also permitted: Public uses, fractional ownership condominiums, seasonal rentals, and multifamily residential (except on ground floor of designated Storefront Streets in the Downtown Master Plan and implementing zoning code regulations).

Density: No limit. Density effectively limited by height and other development standards.

Tourist Mixed Use (TMU)

Purpose: The purpose of the TMU designation~~district~~ is to provide for residential uses and tourist-oriented uses in a pedestrian-friendly setting.

Designation Criteria: The TMU is applied to lands along the lakefront or adjacent to parks. These properties currently contain tourist accommodations or are adjacent to such properties and can be developed compatibly for hospitality uses.

Principal Uses: Motels/hotels, restaurants, tourist-oriented retail (gift shop, bookstore, travel agency, etc.), offices, fractional ownership condominiums, seasonal rentals and multifamily.

Density: No limit. Density effectively limited by height and other development standards.

Tourist Accommodations (T-A)

Purpose: The purpose of the T-A designation is to p~~P~~romote lodging, resort, leisure, and hospitality uses that serve the traveling and recreation-oriented public.

Designation Criteria: This designation is intended to be applied in areas near or adjacent to Lake Chelan or other natural or recreational resources which are uniquely suited for motels, hotels, lodges and similar uses in keeping with the importance of the recreation industry to the city.

Principal Uses: Recognizing the limited amount of land available for such development, uses are limited in this district to those which provide tourist residency or are recreational in nature. Commercial buildings also can provide upstairs housing opportunities which help to make downtowns more alive, attractive, and vibrant places.

Density: 8.7 units per acre for commercial-residential mixed uses on T-A lands fronting state highways or the golf course.

~~On the Butte, 1 dwelling unit per 10 acres; if clustered density may be reduced to 1 dwelling unit per 2.5 acres with retention of a majority of property in resource or open space use~~See the T-A Overlay for densities on the Butte.

Highway Service Commercial (C-HS)

Purpose: The C-HS designation provides necessary commercial services to the traveling public and heavy commercial uses not oriented to walk-in convenience shopping. C-HS provides opportunities for vertical or horizontal mixed use housing opportunities which help to make a more vibrant commercial district.

Designation Criteria: The C-HS designation is intended to be applied to lands along principal arterials outside the Downtown Master Plan area with a character of highway-oriented commercial uses.

Principal Uses: Provide a range of high-intensity, automobile-oriented general commercial, professional services, and business services serving visitors, businesses, and residents, and relying upon the automobile as their principal source of access. Vertical or horizontal residential uses are secondary uses.

Density: 8.7 units per acre for vertical or horizontal mixed uses.

Waterfront Commercial (C-W)

Purpose: This designation ~~is intended to be applied to~~ provides areas on lakefront property for heavy waterfront commercial uses.

Designation Criteria: This designation is applied to p~~P~~roperties along the Lake Chelan shoreline that function as a working waterfront with water-oriented commercial uses.

Principal Uses: Allow boat fueling and servicing, industrial docks, water-based transport hub (e.g. float planes and boats), and other uses incidental to commercial water transportation. Permit water-dependent, water-related, and water-enjoyment uses consistent with the Shoreline Master Program. Commercial activities on the ground floors with office spaces above could create unique waterfront focal points for the community. ~~While existing homes are permitted, new homes are not allowed.~~Mixed use residential providing water dependent and public access uses are allowed per the Shoreline Master Program.

Density: 8.7 units per acre for vertical or horizontal mixed uses.~~Not applicable.~~

Industrial and Airport Designations

Warehousing and Industrial District (W-I)

Purpose: The W-I designation provides appropriately located areas for various warehouse and industrial uses that enhance the city's economic base, and provide jobs for residents of the area, while at the same time ensuring a high quality of life free from excessive dust, noise, odors, smoke, heavy traffic congestion, and air and water pollution.

Designation Criteria: The W-I designation is applied in areas suitable for warehouse and industrial uses which are or will be developed by industries that are not detrimental to agriculture or recreation in the Lake Chelan area and that are located outside the Downtown Master Plan area. ~~Apply~~ W-I is applied to larger land holdings that are topographically level, with arterial transportation access, and where such developments can be designed in a compatible manner.

Principal Uses: Allow agricultural production, manufacturing enterprises, warehousing, industrial establishments, and compatible commercial services.

Conditionally allow workforce housing that is accessory to principal uses. Design and locate workforce housing to promote the health and safety of the workforce, and ensure adequate access to commercial, educational, and recreational services. Ensure location and design of workforce housing or live-work development that supports long-term industrial employment uses both onsite and offsite on adjacent W-I zone properties.

Density: 8.7 du/acre for conditionally allowed workforce housing.

Airport (A)

Purpose: The Airport (A) designation a~~A~~llows for a variety of mixed airport type uses for the airport property including: providing the leasing of lots at the airport for hangers, helipads and possibly some light manufacturing, assembly or for business uses. Airport designation regulations d~~D~~iscourage the siting of incompatible uses adjacent to the airport.

Designation Criteria: Applies to Chelan Municipal Airport and abutting lands within the city limits and Chelan UGA.

Principal Uses: Uses necessary for airport operation such as runways, hangars, fuel storage facilities, control towers, etc. Allow commercial and industrial businesses that benefit from proximity to the airport; on private land, allow non-airport oriented commercial or industrial businesses where compatible with the City's Airport Layout Plan. Where urban services are not available, services will have to be provided on site.

Density: Not applicable.

Public Designations

Public Lands and Facilities (PLF)

Purpose: The PLF designation promotes both passive and active recreation, and provides suitable locations for public facilities.

Designation Criteria: The designation applies to l~~L~~ands and facilities under public ownership and use or private institutions. The PLF is n~~N~~ot applicable to commercial amusement parks and other such activities.

Principal Uses: This designation is suitable for such uses as wildlife refuges and sanctuaries, municipal parks, ball fields, playgrounds, and golf courses. This designation may also be appropriate for institutions that utilize play fields and/or open space as part of their normal day to day operation or landscaping.

Density: Not applicable.

Downtown – Public

Purpose: The purpose of the Downtown-Public district is to provide for public uses within the downtown planning area.

Designation Criteria: Lands and facilities under public ownership and use or private institutions.

Principal Uses: Public facilities, including schools, parks, and City buildings/ properties.

Density: Not applicable.

Overlay Designations

Planned Development District

The Planned Development Designation is designed to encourage:

- A variety of housing types;
- Compatible mixed uses;
- Imaginative site and building design;
- Usable open space for occupants and the general public;
- Retention of significant features of the natural environment, including waterways and views;
- Efficiency in the layout of streets and utility networks and other improvements
- "Complete streets" that incorporate pedestrian, bicycling, and transit options; and
- Amenities, improvements, or project features that exceed the requirements of the zoning code.

The overlay requires that the proposed development result in a significantly higher quality of design, generate more of a public benefit, and be more environmentally sensitive than would have been the case with the use of standard development regulations, while ensuring substantial compliance with the goals and policies of the Chelan comprehensive plan.

Apple Blossom PDD

The Apple Blossom Center was approved in accordance with a Planned Development District and Development Agreement that overlays the Warehouse-Industrial Zone. The Development Agreement contains a list of commercial, industrial, and manufacturing uses allowed. The list of commercial uses includes retail, hospitality, and services uses, as well as recreational, medical, and other uses. The Center has developed with an array of uses including retail, medical, educational, business and industrial uses.

The development agreement approved in 2002 limits residential units without an amendment to the property zoning and development agreement. The agreement also indicates that the developer must agree to include provisions for affordable housing when an application is made to include residential uses on the property. With the 2017 Comprehensive Plan Update, policies indicate that multifamily residential is allowable and subject to amendment of the development agreement.

Exhibit 2-20~~2-19~~. Apple Blossom Center

The Lookout PDD

The Apple Blossom Center was approved in accordance with a Planned Development District and Development Agreement that overlays the Special Use District. Approximately 487 dwelling units are approved on 89 acres, or about 5.47 dwelling units per acre.

Exhibit 2-21~~2-20~~. The Lookout Districts

Source: City of Chelan and Chelan Lookout LLLP Development Agreement, 2016

Tourist Accommodation (T-A) Cluster Overlay

This overlay conserves valuable resources and environmentally sensitive lands such as steep slopes, erosion hazard areas, streams and ravines, and considers wildfire potential, yet allows for recreation and seasonal residential or hospitality development where appropriate to site conditions and designed to protect public views of the Butte's natural landforms and vistas that are visible from Downtown and Don Morse Park. Structures are encouraged to ~~be concentrated~~concentrate on a portion of the site with the remaining reserved in open space or agricultural use such as vineyards, and traversed with sensitively designed recreational features such as trails.

Clusters would occur primarily on slopes less than 30 percent. Lowrise clusters would generally have ~~one-story~~ up to two-story buildings, and midrise clusters would have ~~two-story~~ up to three-story buildings.

On the Butte, densities vary by whether there is clustering. Without clustering, densities would be 1 unit per 5 acres. With clustering, gross densities would equal 1 unit per acre, and most the site would be retained in resource or open space use. Where public trail connections or public amenities open to the public are provided, a 25% density bonus is offered. Affordable housing would also allow a 25% density bonus. Net densities in a cluster would be urban in nature at above 3 units per acre and more depending on site conditions.

A Resort Plan that meets performance standards offers additional density and may be allowed by Conditional Use Permit. Performance standards would require optimal resort design including orientation around a unique recreational amenity, provision of affordable housing, habitat conservation beyond critical area regulations, supporting transportation and capital facilities, design that promotes a cohesive architectural character and that is sensitive to the natural terrain and landscape, protection of public views, among others.

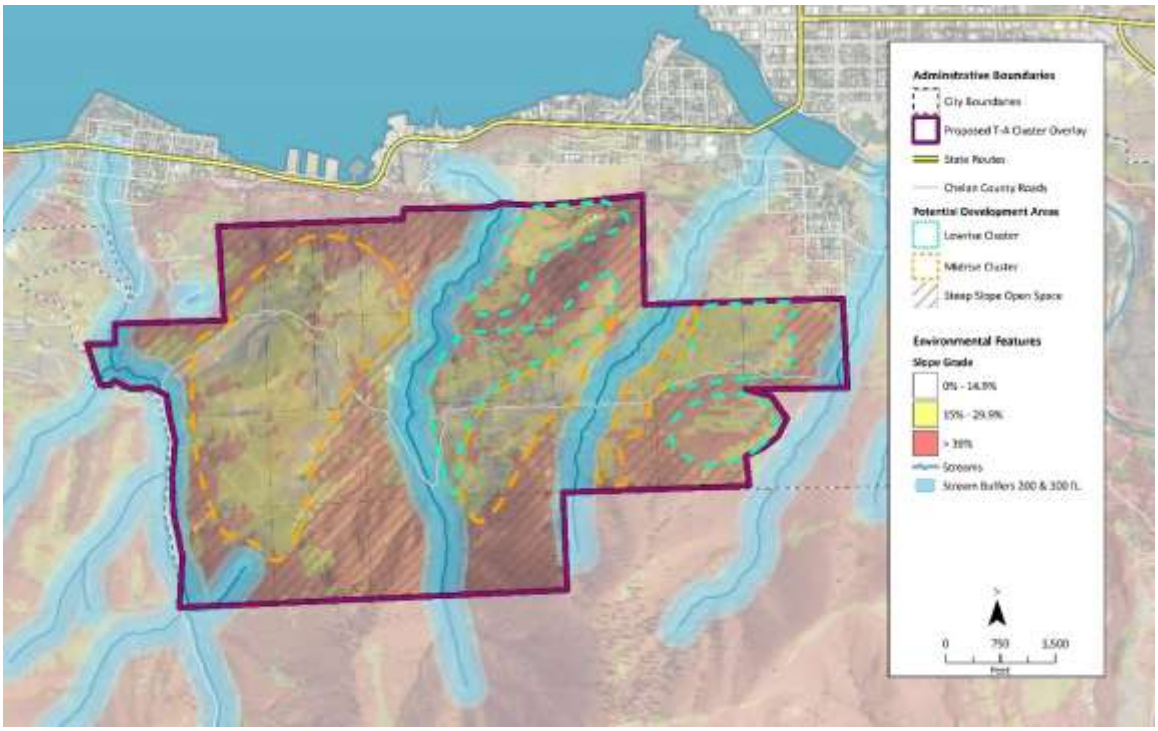
Exhibit 2-22~~2-21~~. T-A Overlay Density Range

Scenario	Gross Density Units Per Acre
Utilities, No Clustering	0.20
Utilities, Clustering	1.00
With Clustering and Density Bonuses	Up to 1.5
Public trail system or public amenities open to general public and offering scenic views or contributing to active lifestyle	Add 0.25
Increased open space or agricultural retention ten (10) percent above minimum required	Add 0.25
Affordable housing or employee workforce housing is included (at least 10 percent of total units)	Add 0.25
Resort Plan for property with minimum of 20 acres, subject to performance standards	4 to 8.7 by Conditional Use Permit

~~On the Butte, densities would equal about 1 dwelling unit per 10 acres; but if clustered density may be reduced to 1 dwelling unit per 2.5 acres and lot sizes would be correspondingly smaller (e.g. quarter acre). A majority of the site would be retained in resource or open space use.~~

The final boundaries of the cluster areas would be determined through site planning and subdivision processes, but should be consistent with the overall intent of the overlay to retain the majority of area in open space with development arranged to protect streams and ravines, minimize changes to the natural slope, protect future site users from wildland fire, and protect public views.

Exhibit 2-23~~2-22~~. T-A Cluster Overlay



Shoreline Environment Designations

The City's shoreline environment designations include Aquatic, Shoreline Park/Public, Shoreline Residential-Single Family, Shoreline Residential-Multi Family, and High Intensity. These environment designations direct the land uses and development standards along the shorelines and serve as an overlay to the City's zoning districts. See the SMP shoreline environment designation descriptions, map, and regulations under separate cover.

GOALS & POLICIES

The following section streamlines but largely retains existing policies and implementation strategies. New or significantly amended goals and policies are noted in parentheses.

Natural Systems and Critical Areas

This sub-element addresses natural systems including air quality, water quality, and natural land forms as well as critical areas including wetlands, geologically hazardous areas, aquifer recharge areas, fish and wildlife habitat conservation areas and frequently flooded areas. Respecting and conserving natural systems and critical areas are important to the community's health and safety, quality of life, and economy.

Goal LU-I. Protect water quality.

Policy LU I-1. Support the "keep it blue" and other water quality education programs which inform local citizens and visitors about water quality issues and ramifications.

Policy LU I-2. Encourage the appropriate regulatory agencies to actively pursue violators that illegally discharge waste into lakes, rivers, and streams.

Policy LU I-3. Require development along the shoreline to comply with federal, state, and City guidelines to ensure minimum impacts on water quality.

Policy LU I-4. Support ongoing measures by the Lake Chelan Reclamation District, Chelan County Conservation District, growers, and other related agencies and groups, as they raise awareness, monitor, and mitigate water quality issues related to agriculture.

Policy LU I-5. Ensure boat launches incorporate wash-off stations to remove milfoil off of boats prior to entrance to the Lake. Educate boaters about the negative impacts of milfoil to the clarity and quality of Lake Chelan.

Policy LU I-6. Coordinate with other agencies to develop a groundwater management program to protect groundwater quality, assure groundwater quantity and provide efficient management of water resources for meeting future needs while recognizing existing water rights.

Policy LU I-7. Require stormwater controls to manage stormwater quantity and quality. Ensure that storm water is not directly discharged into water sources without appropriate treatment that meets federal, state, and city standards. Encourage the use of natural measures for stormwater control and filtration. (Added first and last sentence)

Policy LU I-8. Implement clearing and grading regulations and require erosion control for large scale activities which have the potential to impact water quality, while exempting those activities that pose no threat. Agricultural activities should be exempt. (Amended)

Policy LU I-9. Enforce erosion control measures where erosion occurs and is not of natural origin. (Amended)

Policy LU I-10. Adopt by reference the Lake Chelan Water Quality Plan, except where in conflict with this plan. (See sidebar.)

Policy LU I-11. Support practices that reduce noxious weeds and invasive species affecting water quality by promoting boat inspections and boat maintenance practices that avoid transport of them. (new)

The Lake Chelan Water Quality Plan is the most comprehensive study available to date. As it is refined or completed, it should be implemented where consistent with the comprehensive plan. The Lake Chelan Water Quality Plan, as it is currently written, contains some inconsistencies which need to be addressed or taken into consideration. Some inconsistencies were due to insufficient testing which could lead to erroneous conclusions.

Goal LU-II. Protect and maintain air quality.

Policy LU II-1. Support the wood stove standards adopted by the State of Washington Department of Ecology.

Policy LU II-2. Recognize the potential benefits of public water, rail, electric, alternative fuels, non-motorized and air transportation in helping to maintain local air quality.

Policy LU II-3. Ensure that new industrial development meets air quality standards and does not significantly affect adjacent property.

Policy LU II-4. Ensure development avoids deterioration of air quality to the detriment of the agricultural community.

Goal LU-III. Protect critical areas including wetlands, geologically hazardous areas, aquifer recharge areas, fish and wildlife habitat conservation areas and frequently flooded areas in accordance with the Growth Management Act. (~~amended~~new)

Policy LU III-1. Implement critical areas regulations that define and designate critical areas, identify available maps, allow for development applications to submit site-specific information, apply protective standards, and allow for reasonable uses and mitigation. (consolidation and amendment)

Policy LU III-2. Ensure development protects the functions and values of critical areas, incorporates appropriate strategies to avoid, minimize degradation, and mitigate impacts to allow both development and critical areas to coexist. (amended)

Policy LU III-3. Support conservation practices that reduce erosion, enhance water quality, make efficient use of water, protect habitat, and enhance soil health. (new)

Policy LU III-4. Promote programs and land and water management practices that reduce the incidence of invasive species and noxious weeds. (new)

Goal LU-IV. Permit development to occur in known natural hazard areas only when sufficient safeguards protecting life and property can be met.

Policy LU IV-1. Discourage development in areas of natural hazard such as those susceptible to landslide, flood, avalanche, unstable soils and excessive slopes, unless appropriate safeguards are taken.

Policy LU IV-2. Require slope protection, erosion control, soil stabilization, and fire protection measures of new development. (amended)

Policy LU IV-3. Regulate building materials, access, water supply, and vegetation management in areas of wildfire risk. (new)

Goal LU-V. Encourage development that takes into consideration significant natural features and protects their integrity.

Policy LU V-1. Encourage preservation and proper maintenance of significant natural drainage ways and ravines. (amended)

Policy LU V-2. Encourage the conservation or preservation of critical areas, such as wetlands, migratory animal routes, and other environmentally sensitive areas, by supporting plans that provide for public and private organizations to purchase these lands. (amended)

Policy LU V-3. Allow for recreational development within critical areas when the recreational use has minimal impacts. (amended)

Policy LU V-4. Explore innovative techniques to preserve and protect critical areas including conservation easements, and purchase or transfer of development rights.

Policy LU V-5. Identify incentives for landowners to preserve streams, wetlands, and vegetated waterside buffers.

Residential Development

This sub-element addresses land use policies relating to residential development in the City and unincorporated Urban Growth Area. Further guidance for urban residential development can be found in the Housing Element.

Goal LU-VI. Maintain an adequate supply of housing of sufficient quality and variety to meet the present and future needs of the area.

Policy LU VI-1. Ensure the Land Use Plan accommodates a variety of housing options addressing the needs of all segments of the community through time and changing lifestyles. Allow single-family homes, multi-

family dwellings, and assisted care facilities, available for rental and owner-occupancy by all income and age groups. (amended)

Policy LU VI-2. Encourage an adequate mix of housing units to meet the needs of existing and future residents of the area. (amended)

Policy LU VI-3. Work with the County, the private sector, and other affordable housing agencies towards the development of affordable housing units for elderly, handicapped, and low-income residents. (amended)

Policy LU VI-4. Recognize that manufactured homes are a viable housing option and permit them in all residential zoning districts subject to standards in the code. (amended)

Policy LU VI-5. Consider flexible standards such as zero lot line development, lot size averaging, clustering, and other innovative designs that would reduce the cost of housing developments provided public safety and quality design concerns are addressed. (amended)

Policy LU VI-6. Balance the level of improvements required by development standards with the economic impact of those standards on the affordability of residential development.

Policy LU VI-7. Maintain the integrity of residential neighborhoods but allow orderly transitional growth to occur when it is consistent with the comprehensive plan.

Policy LU VI-8. Encourage ~~elderly~~ senior and special needs housing to locate close to public services. (amended)

Policy LU VI-9. Allow accessory dwelling units in all residential districts for permanent residences.

Policy LU VI-10. Manage short-term rentals through business license processes and rules designed to protect Chelan's long-term residents' quality of life and stability of the housing market. (new)

Policy LU VI-11. Promote quality residential design and development that enhances the distinctive physical, historic, and cultural qualities of its location while accommodating growth and infill development. Encourage context-sensitive development designed to respond to and enhance the positive qualities of site and context and to promote compatibility with planned uses of adjacent properties. (new)

Goal LU-VII. Promote development at urban densities in the city limits and the unincorporated Urban Growth Area.

Policy LU VII-1. Urban residential densities shall be defined as:

a. Single Family Residential- 3 to 4 units per acre (changed lower range to 3 to match EWGMHB and Supreme Court cases – see also new policy on lower densities in gateways and other areas)

b. Multi-Family Residential- 5 to 18 units per acre (amended to avoid overlap with "a")

Policy LU VII-2. Allow lower densities on lands that:

a) serve as urban separators and transition areas to rural lands,

b) support agri-tourism and retaining agricultural vistas,

c) have significant critical area constraints or wildfire risk, and/or

d) provide connectivity to priority wildlife corridors. (new)

Policy LU VII-3. Ensure utility systems and public services are designed to accommodate urban density development. (new)

Policy LU VII-4. On lands where non-urban densities are allowed the City may permit on-site wastewater facilities until sewer service is available. (new)

Policy LU VII-5. In the Warehouse-Industrial designation allow for accessory workforce and live-work housing that supports the primary warehouse and industrial related uses where the housing would be in suitable areas that do not create conflict with existing uses should be allowed. (new)

Policy LU VII-6. Allow affordable residential housing in the Apple Blossom Center. Reflect allowable multifamily housing types in the development agreement.

Policy LU VII-7. Allow planned residential development to encourage more efficient and creative development in the UGA. Ensure planned residential developments address alternative development standards; fundamental changes in uses or densities require a rezone rather than a planned residential development. (amended)

Policy LU VII-8. Provide incentives for reinvestment in existing residential neighborhoods.

Policy LU VII-9. Balance the demand for continuing growth in the Urban Growth Area with the protection of existing residential neighborhoods by requiring new development to mitigate excessive noise, traffic, light and glare and other impacts which may be disruptive to residential activities.

Goal LU-VIII. Balance land use, public access, and protection of shoreline ecological functions consistent with the Shoreline Management Act. (new)

Policy LU VIII-1. Shoreline Master Program goals and policies are hereby considered an element of this Comprehensive Plan and are incorporated by reference. (new)

Commercial and Industrial Development

This sub-element addresses land use policies relating to commercial development in the City and unincorporated urban growth area. Further guidance for commercial development can be found in the Downtown Element and Economic Development Element. (Combines Commercial and Industrial sub-elements and streamlines and reduces policies. New or altered policy concepts are noted in parentheses.)

Goal LU-IX. Develop as a service, retail, residential, tourist, agricultural, industrial, recreational, and activity center for the Lake Chelan basin. (amended)

Policy LU IX-1. Within the Downtown promote a pedestrian-oriented environment with a full range of services, residential living opportunities above street level, and shops consistent with the Downtown Master Plan. (amended)

Policy LU IX-2. Prioritize the area bounded by the alley between Woodin Avenue and Wapato Avenue on the north, Sanders Street on the east and the Chelan River for expansion of the downtown Riverfront Park and the downtown business district where consistent with the Downtown Master Plan. (amended)

Policy LU IX-3. Restrict commercial growth into the west Chelan area and along the north side of Webster Avenue except for those uses which do not compromise the integrity of the residential neighborhood including traffic circulation, conflicting uses, and impacts on views. (amended)

Policy LU IX-4. Ensure development or redevelopment along Lake Chelan and other public open space ~~should be~~is oriented to tourist commercial, recreational services, activities, and residential uses.

Policy LU IX-5. Consider design and redevelopment of private and public waterfront areas for mixed-use development projects that include retail shops, living spaces, overnight lodging, boardwalks, and water-related commercial activities.

Policy LU IX-6. Within the southshore waterfront, encourage water dependent, water related, and water enjoyment tourist commercial activities, allow water transportation hubs, and promote a relocation

of the heavy commercial uses that are not water-oriented to other appropriate districts such as Highway Tourist Commercial or Warehouse-Industrial areas. (Substantially revised)

Policy LU IX-7. Within Special Use Districts at the northshore and southshore gateways and within Lord's Acres area allow mixed-use agricultural, tourist commercial, and low-density residential uses. (amended)

Policy LU IX-8. Encourage industrial development where support facilities and services exist and when compatible with other land uses.

Policy LU IX-9. East of 97A/150 promote industrial and heavy-commercial land uses. (amended)

~~Policy LU IX-9.~~Policy LU IX-10. Encourage public agencies working in conjunction with private industry to identify and develop industrial sites for targeted industrial development. (add omitted policy in current plan)

~~Policy LU IX-10.~~Policy LU IX-11. Regulate development to provide for adequate parking facilities either on site or through shared parking facilities. Allow flexible parking standards where a demand study demonstrates alternative parking standards would meet parking needs including any conditions such as non-motorized improvements allowing for non-vehicular travel. (amended)

~~Policy LU IX-11.~~Policy LU IX-12. Develop a long-term parking plan for the downtown retail core. (amended)

~~Policy LU IX-12.~~Policy LU IX-13. Restrict outside storage of vehicles or materials to approved screening or enclosed areas in conformance with the fire code in commercial zoning districts. (amended)

~~Policy LU IX-13.~~Policy LU IX-14. Require commercial and industrial development that has a significant impact on the existing infrastructure to carry a proportionate share of the infrastructure improvement costs. The City may choose to provide incentives to attract desirable commercial or industrial development consistent with the goals of the plan, when the public would benefit from the development. (consolidated)

~~Policy LU IX-14.~~Policy LU IX-15. Connect commercial development to public services where available. (amended)

~~Policy LU IX-15.~~Policy LU IX-16. Require development along arterials to conform to development standards addressing setbacks, signs, landscaping and other safety and aesthetic issues.

~~Policy LU IX-16.~~Policy LU IX-17. Adequately address parking, traffic and circulation, and landscaping requirements for new commercial and industrial development. Excessive automobile and truck traffic should not be directed through residential areas.

Policy LU IX-18. Allow for home occupations in residential zones by occupants where such activities do not change the residential character of the neighborhood or infringe on the right of neighboring residents to enjoy a peaceful occupancy of their homes. (amended)

~~Policy LU IX-17.~~Policy LU IX-19. Ensure proposed commercial development is compatible with the character of the surrounding area. (add omitted policy in current plan)

Open Space and Recreation

GMA goals include "[r]etain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities."

Additionally, cities and counties are to identify "open space corridors within and between urban growth areas. They shall include lands useful for recreation, wildlife habitat, trails, and connection of critical areas ..." Resource activities including agriculture and forestry are allowed in such corridors. Also, a city or county may acquire by donation or purchase the fee simple or lesser interests open space lands with conservation futures or other monies. (RCW 36.70A.160)

The City has invested in its parks and recreation system (see Exhibit 2-10) and continues to do so with its Parks, Recreation, and Open Space Plan (2016) and Capital Facilities Plan appended to this Comprehensive Plan.

Further the City's Future Land Use Map applies the Special Use District at gateways and special hillside development standards in residential and tourist designations that promote buffers from ridgelines and clustering to retain open space and serve as an urban separator and protect environmentally sensitive lands.

Goal LU-X. Encourage the retention of open space.

Policy LU X-1. Explore incentives and mechanisms and eliminate disincentives to encourage landowners to retain open space.

a) Techniques such as planned developments, clustering, density bonuses, tax incentives, land trusts, transfer of development rights, purchase of development rights, conservation easements, and other incentives will help retain open space over time.

Policy LU X-2. Reserve high-priority underutilized rights-of-ways and easements for public open space and recreation. Study existing underutilized public right of ways and easements and assess the potential for public benefit through the following steps:

a) Identify all undeveloped or underutilized City public right of ways and easements and determine ownership status.
b) Establish criteria to evaluate public benefit including, at a minimum, lake access, park siting, trails, view corridors, resale or exchange, open space, critical areas, utility purposes, and property access streets.
c) Assess each site's value using criteria established in step "b" to determine value for use or sale.
d) Develop and implement a plan for use or sale of each site.

Goal LU-XI. Identify and provide for the parks and recreation needs of residents and visitors.

Policy LU XI-1. Incorporate by reference the following plans and studies as constituting the City's open space plan and as elements of this Comprehensive Plan:

a) Parks, Recreation, and Open Space Plan
b) Lakeside Trail Feasibility Study
c) Lake Chelan Valley Trail Plan
d) Northshore Pathway Feasibility Study
e) Don Morse Park Shoreline Study & Master Plan
f) City Resolution 534 dated August 23, 1977 (amended to match SMP Public Access Plan)

Policy LU XI-2. Support the implementation of the Lake Chelan Community Open Space Vision developed by the Trust for Public Land. (new)

Policy LU XI-3. Allow commercial ventures and community facilities which allow and do not compromise continued public access to the public park system. (amended)

Policy LU XI-4. Ensure State and publicly owned tourist/recreation destinations provide adequate sanitary facilities.

Policy LU XI-5. Encourage public and private recreational development and natural amenities which attract residential and recreational development to lands within the Urban Growth Area.

Policy LU XI-6. Allow for the use of a density bonus for the provision of open space. For every area designated as open space in a development, double that area may be considered to determine the number of additional potential lots or housing units for the development. (amended)

~~Policy LU XI-6.~~Policy LU XI-7. Encourage new development to create trails connections that connect to regional trails outside their boundaries. Incentives may include density bonuses or flexible lot and street standards. (new)

Goal LU-XII. Encourage the development of recreation facilities and opportunities.

Policy LU XII-1. Explore, using public and private resources, off-season recreation and attractions and cultural events and activities. (streamlined)

Policy LU XII-2. Encourage development of recreation activities by the private sector working in conjunction with public agencies responsible for management of public lands and resources.

Policy LU XII-3. Allow public and private development of adequate camping, boat launching, docking and moorage facilities, marinas, and other water-related recreational opportunities on Lake Chelan and the Columbia River.

Policy LU XII-4. Retain or exchange and enhance existing right-of-ways and public easements for public access and enjoyment of Lake Chelan.

Goal LU-XIII. Provide safe, convenient, pleasant non-motorized routes connecting the City's principal origins and destinations.

Policy LU XIII-1. Ensure s~~S~~idewalks and bikeways ~~should~~ connect Chelan's neighborhoods with the Lakeside Trail and other public recreation facilities.

Policy LU XIII-2. Promote n~~N~~eighborhood planning ~~should~~ that includes discussion of non-motorized transportation facilities.

Policy LU XIII-3. Through t~~T~~he City's Non-motorized Transportation Implementation Plan, ~~should~~ guide development of non-motorized routes (including bikeways of all classes) throughout the City and its Urban Growth Area.

Policy LU XIII-4. Ensure sidewalks and bikeways within rights of way conform to the City's Street Standards, or to the City's Non-motorized Transportation Implementation Plan or other approved non-motorized facilities plan. (split into two policies)

Policy LU XIII-5. Ensure trails, pathways, and bikeways outside rights of way conform to the Design Standards of the City's Parks and Recreation Department. In the case of those recreation facilities classified as Open Space Areas, development and management strategies for those areas within rights of way should be arranged collaboratively by the departments of Parks and Recreation and Public Works. (split into two policies)

Policy LU XIII-6. The goals, policies and facilities identified within the City's current adopted parks and recreation plan, the Lakeside Trail Feasibility Study and the Don Morse Park Shoreline Study should take precedence over those identified in the Lake Chelan Valley Public Trails Comprehensive Plan.

Cultural Resources

This section adds goals and policies regarding cultural resources to the Land Use Element, like those in the City's Shoreline Master Program and Downtown regulations.

A GMA goal is to "[1]dentify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance." The City has been occupied for over 10,000 years and archaeological resources and historic structures are found in Chelan.

Goal LU-XIV. Celebrate, retain, and protect cultural resources. (new)

Policy LU XIV-1. Develop a broad understanding of the City's history, including the roles and contributions of various ethnic groups. (new)

Policy LU XIV-2. Require development engage the services of qualified cultural resource professionals to identify areas of archaeological, cultural, and/or historic significance. Ensure consultation with affected tribes and appropriate state and federal agencies including, but are not limited to, the Confederated Tribes and Bands of the Yakama Nation, Confederated Tribes of the Colville Reservation, and the Washington State Department of Archaeology and Historic Preservation (DAHP). (new)

Policy LU XIV-3. Preserve and enhance downtown's historic resources and character. Identify historic preservation issues early in the permitting process and engage the Historic Downtown Chelan Association in review of historic downtown buildings. (new)

Policy LU XIV-4. Utilize code enforcement activities to protect historic properties and neighborhoods. (new)

Policy LU XIV-5. Prevent the destruction of or damage to any site having historic, cultural, scientific, or educational value as identified by the appropriate authorities (see Policy LU XIV-2). Any proposed site development and/or associated site demolition work should be planned and carried out so as to avoid impacts to the cultural resource or to provide appropriate mitigation. (new)

Urban Growth Areas

The Urban Growth Area shall include areas and densities sufficient to permit the urban growth that is projected to occur in the City over the next twenty years. Urban growth is to be located first in areas already characterized by urban development where existing public facility and service capacity is available and second, in areas where public or private facilities or services

are planned or could be provided in an efficient manner. Planning for growth in this way accomplishes two GMA goals: 1) the efficient provision and utilization of public facilities and services and 2) reduce inappropriate conversion of undeveloped land into sprawling, low density development.

In 2016 and 2017 the City and County evaluated the Urban Growth Area and contacted property owners, and made reductions in three areas in north, east, and south Chelan, in part due to difficulty in providing services and due to property owner preferences.

The Urban Growth Area boundary will be evaluated at least once every five years and may be amended on an annual basis to ensure it is adequate to accommodate the 20-year growth projection.

Goal LU-XV. Encourage development in Urban Growth Areas where adequate public facilities and services exist or can be provided in an efficient manner.

Policy LU XV-1. Per the memorandum of understanding for Urban Growth Areas agreed upon by the County and the cities on July 8, 1997, ensure improvement standards for new developments proposed within the Urban Growth Area are developed by the City and implemented by the County. Standards should address

- Road and access improvements such as street alignment and grade, public road access, right-of-way, street improvements (which may include street width, curbs, gutters, and sidewalks, trails or pathways, etc.),
- Sanitary sewer,
- Storm water improvements, and
- Park and recreation facilities.

Policy LU XV-2. Review projects to ensure compatibility with the urban density of the comprehensive plan for the Urban Growth Area.

Policy LU XV-3. Promote timing of utility extensions into the Urban Growth Areas consistent with the adopted Capital Facilities Plan of the utility purveyor.

Policy LU XV-4. Encourage efficient public use of shoreline properties consistent with the City's Shoreline Master Program. (shortened)

Policy LU XV-5. Recognize that lands can continue to be used for agricultural purposes. Certain designations such as the Special Use District promote agriculture as part of agri-tourism uses. In other designations, existing agricultural uses within the Urban Growth Area are "grandfathered" uses that have the right to continue if the owner chooses to operate them. (combined and amended policies)

Policy LU XV-6. New non-farm development adjacent to orchard in the Special Use District should provide buffering. New orchard or other agricultural produce next to an existing development in the Special Use District ~~must~~ should provide a buffer. (Reduced detail of buffer in policy – put into zoning code)

Policy LU XV-7. Include notification on all plats or binding site plans that the adjacent land is an agricultural operation subject to a variety of activities that may not be compatible with residential development. The notice should state that the agricultural related activities performed in accordance with city, county, state and federal laws shall not be subject to legal action as public nuisances.

Policy LU XV-8. Allow extension of urban services from the City to the Urban Growth Area, where compatible with the comprehensive plan, upon an annexation request.

Policy LU XV-9. Consider expansions of the Urban Growth Area when consistent with the following criteria:

a) Any expansion of the City's Urban Growth Area should be consistent with the City's and County's Comprehensive Plans, including the County-Wide Planning Policies that are incorporated in those plans, and any other relevant adopted plans and policies of the City and the County.

b) Any expansion of the City's Urban Growth Area should be undertaken in cooperation with Chelan County.

c) Any expansion of the City's Urban Growth Area should be consistent with the goals of the Growth Management Act.

d) Any area designated for expansion of the Urban Growth Area should be contiguous to an existing Urban Growth Area.

e) The City's Urban Growth Area should be expanded only into areas that are characterized by urban growth or that are adjacent to such areas.

f) The City's Urban Growth Area should be expanded only into areas in which public facilities and service capacities adequate to serve the development anticipated in those areas either already exist or are planned for and can be efficiently and economically provided by either public or private sources.

g) The City's Urban Growth Area should encompass a geographic area that matches the amount of land necessary to accommodate likely growth over a 20-year planning period, based on the following considerations:

i. Projected population for the 20-year planning horizon, based on the population figures provided by the Washington State Office of Financial Management (OFM);

ii. County-wide population allocations, as determined in cooperation with Chelan County and the other cities in the County;

iii. Projected land use needs for residential, recreational, vacation residence, commercial and industrial uses for the 20-year planning horizon;

iv. Existing and forecasted public facility and service capacities;

v. Land with physical constraints, such as critical areas;

vi. Resource lands of long term commercial significance;

vii. Recognition of the potentially reduced rate of conversion on land with active agricultural activities, and other land that may not be available because of ownership constraints;

viii. Greenbelts and open spaces;

ix. Maintaining an adequate supply of developable land, considering market forces, including forces that induce leapfrogging development;

x. Existing land use and subdivision patterns;

xi. Status of existing developments that are still in the "review" stages;

xii. Build-out of existing developments and/or neighborhoods; and

xiii. Other legitimate factors not reflected in the OFM growth population projection.

h) No expansion of the City's Urban Growth Area should create or exacerbate a gross irregularity in the corporate boundary; and, where feasible, any such gross irregularity in the vicinity of an Urban Growth Area expansion should be regularized during the process of expanding the Urban Growth Area.

i) Any expansion of the City's Urban Growth Area should serve the public interest, which may include, but is not limited to, the public interest in economic growth as provided for in the City's Comprehensive Plan.

j) Any expansion of the City's Urban Growth Area should be supported by and consistent with the Capital Facilities Element and the Transportation Element of the City's Comprehensive Plan. Amendments that would alter existing provisions of either element should demonstrate why the existing provisions should not continue to be in effect, or why existing provisions should be amended.

k) Any expansion of the City's Urban Growth Area should be supported by and compatible with the Housing and Land Use elements of the City's Comprehensive Plan and with the City's Zoning Map. Amendments that would alter existing provisions of either element should demonstrate why the existing provisions should not continue to be in effect, or why existing provisions should be amended.

l) The City should collaborate with Chelan County on periodic review of the City's Urban Growth Boundary, to determine whether there is a need to expand that Boundary.

ACTION PLAN

The primary tool to implement the Land Use Element is the Zoning Code. Zoning code changes and other implementing activities are listed in Exhibit 2-24.

Exhibit 2-24~~2-23~~. Land Use Element Action Plan

Implementation Action	Responsibility (Department)
Zoning Code Update to address grading and hillside development standards	Planning & Building
Address clustering and related standards for the Single Family Residential (R-L) and Tourist Accommodation (T-A) zones.	Planning & Building
Evaluate Downtown infill standards.	Planning & Building
Zoning Code amendments to address multifamily building height and other dimensional standards.	Planning & Building
Amend densities in Special Use District (SUD) zone to reflect lower density transitions and agri-tourism uses.	Planning & Building
Zoning Code Update to allow workforce housing in the Warehouse and Industrial (W-I) zone.	Planning & Building
Encourage update to Apple Blossom Development Agreement to allow for housing opportunities.	Planning & Building

Implementation Action	Responsibility (Department)
Allow water-based transport hub in Waterfront Commercial (C-W) zone.	Planning & Building
Evaluate allowable uses in Airport (A) zone including general employment uses on private land.	Planning & Building
Develop Wildland Urban Interface code.	Planning & Building
Evaluate critical area regulations including ravine protections.	Planning & Building
Update the City-County agreement on implementing City standards in the Urban Growth Area as appropriate.	Planning & Building
Evaluate priority for public access using street ends and easements.	Planning & Building Parks

3 Downtown Master Plan

WHAT YOU WILL FIND IN THIS CHAPTER:

This Element integrates and abbreviates the Chelan Downtown Master Plan approved in 2010. It is considered a subarea plan that focuses on the conditions, opportunities, and strategies to ensure a healthy vibrant town center. It is hereby incorporated by reference in full into this Comprehensive Plan.

Chelan's Downtown Master Plan builds on local efforts by the City and volunteers over may years. The emphasis of the plan is to augment and integrate Downtown efforts into an effective revitalization strategy. On the basis of the Downtown Master Plan, form-based regulations were designed to shape new growth in accordance with the community's vision.

The strategy consists of protecting and enhancing Chelan's existing strengths, connecting assets such as parks, trails and amenities for greater impact, addressing key issues such as parking and traffic movement that constrain economic opportunities and reinforcing Chelan's identity as a recreational destination and a great place to live.

CONDITIONS AND TRENDS

Background

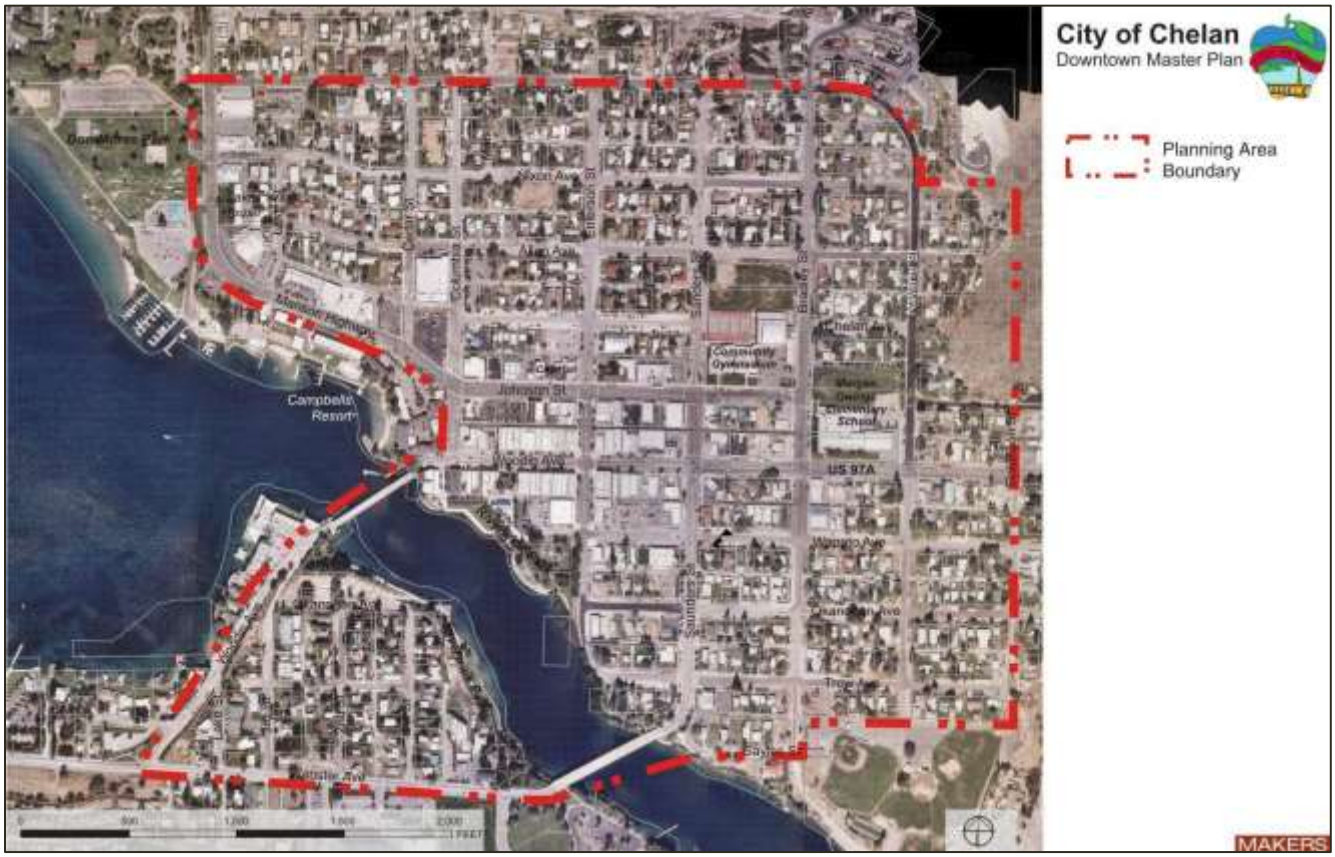
Significant growth is anticipated to occur in the City of Chelan and the surrounding areas over the next 20 years which will have considerable implications on the historic downtown area. Much of the growth is attributed to the increase of tourism, and the seasonal and recreational opportunities around Lake Chelan.

The Historic Downtown Chelan Association (HDCA) has partnered with the National Trust Historic Preservation to develop and promote the historic downtown core of the City by creating an economically vibrant community center while emphasizing enhancement and preservation of the city's historic features. The HCDA follows the Main Street Four-Point Approach structure—which includes implementing a balance of activities in the areas of organization, promotion, design and economic restructuring.

Downtown Planning Area

Exhibit 3-1 below delineates the planning area boundaries, which include the historic core plus surrounding residential areas north and south of the core, and the E. Woodin Avenue corridor to Robinson Street.

Exhibit 3-13~~-1~~. Downtown planning area.



Source: Makers 2010

Master Planning Process and Community Engagement

The City hired a consultant team to engage with stakeholders and officials and to prepare the plan.

The City established a special Downtown Advisory Committee (DAC) composed of City staff, public officials, other applicable public agency representatives, and a broad range of downtown and community stakeholders. The consultant team met with the committee at a kick off to start the project, identifying downtown features and characteristics to keep, things to change, features to add to downtown, and what features/elements that would be needed to make the plan a success. The consultant team also conducted several on-site interviews with key stakeholders and refined the community outreach process for the project.

Later, the consultant team held workshops on consecutive evenings to review previous planning work and identify objectives (first work session) and develop a schematic plan for desired improvements and identifying priorities (second work session). Feedback from the first work session was used to craft preliminary downtown planning concepts to be presented at

the follow up work session. Participants evaluated proposals on land use, community design, circulation, parking, historic preservation, parks, and amenities. The team also conducted a visual preference survey that examined how specific development types and architectural character would fit into the context of different parts of the study area.

Following the work sessions, the consultant team refined and illustrated the preliminary concepts presented, and subsequently presented draft plan elements at a public workshop. Participants evaluated each proposal during a presentation and identified top implementation priorities from a list of proposed public improvements.

Subsequently, City staff coordinated with the DAC and the consultant team to refine the proposals, notably those involving:

- Maximum building height
- Parking
- Use of public lands
- Streetscape improvements and elements

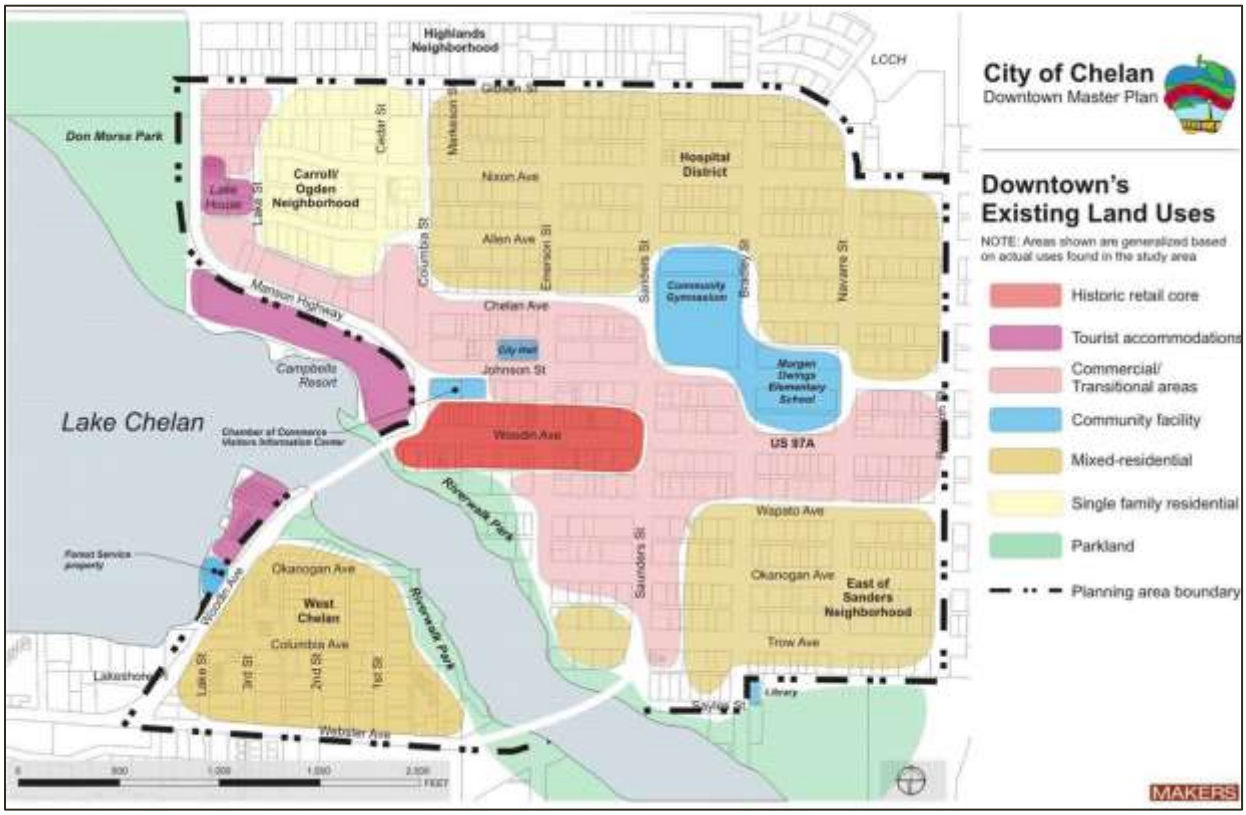
Following the completion of the first draft of the plan, the City focused on crafting land use and development regulations to implement the plan. The Plan and regulations were adopted after public hearings.

Conditions

Land Use and Development

Exhibit 3-2 illustrates the generalized distribution of current land uses in the study area. The historic retail core along Woodin Avenue is well defined (between the bridge and Saunders Street). Many of the core's buildings date back to the early 1900's. Current uses include restaurants, gift boutiques, clothing shops, a hardware store, a movie theater, a museum, and a variety of other small scale retail uses. While all of the remaining older buildings have been remodeled at one time or another, there are very few storefront gaps in the core.

Exhibit 3-2~~3-2~~. Generalized distribution of land uses in the study area.



Source: Makers 2010

Parks and Amenities

Downtown Chelan is well endowed with a spectrum of parks, trails, shorelines, open spaces, and amenities to both attract visitors that support the local economy and enhance the lives of local residents. With its beach, Skateboard Park, marina, RV parking, and other attractions, Don Morse Park on the downtown's northwest shoreline draws people from all over the state and beyond. And, the City's new beach and access improvements will further enhance the park. At the other side of the downtown, the Riverwalk trail and open space complex provides a more passive and refined set of amenities. Located near the center of the downtown, the small plaza at the Chamber of Commerce information center provides a quiet place to rest for a while, and the play fields to the southeast accommodate team sports. Finally, the grade school fields and nearby community gymnasium support

the local residential community. While considering existing amenities, it is also important to note Woodin Avenue's streetscape improvements, which provide a pleasant walking experience as well as enhance local businesses.

Circulation, Parking, and Street Design

The Chelan Downtown Master Plan builds on the previous studies and planning efforts commissioned for the downtown core. Two key previous efforts are the City of Chelan Strategic Plan (2008-2009) and the City of Chelan Traffic Circulation Enhancement Study (2005).

In addition, a number of key issues were brought up in the downtown master planning process:

- The Columbia Street corridor between Woodin and Nixon Avenues needs improvement for pedestrian and bicycle use.
- There is no clearly defined route through downtown for through traffic, nor are there adequate entry gateways to downtown.
- The streetscape design, particularly along arterials, detracts from downtown's character and identity.
- Crosswalks need to be added or upgraded.
- Pedestrian and bicycle access to the lake should be improved.
- Pedestrian and bicycle safety should be improved on the highways.
- The parking conundrum needs to be addressed—at times there can be a significant shortage of available parking near key destinations.
- Streetscape design elements in the historic core need updating.
- Pedestrian access on the old Woodin Avenue Bridge needs improvement.
- Alleys can be enhanced to provide additional connections.
- A public parking garage should be considered.

Challenges and Opportunities

Land Use and Development

The **historic retail core** along Woodin Avenue is well defined (between the bridge and Saunders Street). Many of the core's buildings date back to the early 1900's. Current uses include restaurants, gift boutiques, clothing shops, a hardware store, a movie theater, a museum, and a variety of other small

scale retail uses. While all of the remaining older buildings have been remodeled at one time or another, there are very few storefront —gapsll in the core. The primary challenges for the core area are to maintain and enhance the mix of pedestrian-oriented retail uses, retain and enhance the historic buildings/storefronts, and upgrade or redevelop the few non-storefront buildings that currently break up the historic storefront pattern.

Commercial/Transitional: The areas shown in pink in Exhibit 3-2 and defined as "Commercial/Transitional" are a blend of commercial, office, multifamily, and single family uses. These areas are around the perimeter of the retail core (along the E Woodin Avenue/US 97A, Saunders Street, Johnson Street, and Chelan Avenue) and along the Manson Highway frontage. The character of the buildings varies from traditional storefronts (along Johnson Street and Wapato Avenue, west of Saunders Street) to automobile- oriented commercial development (Safeway and Red Apple Market) to older single family homes (Chelan Avenue and Wapato Avenue east of Saunders Street), many of which have been converted to office or retail.

While there is a great diversity of uses in these areas, there is a lack of pedestrian amenities and visual cohesiveness. Sidewalks are often inconsistent or non- existent. There are very few street trees. Landscaping is minimal or often poorly maintained. These factors combined with inconsistent building forms tend to detract from the historic core. The setting can also discourage private investment in the area, as it can make it challenging to achieve the rents/sales prices needed to make redevelopment of sites viable.

Mixed-residential areas typically lack sidewalks and street trees.

These transitional areas, however, provide some of the best sites for redevelopment. The enhancement and redevelopment of these transitional areas will be critical to the long term health and vitality of downtown.

Mixed density residential areas occupy much of the northern, eastern, and southern perimeter areas of downtown. Developed originally as single family neighborhoods surrounding the historic core, multifamily zoning has encouraged incremental redevelopment of many home-sites over the past few decades. While apartment buildings and townhouses now dot these neighborhoods, older single family homes remain the dominant use in the area.

Example of newer multifamily development in the mixed-residential areas.

The lack of design standards [as of 2010] for new multifamily development has had impacts to these neighborhoods as well. Many apartment buildings depart from the established development patterns by including garages, driveways, and parking in the front yards– rather than behind the buildings and off the alleys. The design character of these buildings often clashes with the surrounding homes. The City recently adopted a—habitable spacell

requirement which restricts the extent of garages facing the street on new multifamily buildings.

The lack of sidewalks and street trees, however, are the biggest challenge of these areas in terms of visual character and pedestrian access. As a result, the streets are often poorly defined and a scattering of parked cars at different angles often is the dominant visual feature. These conditions detract from the character of downtown and tend to discourage private investment.

The few residential areas that feature consistent sidewalks also tend to feature the most well-kept homes. The area defined as the Carroll-Ogden Neighborhood, to the north and east of Manson Highway, is the most notable of these areas. Despite the current multifamily zoning designation, the area has remained predominately single family, and is thus shown as **Single family residential** on the map in Exhibit 3-2.

Housing affordability within the City and Lake Chelan region is a critical issue – and downtown is no exception. Like many other resort communities, the development and use of housing as vacation homes and tourism uses has helped to drive the price of housing out of reach of most local residents. The extreme seasonal fluctuation of Lake Chelan's tourism activity further increases this challenge.

Considering the downtown neighborhoods' close proximity to the retail core, the study area provides perhaps the city's most desirable location for affordable housing.

Other than the lake itself, downtown's best asset is its great waterfront parks. Riverwalk and Don Morse Parks provide a tremendous recreational and visual amenity for locals and tourists alike. Plans are currently underway to make substantial upgrades to Don Morse Park. Riverwalk Park includes a network of walkways that form a popular loop along both sides of the river. The PUD has current plans to extend this loop south/eastward across the Lake Chelan Dam. The connection between the park and the historic core is relatively weak, however, and could use some improvement. Participants also noted that Riverwalk Park could accommodate more community events and activity throughout the year.

Tourist accommodations, naturally, are sited along the lakefront areas and near the parks. Campbells Resort has long anchored the western edge of downtown and links the historic core with the lake. The recent development of the Lake House along Manson Highway generated considerable discussion about building heights and design standards for new development. While most participants like the architectural style of the building, many feel it is too tall, too long, and too close to the roadway.

Downtown's **Community facilities** are also valued by locals as a great asset. These facilities include City Hall, the community gymnasium, and Morgen Owings Elementary School. Chelan Middle School and Lake Chelan Community Hospital lie just outside the boundaries of the study area. At the corner of Johnson and Columbia Streets, the Chamber of Commerce's Visitors Information Center and PUD owned parking lot are key assets. These uses provide critical services and amenities and contribute to downtown's economic vitality and civic identity.

Community Design

Chelan is well endowed with outstanding physical assets on which to build a unique community character. The regional setting, especially the lake and hillsides, Riverwalk and Don Morse Parks, an intact historical core, and cohesive residential areas all contribute to Chelan's identity and sense of place. Unlike numerous communities that struggle to find a design identity without much to build on, the challenge for Chelan is to unify and enhance the several great qualities into a distinctive whole. The concept outlined on the following page recommends a strategy to accomplish this by focusing on different design characteristics in different areas within the downtown.

The surrounding hillsides, deep blue lake, vineyards and orchards, is one of the Northwest's most attractive settings.

Besides the issue of an identifiable image, participants in the design process set a high priority on maintaining and enhancing the level of the downtown's design quality, not only as a critical element in attracting visitors, but also to upgrade the downtown's living environment for local residents. This should be pursued through both 1) high-quality public improvements, such as improved sidewalks, street lighting, furniture, landscaping, and other streetscape elements; park improvements; and art enhancements, and 2) revising design guidelines to ensure that new development is of high quality and fits with the downtown's architectural character.

Although highly visible, the highway links running through the area are not the downtown's most attractive features.

Parks and Amenities

With all these parks and recreational opportunities, it would seem that there is little the City needs to do to regarding this element. However, this enviable set of amenities could be significantly enhanced by better pedestrian and bicycle trail connections and some improvements to the individual facilities, as described below.

OUR DOWNTOWN PLAN

Economic Development Strategy

An economic development strategy identifies economic opportunities and the actions necessary to realize them. Economic opportunities represent the uses and activities that support existing and new businesses, provide jobs, and create the tax base necessary to support public facilities and services. The economic opportunities were identified through a market analysis of existing economic conditions, future trends, and an assessment of the area's competitive position compared to other communities. A market analysis was conducted as part of the plan, and is available upon request at city hall.

Chelan is already an attractive place to live, work and visit. The area is particularly well-known and popular as a place for recreation activity on the lake during the warm summer months. The area is marketed to visitors with the phrase ―Come to the Lake‖. The Lake will always be the primary attraction of the area. But there is clear opportunity to expand the message to ―The Lake and more‖. As visitors and potential new residents experience the full range of local amenities and features, the underlying economy will be strengthened and expand. Downtown Chelan offers the physical connection to the water, and the amenities to provide the ―pull‖ to bring people out of the water and into the rest of the community.

The economic strategy is based on two broad categories of economic support.

- Stimulate visitor-related growth opportunities, and
- Stimulate local residential and local-serving business growth.

Exhibit 3-33-3. Chelan's strategic location within the region

Exhibit 3-43-4. Woodin Avenue is a popular site for street festivals such as the "CruiZin" classic car show.

Stimulate Visitor-Related Growth Opportunities

General Approach

The market analysis identified the extreme seasonality of visitor spending and associated tax revenues. Seventy-six percent of hotel tax revenues are generated in the five-month period of May through September. The challenge is to extend the visitor season beyond those months. There are several specific opportunities to attract visitors during the non-peak months of the year.

Opportunities

- Conferences and meetings. Expansion of Campbell's conference facilities would leverage existing conference capabilities and reputation, as well the expressed interest by the owners.
- Expanded outdoor recreation opportunities. Existing winter sports resources could be enhanced, packaged and promoted for additional draw.
- Indoor recreation (recreation center, waterpark etc.). New facilities could provide year- round draw.
- Cultural events and festivals. The existing schedule could be expanded with major or minor events throughout the year.
- Wellness spa and retreat activities. Activities can be coordinated with conference activity and recreation.
- Expanded fractional ownership. Fractional ownership typically provides higher year- round average occupancy than full share.

Tools

There are tools available for both promotion and financing of facilities.

- Tourism Promotion Assessment. The City already receives a 2% tax on lodging revenues in the form of a credit against the State sales tax, and a 2% special tax. These revenues are reserved for visitor-related facilities and services. In addition, communities are authorized to collect a Tourism Promotion Assessment. This charge of up to $2 per occupied room per night, can be collected within a designated area that can be as large or smaller than city itself. Funds are reserved for tourism promotion. A $2 per night assessment would raise approximately $250,000 annually.
- Funding of Public Facilities. An indoor recreation facility could be funded by a bond issue with supplementary grant funding. The tax base could

be spread over a larger geographic area (than the downtown planning area) through formation of a recreation district.

Stimulate Local Residential and Business Growth

General Approach

The community can invest in facilities and activities that are attractive to both visitors and residents-particularly recreational facilities and cultural events. The city can also encourage diversified housing stock for a range of demographic segments including local workforce, families, and retired.

- Encourage more apartment development as affordable housing option.
- Encourage mixed use development as compatible with historic downtown and supportive of downtown businesses.

An analysis of several forms of development downtown indicate that such development can be feasible if parking can be accommodated in a cost-effective configuration, and if underutilized parcels can be acquired at reasonable prices.

Tools

- Fund public improvement through additional revenue generation using Local Revitalization Funding (LRF) or other programs.
- Use Business Improvement Association or other structure to fund joint improvements (like parking) and promote local business.
- Work with other jurisdictions to expand eligibility for Multifamily Tax Exemption program to stimulate housing development. The current threshold is a population of 5,000 for communities planning under GMA and conducting buildable lands analyses.
- Seek grants for public improvements through existing economic development, transportation, and recreation programs.

Downtown Plan Concept

Integrating Ideas

The planning concept translates the economic development strategy and public objectives into an integrated series of actions. In essence, the concept is the unifying ideas that direct and coordinate the variety of activities that the City and its partners must take to achieve their vision. A unifying vision is particularly important because unlike many downtown plans in which planning teams start from scratch, Chelan's Downtown Master Plan builds on

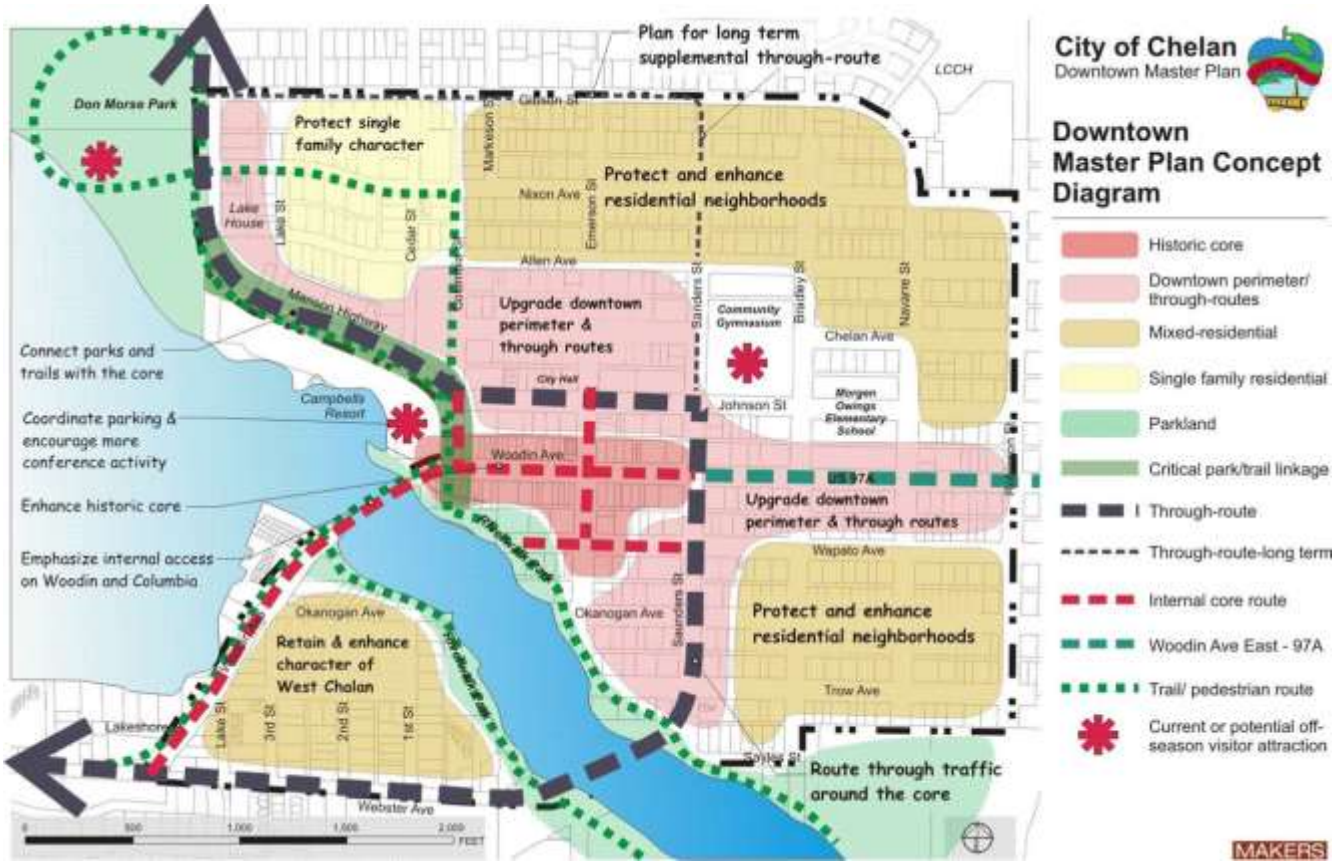
local efforts by the City and volunteers over the past several years. For example, when the current planning effort began in spring 2009, the community already had begun the planning of transportation and pedestrian improvements, started working on a parking strategy, established a main street program with a communication strategy, and studied measures to upgrade the historic bridge. So the emphasis of this plan is to augment those efforts and integrate them into an effective revitalization strategy.

The economic development strategy indicates that the most important opportunities to address include: 1) enhancing and unifying current attractions in order to strengthen Downtown's appeal to visitors, 2) supporting those attractions with sufficient infrastructure to make them accessible and convenient, 3) growing the downtown residential population to provide year-round support for businesses, sustainably accommodate growth and housing needs, and strengthen local neighborhoods, and 4) adding ―shoulder season‖ (off-peak) visitor activities to strengthen the visitor based and retail business sectors.

To pursue this strategy, the concept emphasizes protecting and enhancing Chelan's existing strengths including its retail core and historic character, enhancing and connecting assets such as parks, trails and amenities for greater impact, addressing key issues such as parking and traffic movement that constrain economic opportunities and reinforcing Chelan's identity as a recreational destination and a great place to live.

To accomplish this, the plan integrates the following key elements described and illustrated in the diagram below. Bulleted listings on the following pages identify key recommendations in the plan.

Exhibit 3-5~~3-5~~. Downtown Master Plan concept diagram.



Enhance the Woodin Avenue core

- Build on the authentic small town character of the core business district by instituting form-based regulations to maintain historic character.
- Lower height limits to protect views.
- Upgrade streetscape elements (street furniture, additional curb bulbs, and enhanced crosswalks).
- Initiate a parking study to determine parking needs and measures to provide adequate supply.

Route the through traffic around the core (to reduce congestion) while enhancing entries into the core for those who wish to visit

- Implement planned Johnson Street improvements (roundabouts and signal at Columbia).
- Upgrade signage and signature elements to route through-traffic on Webster Avenue (97A), Saunders Street, and Johnson Street around the core – reducing congestion in the core and on the bridge.

- Install a system of gateways to direct visitors into the core.

Protect and enhance local neighborhoods

- Reduce height limits, remove density limits, and adopt form-based design regulations to promote compatible infill housing and prevent intrusive development.
- Downzone the Carroll-Ogden neighborhood to preserve its single family character.
- Establish a program under which residents can work with City to improve or install sidewalks and other street improvements.
- Initiate other programs that encourage the upgrading of existing housing stock

Complete the network of parks, trails and walks

- Add pedestrian walkways along the outer edge of historic Woodin Avenue bridge (while retaining historic character).
- Connect downtown core to Don Morse Park with improvements along Columbia and Nixon Streets in the short term and via sidewalk and redevelopment improvements along Johnson Street and Manson Highway in the long term.
- Reconfigure Columbia Street between Johnson Street and Riverwalk Park to enhance pedestrian and bicycle access and safety.
- Enhance the Riverwalk gateway between Woodin Avenue and Riverwalk Park. Upgrade alleys and through block connections.
- Extend pedestrian and bicycle paths on Woodin Avenue east of Saunders Street.

Undertake projects to attract visitors during spring – fall "shoulder season".

- Address conference center expansion impacts so that this or similar facility can be developed.
- Explore options for the utilization of community resources such as the community gymnasium and Don Morse Park

As a central part of this effort, the plan also proposes to replace the current zoning/land use regulations with new form-based regulations to shape new growth in accordance with the community's vision and support the other measures.

Identity and Design Character

Because enhancing the Downtown's identity is so important to its visitor based economy and the community's sense of itself, this plan gives special attention to that element. The discussion below summarizes how many of the individual actions recommended in the Plan Elements Section are integrated toward a consistent community design image.

The Woodin Avenue Historic Core features a consistent

Community Design Strategy

Because downtown Chelan consists of several distinct areas—each with its own unique characteristics—the general design strategy is to establish form-based development standards and public improvement designs that are specially configured to enhance each individual area. For example, the standards and recommended improvements for the Woodin Avenue core emphasize its historic character, while those for the multifamily residential areas on the perimeter are formulated to re-enforce their single-family residential qualities. The proposed standards will also help the different areas fit together by increasing the compatibility between buildings.

Don Morse park is a bit isolated from the downtown core but is a tremendous attraction for both visitors and local residents.

Beyond guiding development and gradually improving the public infrastructure in the various downtown districts, there are three areas that are especially important in defining downtown Chelan's image, the Riverwalk Park loop, the historic core, and the regional corridors. Each of them has a different set of assets, character, and opportunity to enhance the downtown's identity. As indicated in Exhibit 3-7 below, the key concept for enhancing the town's identity is to focus on these three areas and reinforce the most appropriate aspects (as noted above) of the community's identity in each.

A two-story height limit would help to preserve mountain views from Woodin Avenue sidewalks and encourage the preservation and enhancement of older

The historic core is a coherent —main street with an attractive set of early 20th century buildings along a pleasant pedestrian street. Views of the characteristic mountainsides are prominent as one walks along Woodin Avenue. Therefore, the plan recommends limiting height to two stories to protect the views and requiring new buildings and any building remodels to feature pedestrian-oriented storefronts with historical building elements, details, materials, and colors. The two-story height limit will also discourage the redevelopment of Woodin Avenue's historical buildings.

Additionally, the City and the Historic Downtown Chelan Association (HDCA) are in the process of upgrading downtown street furniture.

The Chelan County Public Utility District (PUD) has made substantial improvements to Riverwalk Park. The loop walk is especially appealing, as it provides a diverse waterfront walking experience. This area could be further enhanced with artwork and additional activities (see the Parks and Amenities Element within Chapter 5, for more details). This plan recommends

that the community establish the Loop as a linear sculpture garden, with permanent and temporary art installations. Most important, however, is to better connect the park to historic core and heighten its visibility as a premier attraction. Converting the alleyway between the Columbia Street/Woodin Avenue intersection and Riverwalk Park into an attractive and welcoming public space would be a transformative first step. Emerson Street, south of Woodin Avenue, is also an important connection and could be an appropriate setting for festivals, fairs, and markets that require a linear space.

The regional corridors, including Saunders Street, US 97A (East Woodin Avenue), Johnson Street, and the Manson Highway, are the downtown's connection to the region and the most visible part of the downtown for visiting motorists. Therefore, it is logical that these streetscapes relate to the region's identity as well as serve as a sequential gateway into the downtown. Improvements that reflect the lake and its recreational activities, the mountainous landscape, and agricultural activities (especially vineyards and orchards) would be appropriate. Landscaping and lighting should be consistent along these corridors to help visitors realize that they are on the regional routes. For example, consistent corridor landscaping would help signify the new (Dan Gordon) bridge connection for through-traffic via Webster Avenue and Saunders Street. Because right-of-way space is often limited, the use of columnar trees is recommended.

Gateways into these special areas are especially important. Signage— or better yet, design features that welcome visitors to the historic core and Riverwalk Park area— should be a high priority. On the following page are described some improvements recommended for each potential gateway. The numbers are keyed to the locations shown in Exhibit 3-7.

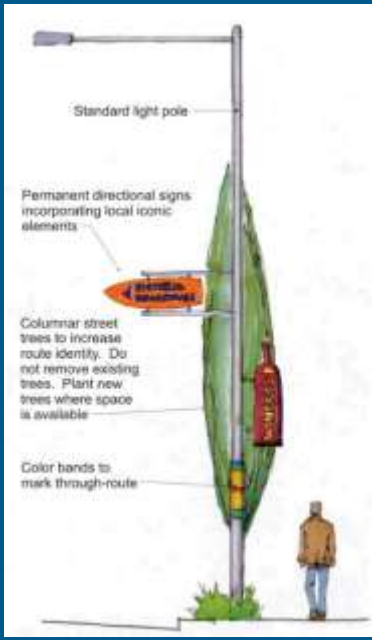


Exhibit 3-6~~3-6~~

Signature streetscape elements proposed for the regional corridors will aid in route-finding and will reinforce Chelan's character. Note the columnar trees and decorative sign elements.

Exhibit 3-7~~3-7~~. Downtown community design strategy

9. **Historic Bridge.** Retain and, as necessary, restore the historic bridge, [Grab your reader's attention with a great quote from the document or use this space to emphasize a key point. To place this text box anywhere on the page, just drag it.] which is Chelan's most identifiable structure. Construct pedestrian walkways on each side of the bridge.

10. **Riverwalk Park.** Enhance this trail connection, perhaps with more prominent signage, artwork, and/or lighting.

11. **Riverwalk Park gateway.** As noted above, improve the alley corridor between Woodin Avenue and Riverwalk Park.

12. **Emerson/Riverwalk connection.** This street merits special treatment as a connector between the historic core and Riverwalk Park. Signature street trees and lights would accomplish this.

13. **Eastern gateway to the historic core.** This is an especially opportune point to attract visitors to the historic core. The large highway sign provides information, but the design of the Woodin Avenue/Saunders Street intersection itself should entice visitors to enter the core from the south and east. A new crosswalk, special paving, lighting, and art enhancements is recommended on the west side of this intersection.

a. **Johnson Street /Columbia Street intersection enhancements.** This highly visible intersection merits special improvements. A planned traffic signal will help pedestrian and vehicular safety. Also, the City is considering a landscaped mini-park at the current recycling site. While not an especially attractive setting for sitting or other activities, the corner should be enhanced with substantial landscaping and, perhaps, some distinctive larger-scale artwork. Directional signs to the core and Columbia Street improvements are also recommended.

b. **Entry sign/feature into the historic core at Emerson and Johnson Streets.** Whereas traffic conditions may make right turns from the Manson Highway onto Columbia problematic, an attractive sign to direct visitors into the core at Emerson Street is recommended.

7. Northern gateway to downtown. Gateway signage along Manson Highway adjacent to Don Morse Park provide a welcoming entrance into downtown from the north.

8. Southwest gateway to downtown. Gateway signage at the Woodin/Webster Avenue intersection welcomes visitors into downtown and directs through traffic to Webster Avenue and historic core traffic to Woodin Avenue.

Each of these design —strategies is described in greater detail in the Plan Elements Chapter. While many of the recommended actions can be undertaken independently, the important thing is to view them in the context of the larger economic and urban design strategy and coordinate them so that their benefits are maximized.

Land Use and Development Strategy: Form-Based Standards

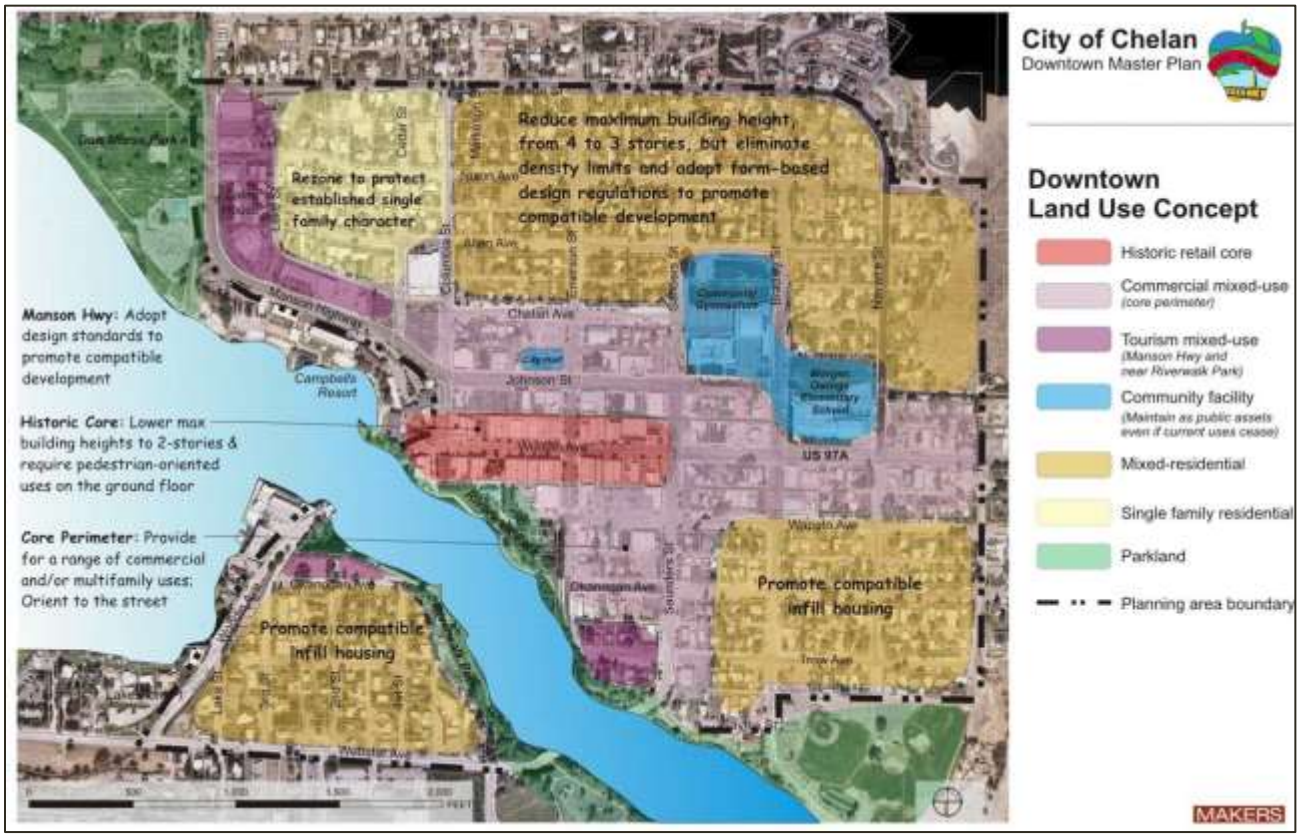
The land use strategy for downtown emphasizes the need for form-based standards and guidelines to preserve and enhance the historic retail core and surrounding commercial and residential areas. The form-based strategy includes greater emphasis on the form and design of development along the street, reduced building heights in many areas, and the elimination of arbitrary density limits for most areas. Exhibit 3-8 on the following page highlights the key land use concepts for downtown.

Along with a form-based approach to development regulations, Exhibit 3-8 illustrates that the downtown is broken into different districts, each with a more specialized set of standards. This will support:

- Special historic preservation provisions for the Woodin Avenue core.

- Increased mixed-use opportunities in the ―commercial mixed-use‖ frame around the core.
- Development regulations oriented toward protecting the low-rise residential character of the mixed- residential neighborhoods.
- Protection of the single family qualities in the established neighborhood between Lake and Columbia Streets.

Exhibit 3-8~~3-8~~. Downtown Land Use Concept



Envisioned Land Use Pattern

The historic retail core on Woodin Avenue between the river and Saunders Street has been preserved and continually enhanced over time. New storefront buildings that contribute to the core's character have been added incrementally (corner of Woodin Avenue and Columbia Street and at both corners of Woodin Avenue and Saunders Street). Reduced height limits have effectively discouraged redevelopment of the older buildings – many of which have been lovingly renovated and restored. Also, land use provisions now ensure that ground floor uses along Woodin Avenue are reserved for restaurants, retail, and other uses that generate pedestrian activity.

New development around the perimeter of the core has upgraded the character of downtown and generated greater pedestrian activity. Street improvements along Johnson Street have encouraged mixed-use infill development there.

Expanded conference facilities fronting the Columbia/Johnson Street intersection have generated a significant amount of pedestrian and economic activity – particularly in the winter and spring months. Also, infill commercial, mixed-use, and multifamily development have occurred incrementally along Chelan Avenue and Woodin Avenue east of Saunders, improving the character of those streets.

Tourist-oriented condominiums and timeshares have been added along the Manson Highway frontage and along Okanogan (west of the river) and Trow Avenues (east of the river). Timeshare uses have helped to increase tourism activity during the non-summer months – increasing activity downtown in those typically slow months. The design standards ensured that these developments fit well with their surroundings and enhanced the visual character of the various areas.

Compatible infill housing has been developed incrementally in the residential neighborhoods. This includes townhouses, small scale multifamily buildings, duplexes, even some new single family homes. Form-based design standards have ensured that the multifamily buildings fit well into the neighborhood and contribute to its historical small town character. A significant number of accessory dwelling units have also been added, which provide an affordable housing and/or rental income option for locals. These new developments combined with incremental streetscape improvements (sidewalks, landscaping, and street trees) have upgraded the character and walkability of these neighborhoods.

Public facilities remain a key component and draw for downtown. Both City Hall and the Library have been expanded and enhanced. The schools, parks, and nearby hospitals have also been retained and upgraded over time. Their presence and activity continue to be major assets to downtown's residents, businesses, and even tourists.

Affordable Housing

The Community Housing Manual, was drafted earlier this year to help guide the implementation of the 2008 Comprehensive Plan. The housing manual was intended as a ―living‖ document that will evolve as the City moves towards its housing goals. In addition to neighborhood planning and safety/crime prevention, affordable housing was among the top priorities of the document. This master plan and proposed regulations and design standards are among the key near term actions set forth in the manual. Other short and long term actions are recommended in the document and should be pursued accordingly.

Public Facilities and Assets

Another priority for planning participants was to maintain downtown's current schools and facilities as public assets – even if the current facilities are vacated. The concept is that these facilities should not be sold for private development should the current uses vacate. For example, if the elementary school were to close or move, the City should find another public use or amenity to replace it.

The City is currently studying potential uses for the existing Chamber of Commerce Visitors Information Center (VIC) and PUD parking lot site on the corner of Johnson and Columbia Streets, as the PUD is considering selling the property. The City should promote uses on this site that contribute to the pedestrian qualities and economic vitality of downtown.

Circulation, Parking, and Street Design

Separate Regional (Through) and Local (Circulating) Traffic

SR 97A (East Woodin Avenue) and SR 150 (Johnson Street - Manson Highway) provide regional connections for vehicle traffic, and also pass through the downtown core of Chelan. The needs of the regional commuting traffic (ease of passage, clearly defined routes, and minimal interference from side streets and parking maneuvers) are at odds with the needs of the local traffic (access to businesses and neighborhoods, circulation through the downtown core, and access to parking). In order to maximize the efficiency and safety of the road network downtown, these two types of traffic should be separated as much as possible with local circulating traffic directed to the downtown city streets while the regional traffic is directed to the state highways. The following strategies support this effort:

- Provide clear and attractive gateway signage at key points to direct regional traffic to SR 97A and SR 150.

- Because the state highways encounter a number of turns, provide consistent signature streetscape improvements along the state highways to improve route- finding and enhance the character and identity of downtown Chelan. See Exhibit 3-6 above for example signature design elements.
- Limit on-street parking on the state highways to parallel parking to maximize safety and function of the roadway. Angled parking will be provided on local streets.
- Through-routes should avoid heavy pedestrian areas where possible. When not possible, pedestrian crossings should be well marked and direct.
- Consider intersection improvements or modifications to better accommodate increasing traffic volumes.
- Provide prominent day parking signs at strategic locations to encourage the use of public parking lots.
- Consider redirecting Chelan-Manson through-traffic in the longer term via an alternative or bypass route. This action will require extensive coordination with impacted community members and design measures to mitigate impacts.

Pedestrian and Bicycle Access and Safety Improvements

Pedestrian and bicycle access between downtown businesses, the lakefront, parks, and neighborhoods should be improved to enhance safety, provide more attractive pathways and complete missing links in the lakefront trail system. Participants in the downtown planning process recommended:

- Completing the Lakeside Trail through the downtown core. This involves improvements to the Old Woodin Avenue Bridge, the development of a wider multi-purpose pathway on the west side of Columbia Avenue between Woodin Avenue and Johnson Street (see Exhibit 3-9 for a conceptual trail design and alignment), and improving bicycle and pedestrian facilities along Manson Highway between Columbia Street and Don Morse Park.
- Create an attractive pedestrian/bicycle route between the historic core area and Don Morse Park via Columbia Street and Nixon Avenue. Proposed improvements include a separated multi-purpose pathway on the west side of Columbia Street between Johnson Street and Nixon Avenue and a combination of improved sidewalks, bicycle lanes, and off-street multi-purpose pathways along Nixon Avenue. (See Exhibit 3-9 for a conceptual trail design and alignment.) This connection is

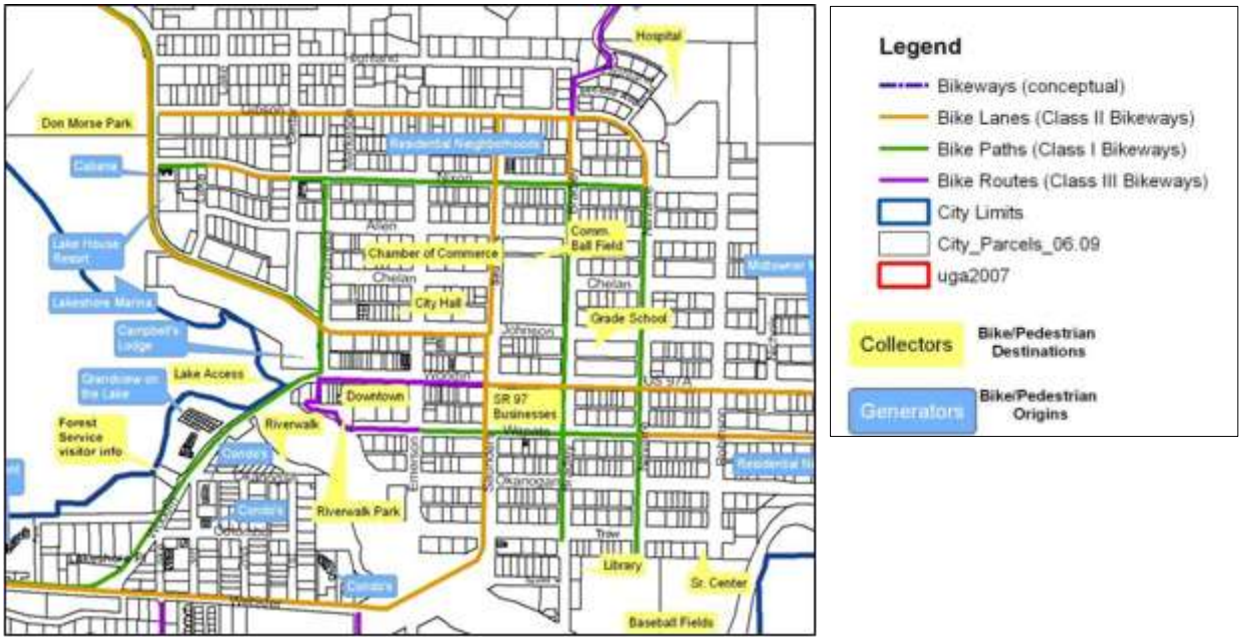
particularly important in the near term due to rights-of-way constraints along a small section of Manson Highway just west of Columbia Street, which will likely delay the completion of that segment of the Lakeside Trail Plan.

- Enhancing crosswalks throughout downtown, particularly within the historic core and near the lake/river. Strategies to improve pedestrian crossings include:
    - Pedestrian crossings should be well designed to provide short/direct crossing points. Refuge islands should be provided on streets with especially wide right-of-way.
    - Textured pavement or colored concrete should be used to make the crossings more visible to drivers.
    - Crossings should be located to provide connections attractions and trails.
- Providing additional connections by enhancing alley ways to make them suitable for multiple uses.

A comprehensive plan for addressing the City of Chelan's pedestrian and bicycle needs is underway with the Non-Motorized Transportation Plan, prepared by Highlands Associates. Adoption of this plan will be a crucial first step in providing a blueprint for future improvements. Other notable improvements under consideration in the draft plan include:

- Class I bikeways (separated multi-purpose pathways) on portions of Bradley and Navarre Streets, Nixon Avenue, and Wapato Avenue.
- Class II bikeways (bicycle lanes) on portions of Johnson Street (in conjunction with development of roundabouts), Manson Highway, Gibson Avenue, Saunders Street, Woodin Avenue, and Wapato Avenue.
- Class III bikeways (signed routes) on portions of Woodin and Wapato Avenues.

Exhibit 3-9~~3-9~~. The downtown portion of the current draft non-motorized transportation routes under review and subject to change



Improvements to East Woodin Avenue

Woodin Avenue east of the downtown core (SR 97A) is gradually being redeveloped with commercial uses stretching up through midtown. Pedestrian and bicycle facilities are limited or non-existent, and parking is limited. Because of the number of individual parcels accessing this corridor and because the nature of the traffic issues varies greatly by location, a more in-depth corridor study is recommended to develop an improvement plan. The study should address the following issues:

- Potential reduction in the number of side streets accessing the corridor. Private access management.
- Pedestrian and bicycle facility improvements and safety. On- and off-street parking.
- Opportunities for landscaping and street trees.
- Consistent streetscape with other portions of the state routes through Chelan.
- Best lane configuration to accommodate increasing traffic and the needs identified above.

Improvements to Columbia Street Corridor

Columbia Street handles a significant level of vehicle traffic as it is a key link between the north and south shores of the lake and SR 97A and SR 150.

Columbia Street also provides for downtown circulation as a connection between Woodin Avenue and Johnson Avenue and the numerous businesses along these east/west streets. Columbia Street's strategic location linking SR 97A and SR 150 and along the Lakeside Trail route make it the biggest chokepoint for vehicular, pedestrian, and bicycle traffic in downtown Chelan. These competing needs overtax the existing facility and create undesirable conditions along the Columbia Street corridor. The proposed strategy to improve this situation includes:

- Install the proposed signal at Johnson Street.
- Reroute regional traffic off Columbia Street and back to state routes.
- Reduce the street cross section between Woodin Street and Johnson Avenue to three lanes and use the vacated lane width to provide an enhanced bicycle and pedestrian facility on the west side of the street.
- Maintain on street parking along the corridor as much as possible, particularly between Johnson Street and Allen Avenue.
- Use Columbia Street corridor to provide pedestrian and bicycle connectivity with upgraded alleys and connections to the Riverwalk and Lakeside Trails.

Increased traffic over time may cause congestion at the critical intersection of Columbia Street and Woodin Avenue. If this congestion reaches the point where it becomes a detriment to local circulation and business activity, the City should consider turning movement restrictions at this intersection. Such restrictions may be limited to peak traffic hours when congestion is the most severe. And possible restrictions can be easily tested with temporary signs and pavement markings before being established on a more permanent basis.

ure 67. Before (right) and after (sketch above) images showing pedestrian

Exhibit 3-10~~3-10~~. Proposed 2030 Configuration for Columbia Street

Historic Core Streetscape Design Improvements

The HDCA has selected street furniture and signature colors for use in the Core which are presented in the Appendices. According to the color scheme, the lights, waste receptacles, metal parts of the benches and other metal elements will be painted very dark forest green. Other colors include selected shades of yellow ochre, lighter greens and brick red. The preferred furniture style is generally of a traditional or historic character. The City's Sustainability Committee recommends that recycle receptacles be provided in addition to the standard waste receptacles.

The current street lights are nearing the end of their life span and will eventually require replacement with historically styled pedestrian light fixtures. It is recommended that a durable, energy efficient light with refractors that direct light downward be chosen. The example shown to the right by Lumec Lighting has been shown to be both durable and efficient, but the City should compare manufacturers before procurement.

Residential Streetscape Improvements

Several residential streets in Downtown Chelan currently do not have curbs, gutters or sidewalks. In many cases, the current streetscape configuration consists of a paved asphalt roadway with ambiguous edges that turn into gravel areas for parking. This leaves a wide, unimpeded area for vehicular traffic to travel at speeds inappropriate for residential streets. There is no delineation between the public right- of-way and where private property begins. On streets without curbs and sidewalks, parking areas are not clearly defined, which leads to a variety of parking configurations, including: perpendicular parking, angle parking, and parallel parking. Pedestrian space is not defined, leaving pedestrians to walk in the street or in the gravelly areas next to the street if there aren't cars parked there. In some cases, roadway drainage is directed to a ditch along the roadway edge. In short, the lack of suitable roadway infrastructure results in inefficient, unsightly, and potentially dangerous conditions not suitable for an urban neighborhood. Besides being a safety concern, especially for children in the neighborhood, it limits the use of the downtown by local residents. A lack of safe and continuous sidewalks is the most significant factor deterring people walking up to a quarter mile to use local retail facilities. Therefore, pedestrian comfort and safety is an economic issue as well.

Likewise, if the gravel "no man's landll between streets and front yards were more attractive, property values would rise noticeably.

Since it does not seem realistic to anticipate that the City will install traditional sidewalks on many of the streets in the neighborhood this plan recommends that neighbors, either individually or collectively and always in

concert with the City, initiate improvements in the unimproved portions of the street right-of-way (ROW). To that end, the City should establish a toolkit providing citizens with a variety of design ideas that can be initiated and implemented by citizens either as improvements to individual residential street frontages or as a coordinated block-long effort.

The toolkit would provide community members with a number of different lower-cost techniques that could be used on these streets to accomplish community goals. A full curb gutter and sidewalk treatment is generally the best, but is not always affordable, especially if drainage conveyance must be installed. Each site and block will have unique circumstances, so the toolkit should be designed to guide participants with ideas and strategies such as those shown in Exhibit 3-11. Ideally, homeowners would collaborate on a block front improvement tailored to their individual preferences. For example, one resident might want angle parking and another a wider lawn or garden area. These can both be accommodated provided a safe walkway is installed. Exhibit 3-12 illustrates what a street might look like after block front improvements. Note that the dimensions in the illustrations are typical and will vary from block to block.

Alley Improvements

Improvements to the alleyways in the historic core were a high priority among participants – particularly where they are most visible to pedestrians. Notable locations include the PUD alley (see discussion in the Parks Element), the alley south of Woodin Avenue facing Riverwalk Park, and the alley adjacent to the PUD parking lot on Johnson Street. The other alleys north and south of Woodin Avenue provide additional opportunities. The suggestions in Exhibit 3-12 are integrated into the design standards and guidelines for downtown.

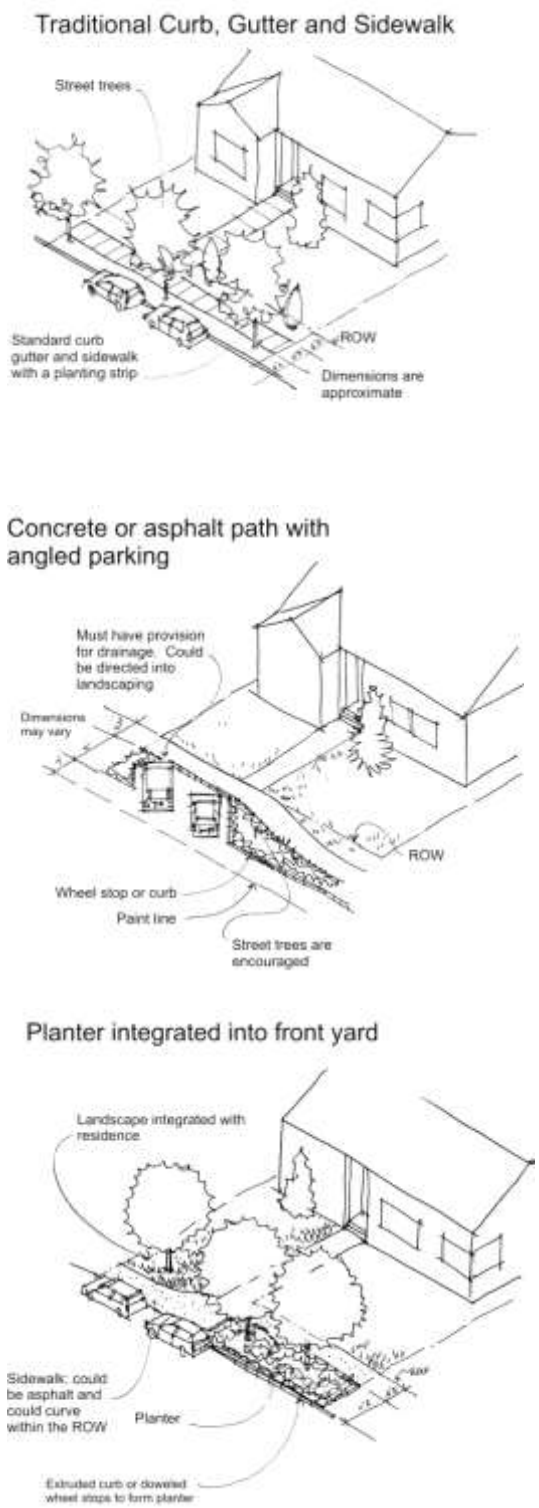
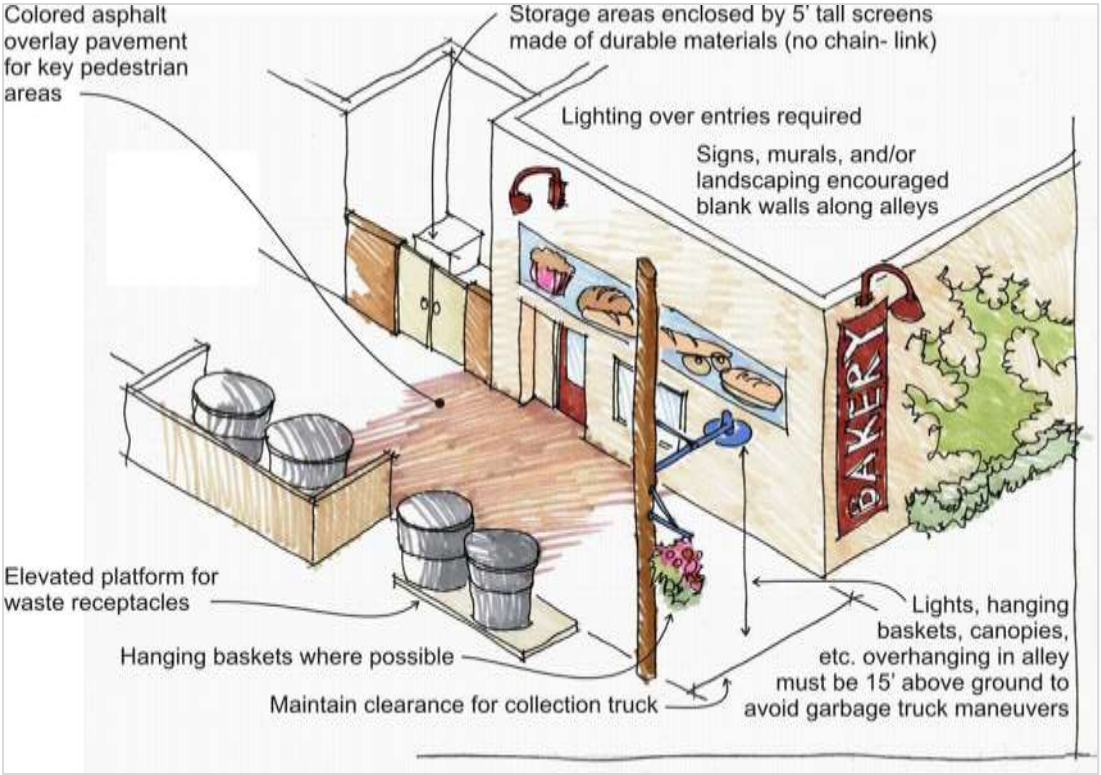


Exhibit 3-11~~3-11~~. ***Possible toolkit suggestions.***

Exhibit 3-12~~3-12~~. Design guidelines for alley improvements in the historic core



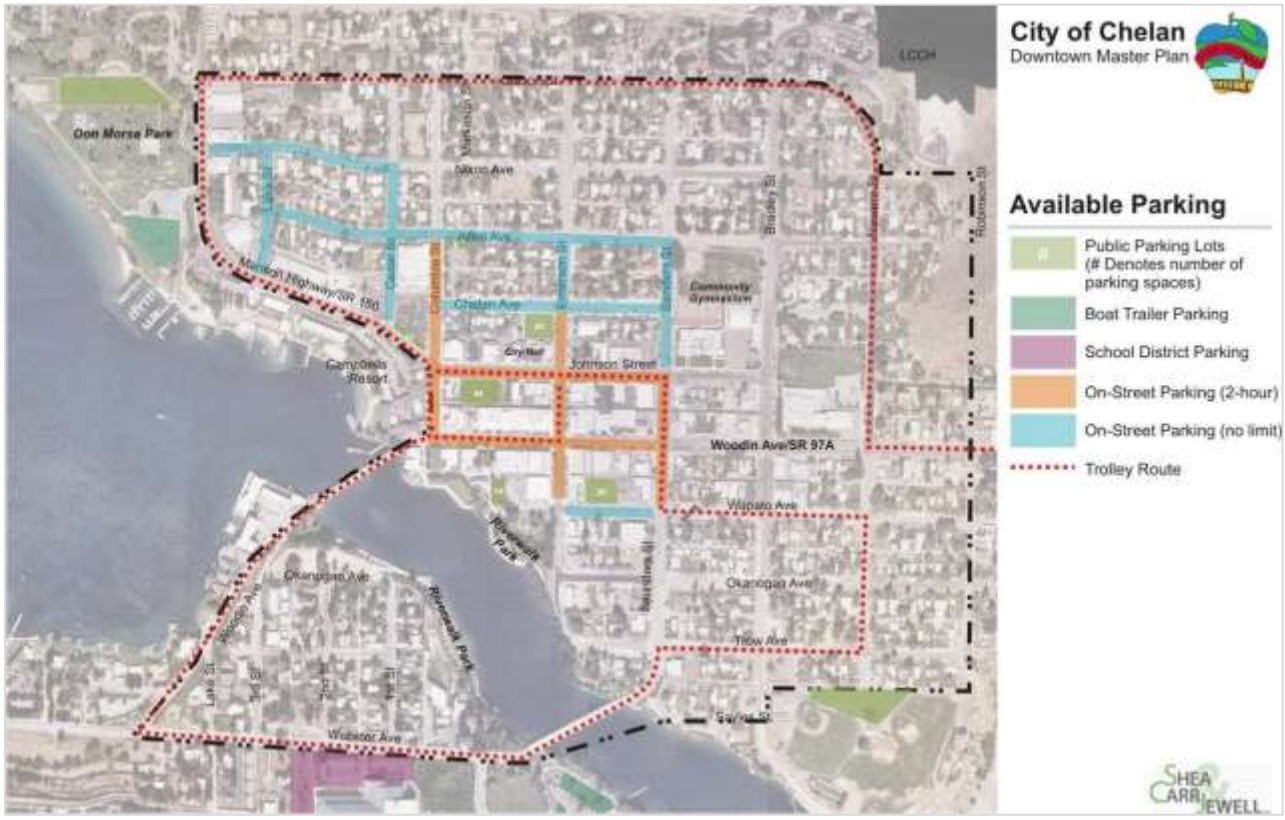
Parking Improvements

Parking in the downtown area is a challenging issue: While there are considerable amounts of parking provided, the seasonal nature of tourism (which is focused to a large degree in the city core) impacts the available parking. During peak demand times, convenient parking can be difficult to find.

The City of Chelan conducted a parking inventory in September of 2009. Based on this study, there are currently 1,072 on-street parking spaces in the study area, 174 spaces in public lots, and 739 spaces in private lots.

While parking in downtown Chelan is not at capacity overall, there are times when seasonal demand exceeds the parking supply and parking occupancy may be at or above 90% at the peak time of the day. Future parking management in the City of Chelan should include a variety of parking strategies, and these strategies ought to seek a balance between providing adequate space for cars and incentives for people to use cars less frequently. Parking strategies to capitalize on the available parking and plan for future needs are outlined in Exhibit 3-13 and on the following pages.

Exhibit 3-13~~3-13~~. Available parking currently in downtown.



- **Determine the True Nature of the Problem.** The first step to determine parking needs is to identify how much parking is currently available and how it is used. A detailed parking demand analysis should be conducted, including an evaluation of the parking supply by time of day and by block or parking lot. Local stakeholders (businesses, employers, employees and customers) should be involved and surveyed for input about their perceived parking needs, as well as residents in areas where downtown parking may spill over into adjacent neighborhoods. A parking demand analysis will indicate whether the existing parking supply is sufficient, under-utilized, at or over capacity, and propose tactics on how best to proceed.

- **Satellite Parking Lots and Park-And-Ride Lots with Shuttle Service.** The City currently has an agreement with the Chelan School District that allows for public use of District lots when school is not in session. Link Transit operates the Lake Chelan Park & Ride lot at Lakeside, served by Route 21, which travels between Wenatchee, Entiat, Chelan and Manson. Enhancing these remote parking locations with a shuttle service to downtown during peak season or coordinating with the existing Link Transit trolley that circulates through the downtown every 30 minutes would make these parking options more attractive. Agreements, such as those with the School District, should be reviewed periodically to ensure

the type of parking most needed is being supported by these agreements.

- **Wayfinding System.** Effective wayfinding signs help visitors find parking easily and quickly, reducing traffic congestion and minimizing air pollution from idling and circling. Signs and maps should indicate the location of peripheral parking lots and park-and-ride facilities. Visitors to downtown should be clearly directed to parking areas, including the use of overflow parking lots and shuttle service.

- **Maximize Efficiency of Existing Parking.** Specific strategies that make better use of the existing parking supply should be implemented in any downtown parking plan. Short-term parkers – customers and visitors - are more sensitive to walking distance than are employees and business owners. Parking lots or areas for long-term parkers on the outskirts of the downtown area should be established to complement short-term parking restrictions. Public and institutional buildings, such as churches and fraternal lodges, or other downtown businesses may also have excess off-street parking that could be leased to the City for long-term parking. This strategy makes convenient on-street parking available for shoppers and clients and will increase downtown parking capacity. Ideally, this program should be complemented by employee incentives to carpool, bike, walk or use transit. Since the area attracts visitors with RVs, boats and trailers, sufficient appropriately-sized parking should be available on the outskirts of downtown. Boat and large vehicle parking could be limited to the school parking lot near the boat launch with appropriate signage that clearly directs visitors to that lot.

- **Establish Accurate and Flexible Standards for Parking.** The City's off-street parking requirements are based on standards developed by the Institute of Transportation Engineers (ITE). The ITE standards are intended to be used in conjunction with local conditions, and the generic standards may not necessarily be a good fit for all local needs. Parking requirements should be flexible and consider availability of transit, pedestrian and bicycle facilities, and other programs in place that reduce the need for parking spaces, such as shared parking, priority parking for carpools, etc. Parking studies for proposed uses may be used to support requests to reduce or increase parking.

- **Allow On-Street Parking to Count Toward Minimum Parking Requirements.** Requiring every business to provide its own off-street parking creates surface parking lots between destinations and makes walking distances longer and less pleasant. Allowing on-street parking to count toward minimum parking requirements could be considered in certain situations, such as when private lots are underutilized during

periods of peak parking demand. This strategy could be employed in conjunction with a shift by the City to build more public and less private parking.

- **Fee-in-Lieu of Parking Spaces.** Requiring every use in the downtown to provide separate parking facilities can degrade the pedestrian environment and discourage drivers from parking once and walking between nearby destinations. A potential solution is to allow or require a developer to pay a fee in lieu of providing on-site parking. The fees can then be used to provide centralized public parking. This strategy may be limited in its effectiveness as the City does not anticipate significant new development in the downtown core, but rather improvements to existing uses.
- **Construction of Public Parking.** Providing additional off-street parking is expensive, but may be necessary to support anticipated future growth. The most common way to pay for public parking lots is by issuing municipal bonds. However, public parking may also be financed through a public/private partnership. The City should consider a public/private partnership as a means to financing a structured parking facility. Partnership with Link Transit to operate the lot as a park-and-ride facility should also be studied.
- **Encourage Alternative Transportation Modes.** Providing parking spaces for electric vehicles and racks for bicycles will encourage downtown visitors to use these alternative forms of transportation.

Transit Improvements

The City of Chelan has been actively working with downtown merchants and LINK Transit to retain the existing transit and trolley service in Chelan. These efforts should be capitalized on to provide expanded transit service and ridership. Specific actions could include the following:

- Provide Trolley stops near key locations (Lakeshore Park, Don Morse Park, post office, Woodin Avenue) that visitors and local residents are likely to visit but may not require a personal vehicle.
- Use the Trolley to service outlying parking areas (such as the School District lots) to make these parking options more attractive.
- Ensure the Trolley schedule has frequent stops to make it a convenient choice for potential riders.
- Educate the local residents about the availability of mass transit. Educate visitors about the advantages of using the Trolley.

- Provide schedules and route information in a graphical format on-line, in printed form and on signage at strategic locations.

Downtown Parks and Amenities

Participants in the planning process stressed the need to link the parks in to a unified system to maximize the complementary benefits that they provide. Therefore, the key direction of this plan is to enhance the pedestrian and bicycle connections, especially in the core area between Riverwalk and Don Morse Parks. Improvements to the historic bridge, Columbia Street, the Manson Highway, and the Riverwalk gateway (the current PUD alley south of Columbia Street) are particularly important. At the same time, the City is completing a Non-Motorized Transportation Plan for pedestrian and bicycle routes that link the downtown to the surrounding region, and establishing these trails, lanes, and routes will enhance access from surrounding areas and increase the city's attractiveness as a recreational destination. Together, better connections in the core and improved access from the surrounding region reinforce each other and magnify each other's benefits.

Exhibit 3-143-14. Chelan Downtown Core Improvements

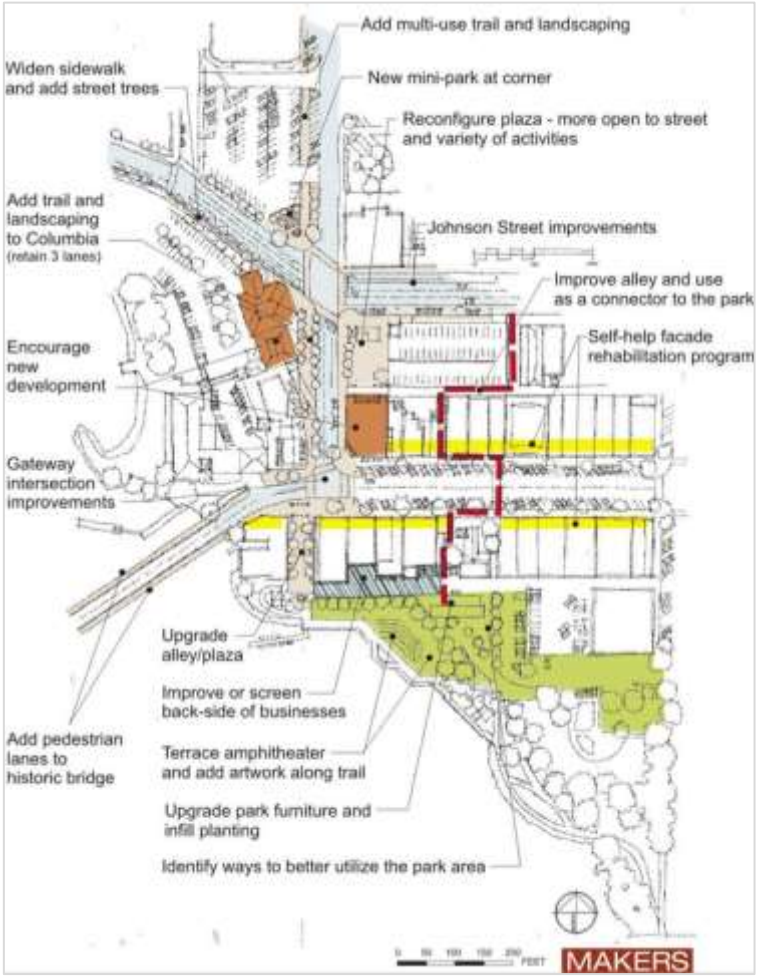
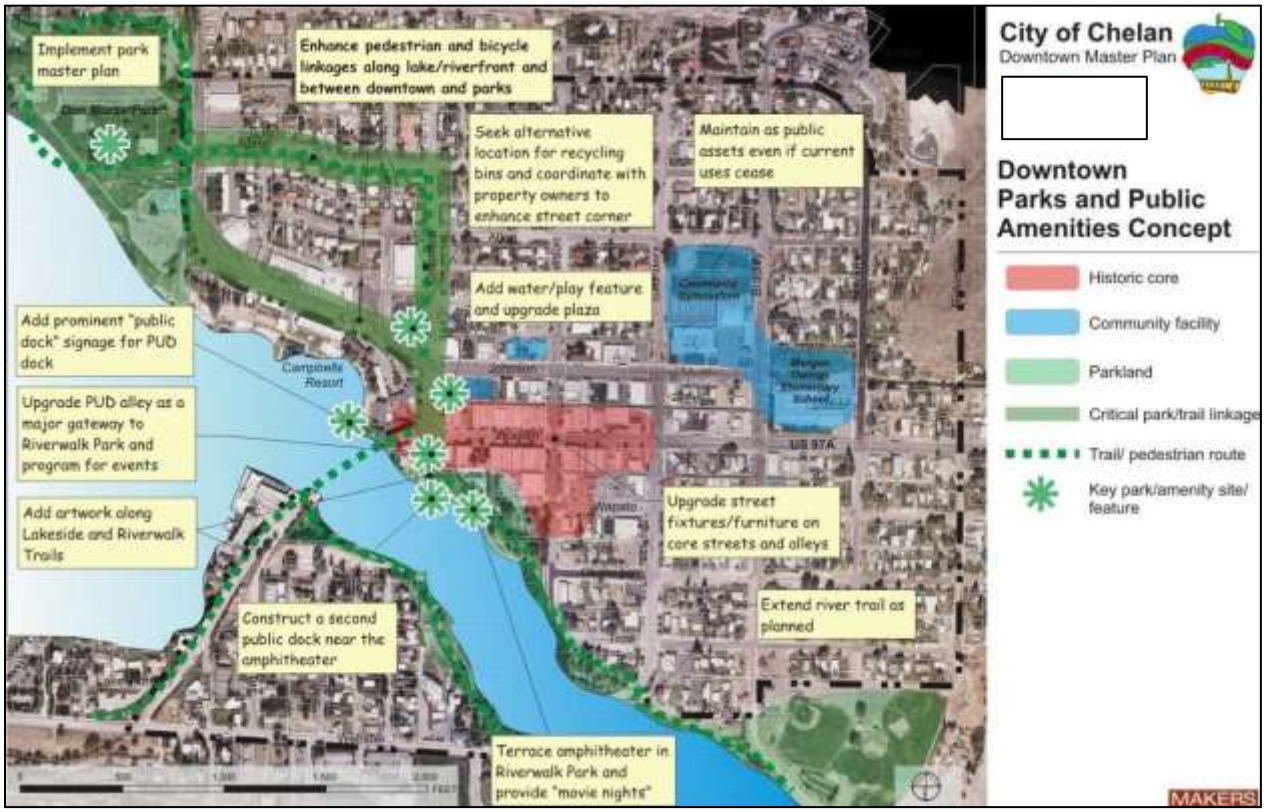


Exhibit 3-15 summarizes the other recommended park and amenity improvements, and the list of Plan Actions identifies specific implementation actions. Several of the on-street improvements and trails are described in the transportation section. Of special note is the recommendation to establish an arts program for the Riverwalk Park area.

Adding a sculpture-garden quality to Riverwalk Park would enhance the downtown's identity and support economic development efforts to attract more visitors.

Exhibit 3-15~~3-15~~. Summary of recommended park and amenity actions.



GOALS & POLICIES

Goal DT-I. Preserve and enhance the downtown's historic resources and character

Goal DT-II. Protect the historic bridge and add pedestrian pathways.

Policy DT II-1. Protect and enhance the Woodin Avenue core's historic character, scale, and view of the mountains.

Policy DT II-2. Upgrade street furniture and fixtures in the historic Woodin Avenue core.

Goal DT-III. Enhance downtown's role as an activity center and a place for daily and special functions.

Policy DT III-1. Upgrade downtown's streets, parks, and other public spaces to accommodate and attract pedestrian activity and special events.

Policy DT III-2. Encourage the development of infill housing and new tourist accommodations within downtown to increase pedestrian activity and support downtown businesses.

Policy DT III-3. Maintain public facilities within downtown for public use.

Goal DT-IV. Emphasize public art and cultural activities within downtown.

Policy DT IV-1. Encourage local artists to participate in the design and implementation of streetscape design elements.

Policy DT IV-2. Provide for the use of public spaces downtown for arts and cultural events/activities.

Policy DT IV-3. Emphasize arts and cultural elements in marketing activities for downtown.

Goal DT-V. Ensure that new commercial and mixed-use development is of high quality and appropriate to downtown Chelan's character.

Policy DT V-1. Establish design standards and guidelines to maintain appropriate orientation, design character, quality of new development, and building scale/perceived size of the buildings relative to their surroundings.

Policy DT V-2. Upgrade streetscapes in the commercial/mixed-use areas to provide pleasant pedestrian conditions.

Goal DT-VI. Retain the generally small-scale residential quality of residential areas.

Policy DT VI-1. Upgrade streetscapes over time to provide for safe walking and an attractive residential setting.

Policy DT VI-2. Establish development standards and design guidelines and to ensure that new development fits with the generally two-story single-family scale and vernacular 20th century architecture of existing neighborhoods.

Goal DT-VII. Upgrade the visual appearance of the downtown's principal vehicular corridors.

Policy DT VII-1. Improve streetscapes to establish greater continuity (consistency) and a more distinct, identifiable character.

Policy DT VII-2. Upgrade entry points into the downtown and the core to make them welcoming.

Policy DT VII-3. Design street improvements to downtown streets to make them safe and comfortable for non-motorized circulation and an attractive setting for business, development, and residential activities.

Goal DT-VIII. Promote increased pedestrian, bicycling, and transit use downtown.

Policy DT VIII-1. Improve the pedestrian connections from the retail core and residential neighborhoods to the lake and parks.

Policy DT VIII-2. Minimize conflicts between vehicular and pedestrian traffic.

Policy DT VIII-3. Expand and enhance the network of sidewalks and bike routes throughout downtown.

Policy DT VIII-4. Upgrade the character of streets in downtown.

Goal DT-IX. Manage —throughll traffic moving through the downtown core.

Policy DT IX-1. Improve gateway features and signage

Policy DT IX-2. Provide signature streetscape improvements on through routes that aid in route-finding and relate to the region's identity.

Goal DT-X. Develop strategies to enhance downtown parking.

Goal DT-XI. Protect and enhance downtown open spaces and shorelines.

Policy DT XI-1. Increase access and connectivity to open spaces and shorelines.

Policy DT XI-2. Enhance waterfront parks as one of the downtown's chief assets, adding art and facilities for compatible activities.

Policy DT XI-3. Add parks and plazas to enhance special areas, take advantage of unique opportunities, and provide for a variety of activities.

Goal DT-XII. Provide more destination uses and activities that bring more people downtown on a year-round basis.

Policy DT XII-1. Encourage new and/or expanded conference facilities within downtown.

Policy DT XII-2. Create off-season events that draw tourists into downtown.

ACTION PLAN

The following action items were included in the Downtown Master Plan. Some items that have been completed are noted, while the remainder still require implementation. The Downtown Master Plan should be referenced for additional detail on action items, phasing, and responsibilities.

Exhibit 3-16~~3-16~~. Downtown Land Use and Development Action Plan

Implementation Action
A-1 Craft and adopt form-based regulations to replace current land use regulations for the downtown planning area. [**Adopted in Municipal Code**]
A-2 Adopt a design standards and guidelines. [**Adopted in Municipal Code**]
A-3 Implement actions proposed in the 2008 Main Street Report.
A-4 Implement actions proposed in the 2009 Community Housing Manual. [**See Housing Element**]

Implementation Action

A-5 Plan for the reuse or redevelopment of downtown public facilities, should the current use(s) cease. These properties should remain in public use. Develop a community outreach process to best plan for the reuse/redevelopment of these properties consistent with community objectives.

A-6 Promote long term use(s) of the Chamber's Visitors Information Center/PUD parking lot site that contributes to the pedestrian qualities and economic vitality of downtown.

Exhibit 3-17~~3-17~~. Downtown Circulation, Parking and Street Design Action Plan

Implementation Action

B-1 Install signage and entry features at key gateway locations providing directions to attractions and routing regional traffic along state route corridors.

B-2 Adopt standards and improve streetscape for SR 150 and SR 97A to better identify the meandering through route in downtown. This includes standards for sidewalks, street trees, signage, and other streetscape elements on Webster Avenue, Saunders Street, E. Woodin Avenue, Johnson Street, and Manson Highway. Also, provide gateway/signage improvements at, and prior to, the Woodin Avenue/Webster Avenue intersection to direct motorists to the new (Dan Gordon) bridge.

B-3 Implement planned improvements along SR 150 and SR 97A and identify deficient locations. Planned improvements on SR 150 (Johnson Street) between Saunders and Columbia Streets should be completed, and the intersections of Saunders Street at Woodin Avenue and Farnham Street at Webster Avenue have already been identified as needing varying levels of future improvements.

B-4 Add pedestrian/bicycle pathways to the outside of the old Woodin Avenue bridge to provide a connection to the Lakeside Trail.

B-5 Install upgraded crosswalks that are signed and well marked. The use of colored and/or textured concrete should be considered to provide additional safety and aesthetic character. Specific locations needing upgraded crosswalks include:

- West approach of Woodin Avenue at Columbia Street
- West approach of Woodin Avenue at Saunders Street
- West approach of Johnson Street at Columbia Street
- West approach of Johnson Street at Emerson Street
- West approach of Johnson Street at Saunders Street
- East approach of Johnson Street at Saunders Street

B-6 Adopt and implement the provisions of the Non-Motorized Transportation Plan. This will provide for a consistent and comprehensive pedestrian and bicycle system throughout the city.

B-7 Conduct a corridor study on East Woodin Avenue (from Saunders Street east). The study would identify the best use of the existing right-of-way in terms of lane configuration to meet future traffic needs including upgraded intersection control where needed, parking needs, non-motorized connections, and improved landscaping.

Implementation Action

B-8 Narrow Columbia Street between Woodin Avenue and Johnson Street to provide for a multi-purpose pathway (serving as a critical link for the Lakeside Trail) and increased landscaping to upgrade pedestrian access and safety and the visual character of the historic core area.

B-9 Upgrade Columbia Street between Johnson Street and Nixon Avenue to accommodate a multipurpose pathway on the west side of the street, improved landscaping, and a bicycle lane on the east side of the street.

B-10 Upgrade streetscape design in the historic core. This includes updated benches, trash receptacles, banners, informational kiosks emphasizing a consistent design theme and set of colors. Streetscape improvements also include art/sculptural elements in key locations.

B-11 Create design standards and an improvement program for the enhancement of residential streets.

B-12 Upgrade alleys for shared use as pedestrian connections.

B-13 Develop a "Parking Plan" for the downtown core. This plan would identify needs and opportunities, provide strategies for making the best use of available parking, and identify future facility needs.

B-14 Increase transit ridership and service. Increased ridership makes better service available, while better service increases ridership. The efforts already in place should be continued to provide enhanced transit opportunities.

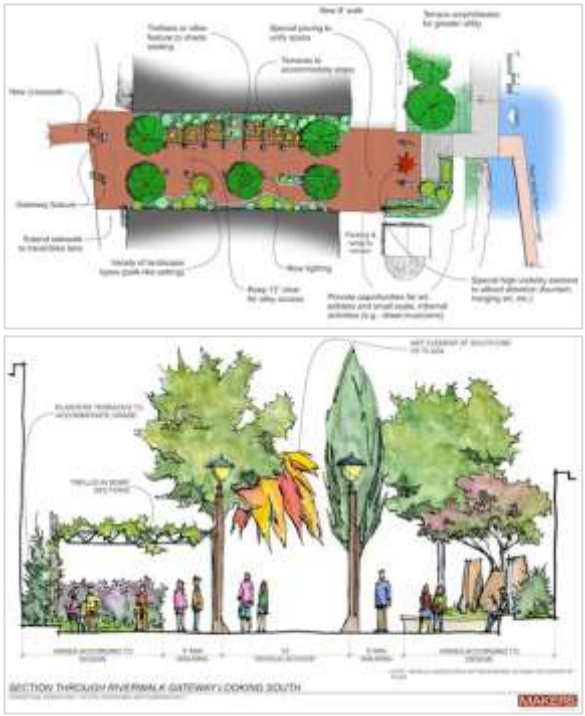
Strategic growth of the system and education are keys to success.

B-15 Encourage alternative modes of transportation. Provide bike racks and electric vehicle stalls at key downtown locations to encourage eco-friendly modes of travel.

Exhibit 3-18~~3-18~~. Downtown Parks and Amenities Action Plan

Implementation Action

C-1 Develop a Riverwalk gateway. Converting the PUD lot/alley between Woodin Avenue and Riverwalk Park and south of Columbia Street would provide a much needed connection between the core and the Riverwalk and should receive high priority for funding. Additionally, adding landscaping, shade, lighting, artwork, and seating would provide an oasis-like space at a most central location and also serve as a gateway for those entering the town from the bridge. Figures below illustrate the recommended features and design parameters. It is not intended as a final design. The actual location of various elements should be refined in project design. Clear passageway for trucks and service vehicles should be maintained as should an accessible walkway defined by bollards or other elements. The diagrammatic plan shows large, appropriately placed trees and trellises for shade. There should be a dramatic visual element at the park's south end to attract visitors' attention to the river.



Other recommended nearby park improvements include widening the alley south of the buildings, adding an east-west sidewalk on the north side of the park, and constructing a transient moorage dock to increase access for boaters. This plan also recommends terracing the seating area around the amphitheatre for greater comfort. Participants in the planning process liked the idea of movie nights at the amphitheatre.

Improvements to the pedestrian route on Columbia and to the intersection at Columbia and Woodin are especially important transportation-related projects that will enhance the Riverwalk gateway. Besides adding sidewalk space and a safe crosswalk, channelization improvements to the intersection will help to calm traffic and provide a more auspicious entry into the downtown. Together, the three projects have the potential to transform this part of the city and help close a central gap in both local paths and regional trails.

C-2 Add artwork to Riverwalk Park and along the Lakeside Trail. While Riverwalk Park is already an exemplary complex of linked open spaces connected by a shoreline loop trail, enhancing the experience with permanent and temporary art would enhance it as an attraction and encourage people to spend more time in the downtown. Likewise, artwork along the Lakeside Trail would provide the same benefits. Additionally, the artwork could also be part of a visitors marketing campaign. Artist festivals and opportunities for both visual and performing arts (including street musicians) should be considered.

C-3 Extend the river trail as planned. The current Riverwalk Loop is a fine amenity, but it could be significantly enhanced. Lengthening it, as the PUD has planned, would add to its appeal and utility as a recreation feature.

C-4 Add a water/play feature to the Chamber of Commerce plaza. An interactive fountain is always an attractive feature for families with children, and the plaza might provide a suitable location. However, future plans for the PUD/Chamber of Commerce site should be determined before any improvements to the plaza are initiated.

C-5 Construct a mini-park on the recycle site. Participants in the planning process favored moving the recycle bins from the corner of Manson Highway and Columbia Street and constructing a small park in

its place (area within highway right-of-way). Because of its exposed location at a busy intersection, this park would not be an attractive place to linger, but that same exposed location would make it a highly visible amenity. Therefore, it is recommended that the park be heavily landscaped to provide an attractive view for those passing by. Even if an alternative site for the recycle bins is not found, the landscaping, as proposed, could still be added along the street corner.

C-6 Install a prominent sign to the public dock and construct another public dock near the Riverwalk gateway and amphitheater. Increased boating access to the downtown would certainly increase activity and retail business. A prominent sign indicating that the current dock is for public use would enhance its usage, and a new dock extending from the Riverwalk Trail near the proposed gateway would also provide convenient access.

C-7 Retain public school land and facilities in public ownership. The school and the gymnasium sites are valuable public assets and should be retained for future use. Growing downtowns typically need additional land for emerging needs, and, as a general rule, it makes long-term sense to retain in-town public lands for future needs.

4 Housing

WHAT YOU WILL FIND IN THIS CHAPTER:

- Characteristics of Chelan's population demographics, housing stock, and affordability.
- Conditions and trends in housing variety.
- Goals and policy to meet Chelan's current and future housing needs.

PURPOSE

The purpose of the Housing Element is to make sure that every Chelan resident has access to quality housing now and in the future. While access to housing is one of our most basic needs, the City of Chelan values access to safe, affordable, and attractive housing that meet the diverse needs of the local community. To make sure Chelan's housing stock embodies these qualities, this element describes the community's housing needs and characteristics, key issues and trends, and housing goals and policies that support Chelan's values and the Growth Management Act (GMA) goal for housing:

Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock. (RCW 36.70A.020 (4))

HOUSING ISSUES AND TRENDS

What does it mean?

Chelan is a community that prides itself on its small-town feel within a stunning natural setting. These characteristics are valued not just by the permanent year-round population, but also by the thousands of visitors who come to enjoy Chelan's beauty and charm. The City is predominantly single-family homes, with a smaller household size, and a higher percentage of seniors than Chelan County as a whole. Chelan's senior population is expected to grow over the years, which may present special housing needs to accommodate senior needs and support persons with disabilities.

Chelan has a lower median income than the County and the state. This is a likely reflection of the greater share of retirees the city has who are on fixed incomes. The City also faces affordability challenges since almost one-quarter of homeowners and renters are considered housing cost burdened, spending more than 30% of their income on housing.

Today, Chelan's housing pattern is largely single family. Additionally, the City has a large percentage of seasonal and second homes that has continually increased over the past decades. This has put strain on the existing housing stock to meet the needs of the year-round population while also accommodating the market demand for second homes. More rental housing and a variety of housing types are needed to address affordability issues and the needs of its residents.

CONDITIONS AND TRENDS

Chelan's housing conditions and needs are summarized in this element, with more detailed information available in the Existing Conditions Report prepared for the 2017- 2037 periodic update of the Comprehensive Plan. Key conditions and trends include:

- An aging population with a high proportion of seniors today that is expected to grow over the next 20 years. There is also a significant number of children 18 years and under. There is a lack of young adults in their 20s and 30s.
- Affordability issues for those that don't already own a home, where a quarter of all renters and owners earning less than 80% of the county median income are housing cost-burdened.
- A predominant single family housing pattern that could benefit from greater housing variety in the future to better meet the diverse needs of its residents.
- The large number of seasonal visitors and increasing percentage of seasonal housing adds strain to the local housing supply to meet the needs and demands of the year-round and seasonal populations.

Chelan has a small permanent population and large seasonal population.

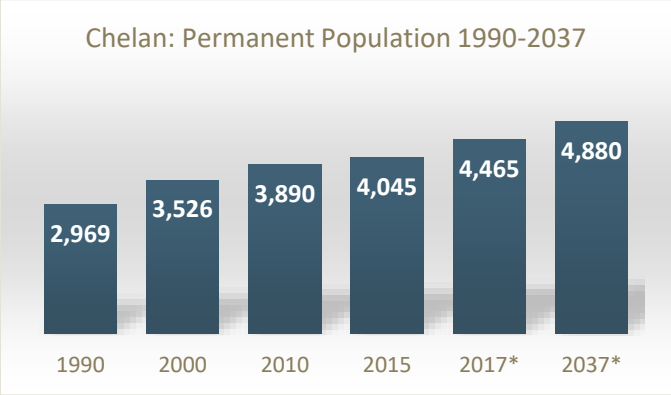
As of 2015, Chelan is the second largest city in Chelan County after Wenatchee and makes up 5% of the countywide population of 75,030. Chelan's permanent city population is about 4,045. The Unincorporated UGA is estimated to have another 355 residents.

By 2037, Chelan city limits and UGA would add over 400 people for a total of 4,880 people. See Exhibit 4-1. .

During summer months, the seasonal population can grow to 25,000 including tourists, permanent residents, and part-time residents.[1]

[1] Source: http://www.lakechelan.com/about-the-area/chelan/

Exhibit 4-14-1. Chelan Permanent Population 1990-2037



*Note: City population 1990-2015 *2017 and 2037 = City + unincorporated UGA

Source: OFM 2015, Chelan County Resolution 2015-112, BERK Consulting 2016.

Chelan currently has a large senior population, and this will grow over the coming decades.

- Chelan's median age is 45.1, greater than the county at 39.2 or the state at 37.4. See Exhibit 4-2. Nearly 19.9% of Chelan's population is 65 years and older. This is more than the county and state, at 16.2% and 13.2% respectively. The expected rate of population growth for people age 60 and up in Chelan County is nearly three and a half times the average growth rate, at 2.2% per year.
- Perhaps more significant in terms of planning for housing type and location is the projected growth rate among people age 70 and up—4.97%, more than seven times the rate for the population as a whole. By age 70, homeowners may be thinking of downsizing and seeking housing features such as single-story dwellings, level lots, and easy access to shopping, walking trails, and health-care facilities.

Exhibit 4-2. Population by Age

	Chelan	County
18 and under	18.1%	17.7%
19 – 64 years	62.0%	66.1%
65 years and older	19.9%	16.2%

Source: ACS Five-Year Estimates 2010-2014.

Chelan households have lower incomes than the County and many are housing cost-burdened.

In 2014 Chelan's median household was approximately $36,901. This is about 26% lower than Chelan County's median household income (AMI) of approximately $50,826, though 2015 data show the difference is much narrower at $49,905 median household income in the City and $51,837 in the County. Based on 2014 analysis, Chelan has over half of its population earning 80% or less of the county AMI – considered moderate to low income, and almost a third of the population earning more than 120% of the county AMI – considered high income. This creates challenges for affordability, particularly among low income households.

- Based on 2014 ACS data, about 25% of Chelan's households earning 80% or less of the county AMI were housing cost burdened, spending 30% or more of their income on housing. 13% of renter households and 28% of homeowners earning 80% or less have of county AMI are cost burdened.
- Considering 2014 household incomes and unit rents, there is a gap in the availability of rental units affordable to low income households earning 30-50% of the countywide AMI. The gap in 2014 for this economic group is about 42 units. There is also a gap of affordable units to households earning above 100% of county AMI, who may be renting a unit at a much lower rent, rather than the unit being available to lower income families. See Exhibit 4-3.

Exhibit 4-3~~4-3~~. Household Estimates by Percentage Median Income, 2014 Dollars.

Estimated Households				
% of countywide AMI ($50,826)	City of Chelan		Chelan County	
Under 30%	277	16.8%	3,467	12.8%
30-50%	235	14.2%	2,878	10.6%
50-80%	374	22.7%	4,479	16.5%
80-100%	69	4.2%	2,739	10.1%
100-120%	179	10.8%	2,769	10.2%
120% +	516	31.3%	10,851	39.9%
Total	1,650	100%	27,183	100%

Source: Figure based on 2010-2014 ACS 5-Year Estimates; BERK Consulting, 2017. Figures may not add to total due to rounding

The number of seasonal and second homes is growing.

Seasonal or second home housing as a percentage of total housing units has been growing over the past decades at about 8% each decade. The appropriation of housing stock for seasonal and second home use puts strain on the local housing stock to meet the needs of its year-round population. In 2014, only 68% of housing units were occupied. The County's occupied housing rate is 76%, reflecting a greater number of year-round residents, particularly in the Wenatchee and Cashmere areas.

Exhibit 4-44-4. Chelan Percentage of Seasonal Housing Units, 1980-2010

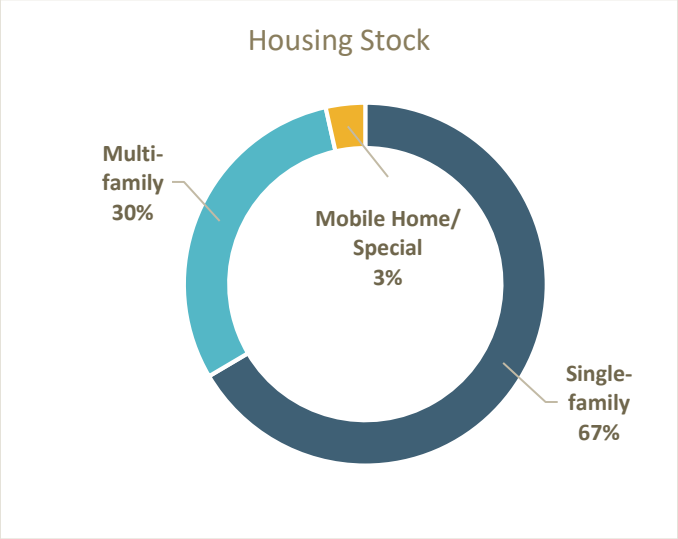
	1980	1990	2000	2010	2014
City of Chelan	5.2%	12.6%	19.3%	28%	32%

Source: Chelan Comprehensive Plan Update 2011: Chelan Comprehensive Plan 1992, U.S. Census 2000, 2010. ACS 5-Year Estimates 2010-2014

Chelan is mainly single-family housing, and there are low vacancy rates.

Currently, two-thirds of Chelan's housing stock consists of single family homes. Vacancy rates for rental units are low, and the vacancy rate for owner-occupied housing has continued to decline over the past decades. This indicates that there is not enough housing in general, and that more variety of housing types are needed to support the unique and diverse characteristics of Chelan's population.

Exhibit 4-54-5. Percentage of Housing Stock by Type



Source: OFM 2015.

Challenges and Opportunities

More housing units for permanent population and growth over time.

In 2016, very low vacancy rates for rental housing, coupled with high costs for both rental and owner-occupied housing, suggest a need for more housing units for full-time residents. The tight market is not due to a lack of land or of investment capital. There has been considerable new construction in recent years; however, much of it is intended for seasonal use and is beyond the means of most local residents.

Based on the City's current and anticipated populations, the City of Chelan will need to accommodate an additional 415 people by 2037—a population increase that will require an estimated 174 new housing units. At the expected densities (three dwelling units per acre [DUA] in Single-Family Residential, Tourist Accommodations, and Special Use zoning districts and nine DUA in Multi-Family Residential districts), the City's current UGA is adequate to accommodate the projected population.

If the rate of population growth is greater than expected, the City can accommodate more housing units by making changes in land use designations, densities, or the size of its UGA. Over time, the City may want to consider the following options for housing its growing population:

- Increasing density
    - By zoning more land for multi-family residential use
    - By increasing the allowed density in other zoning districts

  - By using incentives to encourage increased density in all residential zoning districts

- Changing zoning, allowed uses, or development standards to encourage housing development

- Expanding its UGA

The goals and policies in this Housing Element provide direction regarding the City's options, and the housing manual explains specific techniques that may help the City accommodate growth while meeting the community's other goals.

Maintain and increase access to affordable housing.

Based on the conditions and trends for income, vacancy rates, and mortgage and rental prices, Chelan needs to maintain its affordable housing stock and build more affordable homes to rent and to buy. There is an opportunity to make sure that low income households are not housing cost burdened and have access to affordable housing within their means.

Need to develop housing for special needs population.

As noted in the demographic profile, the expected population growth rate for people over age 60 is nearly three and a half times the average growth rate, and the rate among people age 70 and up is even higher. As they age, older residents often have special housing needs. Some may require group quarters, such as assisted living facilities; others may be interested in accessible dwellings, built without stairs and with other special features. Low maintenance may become a priority, as may easy access to public transportation and to services. Other housing needs may need to accommodate persons with disabilities, homeless populations, and migrant worker housing.

There may also be needs for safe and transitional housing over time. Appropriate land use designations, development standards, and programs (including incentive programs) can increase the likelihood that the market will meet the community's various special housing needs. Since the 2009 Housing Element update, the City has made several changes to its development standards with potential to meet special housing needs, including adopting a form-based code for the downtown area and adopting townhouse, infill, and emergency and transitional housing regulations. The form-based code, townhouse, and infill regulations all support denser development in the downtown core, close to public transportation and services.

Summary and Analysis

Although the supply of land will be adequate throughout the planning period, market forces may not ensure that there is adequate housing in the City of Chelan and its UGA even for households in the upper income brackets—those earning 120% or more of median income. Mortgages are already out of reach of all but more affluent buyers, and the continued demand for seasonal housing is likely to blunt the market's response to the needs of full-time residents—especially those whose earnings fall below the median. Rental housing is both expensive and scarce, and there appears to be little incentive for developers to meet the need—probably due at least in part to high land values. Other factors may include the high cost of multi-family construction and lack of municipal water service to areas where land costs are lowest.

The City of Chelan has a pressing need to provide additional low-cost and moderate-cost housing. As the supply of land in the UGA diminishes over time, the discrepancy between income levels and housing costs is likely to grow, making it increasingly difficult for residents to find adequate and affordable housing. Residents who are priced out of the local housing market will need to commute if they continue to work in Chelan, increasing pressure on the transportation system and contributing to sprawl.

OUR HOUSING PLAN

Regulatory policies and programs alone cannot ensure that everyone has access to adequate, affordable housing. This section of the Housing Element addresses the community priorities that came out of the 2008 housing visioning process, including the work of the Steering Committee.

Housing Vision

The Steering Committee that guided the development of the 2009 Housing Element agreed on the following vision statement. The vision won support during the public review process and is hereby adopted as the City of Chelan's housing vision.

Housing Vision

The Housing Element of the City of Chelan Comprehensive Plan is intended to provide a policy framework that will encourage development of a diversity of housing to create a vibrant and healthy selection of housing types in the City, housing options for all income levels, and preservation of thriving neighborhood environments. The Community Housing Steering Committee recognizes a growing shortage of affordable housing (including rentals and owner-occupied dwellings) in the City and its Urban Growth Area (UGA), and a shortage of special needs housing. The Committee recommends that the City of Chelan provide regulatory guidance and incentives to actively encourage the development of:

- Housing for people earning at or below 110% of the median income level, "working class housing".
- Special needs housing (senior housing, assisted living facilities, ADA accessible homes).
- Affordable, well-maintained rentals.

Affordable Housing

The Steering Committee members recognized that, because the gap between income levels and housing costs is so great, it will not be realistic for the City to address all of the housing needs within the planning area. The City's top priority will be to facilitate an increase in the stock of housing that is affordable to households earning 110% of median income or less.

Rental Housing

Although housing rental costs are high, renting is more accessible than buying for many people because no down payment is needed. Maintaining an adequate stock of rental housing is a high-priority means of meeting housing needs, especially the need for affordable housing. Of special importance will be ensuring an adequate supply of land suitable, and zoned, for multi-family residential development. Chelan has adopted a number of regulations intended to remove barriers to development of affordable rental housing, including accessory dwelling unit, infill, and downtown land use and development regulations.

Mobile Home Parks

High-quality, well-maintained manufactured-housing parks are another way of addressing the need for housing that is affordable to lower-income residents while retaining high standards that contribute to neighborhood character and community livability. In 2012 the City adopted manufactured-housing-park standards as one means of removing barriers to adequate housing.

Special housing needs

Anticipating the special housing needs of the City's growing senior population and providing for an adequate land supply and incentives to support the market in meeting those needs will also be a priority for the City.

Livability

Livability refers to the environmental and social quality of an area, and is strongly dependent on the quality of the built environment. In residential neighborhoods, the condition of housing units plays a strong role, as do factors such as the presence or absence of sidewalks and street trees, traffic safety, community identity, and connection to the larger community via roads and pedestrian corridors. As noted on the Victoria Transport Policy Institute's web site, "Community livability directly benefits people who live in, work in or visit an area, increases property values and business activity, and it can improve public health and safety."[2]

Retaining neighborhood character and a livable community are high priorities for the City of Chelan. The City has explored neighborhood planning as one means of retaining the desirable characteristics of existing neighborhoods while promoting infill and redevelopment that have the potential to increase housing stocks in areas in which infrastructure is already developed. The City has also adopted infill development regulations intended to promote infill and redevelopment while retaining neighborhood character. Supporting landowners in maintaining and repairing existing housing may be another means of keeping Chelan livable.

The City's Role

The City has a role in facilitating development of adequate, affordable housing, especially through its development regulations; however, developing, owning, and managing housing is not a priority.

GOALS & POLICIES

Goals and policies are consistent with current policies in the 2011 plan. Policies begin with a verb as with other elements.

Promoting Housing for Households earning ~~100~~110% of Median Income or Less

Other agencies and nonprofit organizations address the housing needs of low-income residents. Addressing the needs of moderate and middle income residents is an appropriate and realistic role for the City. Focusing on the needs of residents who earn up to 110% of median income will enable the City to address the needs of working-class families as well as lower-income residents.

[2] Victoria, BC, Canada. Victoria Transport Policy Institute. *Community Livability: Helping to Create Attractive, Safe, Cohesive Communities: TDM Encyclopedia*. <http://www.vtpi.org/tdm/tdm97.htm>. Accessed October 10, 2008.

Goal HO-I. Affordable housing in good condition for moderate and middle income residents.

Policy HO I-1. Promote and retain affordable housing and focus on the needs of full-time residents earning 110% of median income or less.

Policy HO I-2. Encourage development and retention of affordable, well-maintained rental housing.

Policy HO I-3. Where appropriate, use incentives and other means to make sure that affordable housing units stay affordable.

Goal HO-II. Livable neighborhoods

Policy HO II-1. Use neighborhood planning to develop locally-supported action plans for existing neighborhoods.

Policy HO II-2. Include the option of neighborhood-specific design standards, including standards that limit building height and size, in neighborhood planning processes.

Policy HO II-3. Where neighborhood planning supports retention of existing housing stock, support maintenance and upkeep of that stock by sponsoring housing rehabilitation programs offered by state and federal governments and nonprofit agencies.

Goal HO-III. Diverse housing options

Policy HO III-1. Encourage diversity in single-family housing types throughout the City.

Policy HO III-2. Encourage special housing types (such as cottage housing, accessory dwelling units, townhouses, and zero-lot-line development) in developing areas and in existing neighborhoods where such housing can be developed while retaining or enhancing neighborhood character and livability.

Policy HO III-3. Allow mobile home parks in one or more zoning districts and adopt and enforce development and maintenance standards to keep housing condition and livability high in the parks and the neighborhoods in which they are located.

Goal HO-IV. Adequate special needs housing

Policy HO IV-1. Ensure the City's Urban Growth Area provides adequate, appropriately-zoned land for special needs housing, including housing that will meet the needs of the City's aging population.

Policy HO IV-2. Establish standards for special needs housing, including housing that will meet the needs of the City's aging population, to ensure that such housing is well integrated in the community and complies with ADA standards.

Mobile Home Parks

Mobile home parks are an affordable housing option that increases density. Higher density reduces infrastructure costs; it also promotes active lifestyles and multi-modal transportation, enhancing livability. Maintaining high standards will increase neighborhood acceptance of mobile home parks, encourage further investment in the neighborhoods in which they are located, and promote livability and a high quality of life.

Goal HO-V. Private industry meets housing needs; the City provides leadership and support.

Policy HO V-1. Regularly review the City zoning map and zoning districts and make any changes needed to encourage a mix of housing types that will retain the character of existing neighborhoods, advance the City's housing goals, and support the City's overall land use plan.

Policy HO V-2. Regularly assess the size of the Chelan Urban Growth Area and increase the size as needed to maintain an adequate supply of appropriately zoned land.

Policy HO V-3. Encourage City staff to take an active role in promoting the City's housing goals, including outreach, coordination, and initiating programs (such as an infill development program or incentive programs), changes in development regulations, and other actions.

Policy HO V-4. Actively participate in the Housing Authority of Chelan County & the City of Wenatchee.

Policy HO V-5. Where appropriate, work in partnership with other public entities to facilitate use of surplus public land (including land owned by the City and by other entities, such as the Chelan County PUD) for affordable housing development.

Special housing types

Special housing types can help meet a share of the housing demand while increasing density. Higher density reduces infrastructure costs; it also promotes active lifestyles and multi-modal transportation, enhancing livability. By encouraging such housing types, the City can further housing, land use, and transportation goals.

ACTION PLAN

The Housing Element is implemented by related plans and programs, including:

- The Comprehensive Land Use Plan and Zoning Code that provides capacity and variety in housing,
- The City's Parks and Recreation Plan and Transportation Plan provides non-motorized pedestrian, bicycle, trail, parks and recreation improvements to promote healthy communities, and
- Coordination with affordable housing providers.

This Element also includes policies promoting new initiatives for housing designed to create housing opportunities that meet residents' needs.

Exhibit 4-6~~4-6~~. Housing Action Plan

Implementation Action	Responsibility
Periodically review the Chelan Housing Manual with specific housing strategies to be considered in addressing the City's housing needs and goals.	Building and Planning Department
Prepare neighborhood plans as appropriate to define investment in infrastructure and incentives to improve and retain current housing.	Building and Planning Department
Continue coordination with affordable housing providers.	Building and Planning Department

Thoughtful Development Standards to Meet Housing Needs

Well-thought-out zone changes can support development of new housing as well as retention of livability, efficient urban services, and appropriate development patterns. Introduction of a new zoning district (for instance, a medium-density residential district) could provide more options in both established and developing areas, including the option of a buffer between areas of higher and lower density.

New, higher-density housing in existing neighborhoods can meet housing, land use, and transportation goals efficiently and effectively. Neighborhood planning is a means of involving residents in planning for their neighborhoods so that the best features of those neighborhoods are retained and new housing is appropriate and accepted. Where revitalization or redevelopment may be desirable, neighborhood planning can build support and ensure that the needs and desires of the people who live and work in the neighborhood are considered, and their knowledge of their neighborhoods is put to use.

5 Economic Development

WHAT YOU WILL FIND IN THIS CHAPTER:

- A summary of the major components and trends in Chelan's economy including the challenges and opportunities of the local economy
- An economic plan for the future
- Direction for economic development efforts through goals and policies
- An implementation strategy

PURPOSE

The Economic Development Element, helps the community position itself strategically to serve the community well and ensure that the City's planning efforts and public investment remain on target. Together with the Land Use Element that sets a land use pattern where jobs are encourage and the Capital Facilities Element that identifies investment in infrastructure to attract tourism, service, and industrial jobs, this Economic Development Element's goals and policies will guide local economic decision-making on a regular basis.

ECONOMIC DEVELOPMENT ISSUES AND TRENDS

Chelan is a tourism and services focused economy located in central Washington. As the tourism industry and the services sector continues to dominate the economy, Chelan should look for opportunities to further grow its tourism economy during the shoulder season and create higher paying year-round jobs. This could additionally raise income levels and allow more people that work in Chelan to live in Chelan.

What does it mean?

- Chelan Residents are increasing their educational accomplishments. An educated workforce is attractive to employers.
- The median household income in Chelan is lower than the county and the state and may be due to a prevalence of single-person households including retirees. Attracting more year-round businesses could support permanent residents and greater housing choices.
- Nearly half of the workforce work is in the services sector such as health and tourism. The City wishes to further strengthen the tourism economy and diversify the types of jobs available to the community to both support services and industry.
- A majority of the workforce live outside the City of Chelan, and most residents leave the City for jobs elsewhere. A smaller percent live and work in the community. Diversifying jobs in the City and providing a range of housing choices may allow more to live and work in the community.
- Prior to the Great Recession, more commercial and multifamily permits were permitted than during the recession. However, the number of single family units has increased significantly since 2013 reflecting the recovery. Commercial valuations are also increasing again.

CONDITIONS AND TRENDS

The City's economic development conditions and trends are summarized in this element. More detailed information is available in the Existing Conditions Report prepared for the 2017 Comprehensive Plan Update.

The population is growing and increasing its educational achievements

- The population has grown 15% in the last 15 years, and is expected to continue growing slowly through 2037.
- The share of residents with a high school diploma has increased significantly from 2000 to 2015. The number of people with Bachelor's Degrees and Graduate Degrees has also increased significantly in that time period.

Median household incomes are lower than the County and State

- Median household income[3] is lower in the City of Chelan in comparison to the county and particularly the state.

Services dominate the economy now; more diversity is desired

- As indicated in , Chelan is a service-oriented economy:
    - 45.2% of the City of Chelan population work in the services industry, which is similar to the number of people in Chelan County working in the services industry.
    - During the visioning process, respondents to the survey suggested increasing job growth in the following sectors: health, manufacturing and light industry, agriculture, education and tourism.

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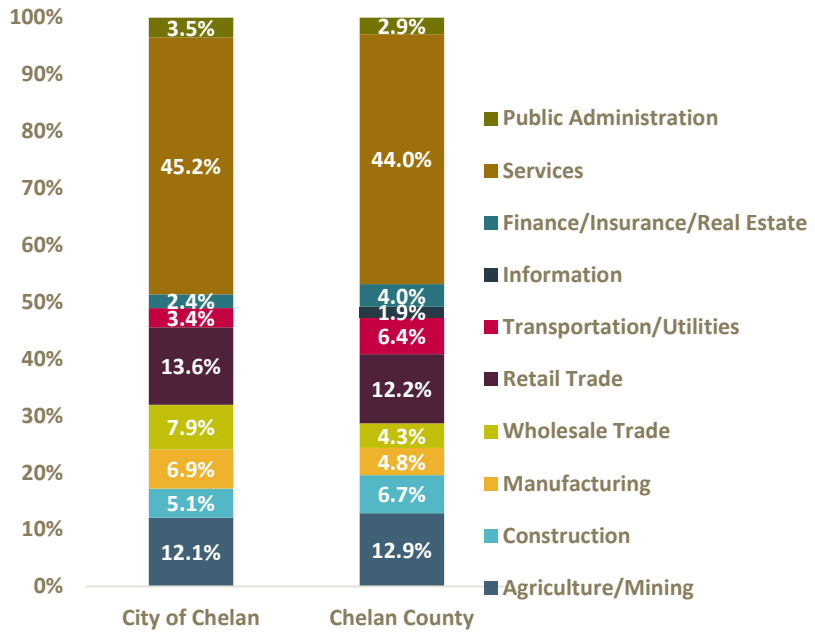
[3] [3] According to the ACS 2015 Subject Definitions, household income includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income. See Subject Definitions link, available here: https://www.census.gov/programs-surveys/acs/technical-documentation/code-lists.html.

Exhibit 5-1. Employment 2016



Source: ESRI, 2016.

Economic Development Element Vision

The communities of the Chelan Valley envision a diversified and sustainable year-round economy built upon enhancement and expansion of traditional industries that respects history, the environment, small-town values and diverse needs of residents and visitors.

A majority of workers live elsewhere

- Of 3,091 total employees, about 57% of Chelan employees commute from outside the City to work in the City. Another 29% live in the City but work elsewhere. The balance (about 14%) both live and work in the City. If the City can grow year-round jobs in addition to tourism, more opportunities to live and work in the City may be possible.

Certain categories of sales capture more than the expected amount of retail sales, but there are opportunities for other types of retail sales

- Chelan is capturing more than the expected amount of retail sales based upon the population within its boundaries in general merchandise stores and food services & drinking places likely due to the larger trade area.
- In other categories, Chelan is capturing less than the expected amount of retail sales based upon its population. However, Chelan is capturing more of the General Merchandising sales due to the Chelan Walmart, and this store may also be capturing sales within Food & Beverage, Electronics & Appliance, Clothing & Clothing Accessories categories. More focused market analysis could help determine the potential of increasing the retail pull factor in other categories, described under opportunities.

Challenges and Opportunities

Chelan has an effective seasonal summer economy, but year-round and family-wage economic activity is desired. There are several challenges and opportunities that the City will face in growing a year-round and family wage economy:

- Chelan has an effective tourism industry during the summer season, but is hoping to expand it. As the Lake Chelan Wine Valley continues to mature, this is an opportunity to bring more people to the City of Chelan during the shoulder season. The City could leverage its agricultural production and tourism economy by establishing a wine cluster with interconnection between wineries, vineyards, local suppliers and services, and a subset of the hospitality sector.
- The City would have the opportunity to capture lost local spending power in some of the retail sectors. While some sectors relying on large market areas, such as motor vehicle sales, serve a population that is much larger than Chelan, it is worth exploring the potential of economic growth among some of the retail categories that are capturing less than the expected amount of retail sales based upon its population. These may include health and personal care, and sporting goods, hobby, book and music stores.
- The City could study the potential for adding jobs in the top sectors of the Visioning survey especially 1) health with a growing retirement population and 2) manufacturing and industry such as one aligned with a wine cluster.
- Chelan is an attractive community for second homes and permanent housing is relatively expensive. Offering a diverse range of housing and transportation options, would allow more persons to live and work in Chelan and may better match the lower household incomes of the smaller households and seniors. The development should be sensitive to the community character and conserve iconic views to reinforce the Chelan assets.

OUR ECONOMIC DEVELOPMENT PLAN

The policy direction in this Economic Development Plan is to aim to increase the number of family wage jobs year around, provide more housing options to increase the number of people living and working in Chelan, and look for opportunities to capture retail sales in certain categories.

Continue to actively support the tourism industry and expand the local economy.

Chelan should continue to strengthen its position in the tourism industry. Tourism has proven to be an effective industry in Chelan during the summer season, and Chelan should work to expand its effectiveness into other seasons.

One suggestion on achieving this is for the City of Chelan to focus on being more intentional and create a Wine Cluster through bringing together the agriculture, wine, and tourism industries. It would be useful to study the potential of Chelan doing more in the wine industry such as bottling and vinting. Chelan could also add more allowances for hospitality and other agri-tourism uses in the Special Use District.

Additionally, Chelan could continue to focus on creating wine festivals and winery-associated events in the shoulder season to bring in more tourism. This could strengthen the agriculture, wine, and tourism industries, add variety to hotels and restaurants, creating more year-round jobs. Chelan could do a more in-depth market analysis study to determine the possibility of creating a wine cluster.

Analysis of the retail pull factor of Chelan and other geographies suggests doing more market analysis to determine the potential for economic growth in some categories where Chelan is capturing less than the expected amount of retail sales based upon the population within its boundaries.

Make it easier to live, learn, and work in Chelan.

The majority of people employed in Chelan commute from outside the city. Increasing the diversity of housing options would potentially make living in Chelan more affordable. Also increasing the type of jobs available will help make it easier to live and work in Chelan. The respondents to the Chelan Visioning Survey favored increasing these types of jobs: health, manufacturing, and light industry, agriculture, education, tourism.

The community has increased its educational attainment over time, and the City could continue to support partnerships with educational providers. The City could also work with the Chamber and other organizations to promote the quality of the workforce to prospective businesses.

Continue to advance city land use and environmental priorities.

Through the Downtown Master Plan, city residents and business owners have been clear about their priorities in reinforcing Chelan's identity as a recreational destination and a great place to live. The plan promotes a cohesive mixed use land use pattern, improving connections to parks, and addressing traffic and parking.

GOALS & POLICIES

Goals and policies are retained from the current plan unless noted. Policies have been aligned with goals, and a numbering scheme updated.

Support the tourism industry and expand the local economy.

Goal ED-I. Maintain, enhance and create partnerships

Policy ED I-1. Encourage close working relationships including joint business ventures between government agencies, private business interests and non-profit organizations.

Policy ED I-2. Establish and maintain positive working relationships with the Chamber of Commerce, downtown merchants, Port District, PUD, Chelan County, Chelan Ranger District and other local, regional and state tourism, economic, community and downtown development and local tourism promotion groups.

Policy ED I-3. Establish and maintain a positive working relationship with school districts, Wenatchee Valley College and other educational institutions.

Policy ED I-4. Explore non-traditional approaches and partnerships (e.g. Charter Forests).

Goal ED-II. Enhance and work to expand year- round tourism in the Chelan Valley. (amended)

Policy ED II-1. Review existing land use plans and regulations to ensure that existing and planned tourism oriented uses are protected from incompatible uses and are provided with reasonable flexibility regarding permitted uses and structures.

Policy ED II-2. Support and facilitate development and enhancement of recreational amenities, facilities, activities, and events.

Policy ED II-3. Use "hotel/motel" tax dollars to build infrastructure and capital improvements to support tourism and promotional activities (e.g. distribution of brochures, development and continued refinement of web-based endeavors, local and self-

Partnerships

It is clear that efforts to improve the economic well-being of the Chelan Valley is more than a single local association or government can accomplish on its own. A wide range of partnerships with appropriate public and private entities will be required for successful implementation of this Element. Depending on the project or program, each agency, organization, group, business and citizen has a vital role to play. The most critical ingredient for implementation of this element is leadership and involvement by the private sector.

contained events, year-round recreational opportunities and media spots).

Policy ED II-4. Support and facilitate the development of events and appropriate venues for a variety of cultural activities.

Policy ED II-5. Consider design and redevelopment of private and public waterfront areas for mixed-use development projects that include retail shops, living spaces, overnight lodging, boardwalks, marinas, and water-related commercial activities.

Policy ED II-6. Develop and refine a list of opportunities for expansion of existing water dependent, water related and water oriented business and industries and for desirable new industries.

Policy ED II-7. Support and facilitate the expansion of existing and development of new public accesses to Lake Chelan.

Policy ED II-8. Support and facilitate a marketing plan which provides for marketing, promotion, education, and product development for tourism in the Chelan Valley.

Goal ED-III. Identify and develop suitable sites for light/low impact business and industry.

Policy ED III-1.Promote economic diversification and livable wage jobs through participation with the Warehouse Industrial Roundtable. (new, City 2012 Strategic Plan)

Policy ED III-2.Review and update existing land use and infrastructure (water, sewer, streets, storm drainage, and emergency services) plans and regulations to ensure that that community projects a positive climate for growth by providing a variety of locations available and ready for commercial and industrial development and expansion.

Policy ED III-3.Make development, adoption and implementation of fair, consistent and timely permit review and land use regulatory processes a priority.

Policy ED III-4.Develop and refine a list of opportunities for expansion of existing business and industries and for desirable new industries.

Policy ED III-5.Evaluate opportunities for a wine cluster or other light industry/manufacturing opportunities that support the local economy. (new)

Policy ED III-6.Support and facilitate the development of the Apple Blossom Planned Development. (updated name)

Policy ED III-7.Support and encourage continuation and expansion of business retention, revolving loan and business counseling programs and strategies.

Policy ED III-8.Support and facilitate a marketing plan which provides for marketing, promotion, education, product development, and economic development in the Chelan Valley.

Policy ED III-9.Actively pursue opportunities for grant and other "outside" funding to offset the impact of development costs on area citizens and businesses.

Tourism

Tourism has played a major role in the history and development of the community. Along with agriculture, tourism and related development is an essential part of the economic life blood of the Chelan Valley.

City Role

The most important thing a local government can do for economic development is to ensure the availability of adequate, efficient and inexpensive infrastructure with capacity for existing and planned growth and development.

Goal ED-IV. Identify and implement programs, projects, and/or regulatory changes that remove barriers and improve viability of agricultural industries.

Policy ED IV-1. Review existing land use plans and regulations to ensure that existing agricultural uses are protected from incompatible uses and are provided with reasonable flexibility regarding permitted uses and structures.

Policy ED IV-2. Review and update existing land use and infrastructure plans and regulations to ensure, without limiting uses, that there are a variety of locations ready for development or expansion of agricultural support and processing facilities.

Policy ED IV-3. Promote and support efforts to diversify the agricultural industry through agri-tourism, wineries and other value-added agricultural products, and produce stands.

Policy ED IV-4. Advocate and participate in groups and efforts intended to change county, state and federal statute that limit the viability of agriculture in the Chelan Basin.

Viability of Agricultural Economy

The traditional agricultural economy is experiencing significant change. Because of its important role in the history and development of the community and its contribution to the quality of life in Chelan, agriculture will continue to play an important part in the community's economic future.

Make it easier to live, learn, and work in Chelan.

Goal ED-V. Enhance and expand access to education in the Chelan Valley.

Policy ED V-1. Support and facilitate the continued operation and encourage expansion of Wenatchee Valley College's Chelan Center.

Policy ED V-2. Ensure that concurrency requirements of GMA are met in relation to impacts on schools resulting from development.

Policy ED V-3. Pursue expansion of the availability of distance learning opportunities at all educational levels.

Policy ED V-4. Allow schools and other public agencies to promote educational and community noticing on signs, including electronic changeable message signs that meet safety and lighting standards. Limit such signs elsewhere in the community. (new)

Goal ED-VI. Enhance Chelan's livability for a range of households. (new)

Policy ED VI-1. Increase housing options for residents and workers for a mix of income levels supporting the quality and quantity of businesses and Chelan's job base. (new)

Policy ED VI-2. Enhance the City's parks and recreation system for residents and visitors. (new)

Continue to advance city land use and environmental priorities.

Goal ED-VII. Maintain, improve and expand public infrastructure.

Policy ED VII-1. Develop and implement six-year capital improvement plans for water, sewer, storm drainage, streets, bridges, park and recreation facilities, community and pedestrian facilities.

Policy ED VII-2. Encourage rapid deployment of high speed, high bandwidth telecommunications services throughout the Valley at an affordable price.

Goal ED-VIII. Implement the Downtown Master Plan (DMP)—the City's strategic plan for a downtown "renaissance".

Policy ED VIII-1. Coordinate DMP implementation with infrastructure (water, sewer, streets, storm drainage, parks and recreation and emergency services) planning and implementation to ensure efficient use of resources. (streamlined)

Policy ED VIII-2. Develop a consistent directional signage program for parks, retail services, restrooms and other points of interest. (insert omitted current policy)

~~Policy ED VIII-2.~~Policy ED VIII-3. Plan for and complete the implementation actions in the DMP, including allocating resources, actively pursue funding, and developing partnerships as needed. (streamlined)

~~Policy ED VIII-3.~~Policy ED VIII-4. Work with the Chamber of Commerce, downtown merchants and landowners, citizens and other regional and state entities.

Goal ED-IX. Protect the quality of the air and water in the Chelan Valley.

Policy ED IX-1. Continue review and updates of existing land use and infrastructure (water, sewer, streets and storm drainage) plans and regulations to ensure compliance with

Education

Access to quality education, particularly higher education and vocational training, is a central ingredient in a vibrant community's recipe for success. It is also important that local K-12 schools remain well funded and supported in to continue provision of a well-rounded, meaningful and relevant education to area children.

County, state and federal statutory requirements for protection of the environment.

Policy ED IX-2. Create and adopt incentives that encourage new development to take advantage of the site's terrain and natural features with minimal disturbance.

Policy ED IX-3. Ensure that appropriate planning for land uses and infrastructure precedes significant development. (streamlined)

ACTION PLAN

The Economic Development Element is implemented by related elements, plans, regulations, and programs, including:

- The Land Use Element and Zoning Code provide capacity for and variety in both commercial and residential uses.
- The Housing Element that provides policy direction for a greater range of housing choices.
- The Transportation Element that provides policy direction for motorized and non-motorized solutions between the commercial and residential areas within Chelan including pedestrian-scale streets, adequate parking for commercial uses, and an interconnected system of sidewalks, trails, and bicycle route between neighborhoods.
- The Capital Facilities Element identifies investments in infrastructure that support the local economy.

Exhibit 5-2~~5-2~~. Economic Development Action Plan

Implementation Action	Responsibility
Study the potential of creating an intentional Wine Cluster through combining aspects of the agriculture, tourism, and wine industries	Planning and Building Department
Study the opportunity in increasing retail sales in certain areas that are collecting less retail sales than is estimated for its population.	Planning and Building Department
Partner with the Port District on a Lake Chelan Valley business retention and recruitment plan and airport. (City of Chelan 2012 Strategic Plan)	Executive Department
Implement the Downtown Master Program and economic development activities through coordination and cooperation with the Chamber of Commerce, HDCA, and other organizations. (City of Chelan Strategic Plan)	Planning and Building Department

Implementation Action	Responsibility
Participate in the Warehouse Industrial Roundtable. (City of Chelan 2012 Strategic Plan)	Executive Department and Planning and Building Department

Source: City of Chelan Strategic Plan, 2012-2013; BERK, 2017.

6 Utilities

WHAT YOU WILL FIND IN THIS CHAPTER:

- A summary of energy and telecommunications utilities in Chelan
- Efforts to coordinate growth projections and future utility growth and development plans.
- Goals and policies to provide direction to guide utilities planning.

PURPOSE

The Utilities Element ensures that adequate public utilities are available to serve existing residents and businesses and future growth as outlined in the Land Use Element.

Residents and businesses rely on energy and telecommunications services. This element also addresses coordination and expansion of these utility services to meet anticipated growth.

UTILITY ISSUES AND TRENDS

What does it mean?

Utilities are provided through independent service providers. The City of Chelan works with these service providers to ensure that adequate services are being provided. More information is available in the Existing Conditions Report.

The Chelan County Public Utility District provides energy to the City of Chelan. Telecommunications are provided by Frontier Communications Northwest.

CONDITIONS AND TRENDS

Providers

Chelan County Public Utilities District

The Chelan County P.U.D. provides energy to Chelan County ~~as a whole including~~including the City of Chelan and UGA. The Chelan County P.U.D. is administered by a five-member commission and is divided into three service districts: Chelan-Manson area, Wenatchee area, and Leavenworth area.

The Chelan County P.U.D. operates the Lake Chelan Hydroelectric Project or the Lake Chelan Dam in the City limits[4]. The Lake Chelan Dam supplies hydropower using 2 generators with a nameplate capacity of 59 megawatts. The Lake Chelan Dam, containing 8 spillaway gates, was originally constructed in 1927. Its project license expires in 2056. The Chelan County P.U.D. is responsible for measuring lake levels at the Lake Chelan Dam.[5]

Within the 50-year license signed for the Lake Chelan Dam, there is discussion of a Micro Park Feasibility Study as well as maintenance and expansion of trail systems within the City of Chelan[6].

As of 2015, the Chelan County P.U.D. serves 49,702 customers in Chelan County, with total energy sales at 5,762,000 MWh including retail and resale[7]. Electricity is transmitted in Chelan County by 254 miles of 115kV transmission lines to 9 switching stations[8]. Electricity is distributed to 36

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[4] Chelan County P.U.D. Lake Chelan Dam. Available: https://www.chelanpud.org/hydropower/lake-chelan-dam. Accessed: February 2, 2017.

[5] Chelan County P.U.D. Lake Chelan Lake Levels. Available: https://www.chelanpud.org/parks-and-recreation/lake-chelan-lake-levels. Accessed: February 2, 2017.

[6] United States of America 117 FERC 62,129 Federal Energy Regulatory Commission. Order on Offer of Settlement and Issuing New License. November 2006.

[7] Personal Communication with Chelan County Public Utility District, 2017.

[8] Ibid.

substations in the County. There is a substation and no switching stations located within the City of Chelan's Urban Growth Area[9].

The demand for electricity in Chelan County is increasing, and Chelan County P.U.D. is planning on increasing system capacity by 1.8% or 7MW annually over the next twenty years This percentage of growth covers "organic" type electric growth. Additional growth that includes development, commercial and industrial will exceed this forecast. In 2017, the Chelan P.U.D. is planning to site 28 new MVA substations in the area with one site being within the City of Chelan[10].

Natural Gas

At this time, natural gas is not available in the City of Chelan.

Telecommunications

The Chelan County P.U.D, provides fiber optics in the Chelan area There are currently 8 high-speed Internet service providers that use the Chelan P.U.D. fiber optic networks. The Chelan County P.U.D. is planning on extending service to 85 to 90 percent of Chelan County within the next 11 years[11].

Based on the Washington Utilities and Transportation Commission (WUTC) service map, wireless communication services are provided by Frontier Communications Northwest.

The Chelan County P.U.D. Strategic Plan 2015-2019 indicates the P.U.D plans to restart the fiber expansion.

Telecommunication companies continues to evolve and innovate with new technologies. As they continue to expand their service areas, we may see more service providers available in Chelan County.

Challenges and Opportunities

Additional population growth

As Chelan continues to grow, there will be an increased demand for energy and telecommunications services. This will provide the Chelan County P.U.D.,

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[9] Ibid.

[10] Ibid.

[11] Ibid.

Frontier Communications Northwest, and other service providers with an opportunity to grow their service population.

OUR UTILITIES PLAN

The policy direction in this Utilities Plan is to aim to provide efficient, easy access to utilities in Chelan for residents and businesses.

Provide efficient, environmentally sustainable, and easy access to utilities.

The City will work with independent service providers to ensure that utilities are provided to residents and businesses in an easy, efficient, and environmentally sustainable way. Additionally, the Chelan County P.U.D. is required to offer energy efficiency incentives to residential, commercial and industrial customers [12]

Continue to advance city land use and environmental priorities.

Continue to use the land use and environmental priorities as outlined in the Land Use Element to make sure that adequate public utilities are available to serve existing residents and businesses.

Utilities Element Vision

The City of Chelan will continue to work with service providers to provide effective and easy access to utilities for its residents and businesses.

GOALS & POLICIES

Goals and policies are based on the current plan, except where noted.

Provide efficient, environmentally sustainable, and easy access to utilities.

Goal UT-I. Provide utilities in a manner which ensures their efficient and timely placement and maintains the visual qualities of the planning area.

Policy UT I-1. Require effective and timely coordination of all public and private utility trenching activities.

Policy UT I-2. Require within the City and Urban Growth Area the undergrounding of all new electrical distribution and communication lines where reasonably feasible. Encourage the undergrounding of all existing electrical distribution and communication lines and new lines where reasonably feasible. Where powerlines would need to

[12] Personal Communication with Chelan County P.U.D., 2017.

be moved such as due to road realignments, or due to trail installation along existing rights of way, underground existing power lines. (Amend to add "city"; add additional conditions for undergrounding based on franchise agreement.)

Policy UT I-3. Encourage the consolidation of utility facilities such as towers, poles, antennas, substation sites, trenches, easements and communication facilities where reasonably feasible. Apply design and landscaping standards to substations and buildings. (amended)

Policy UT I-4. Encourage system design practices intended to minimize the number and duration of interruptions to customer service.

Policy UT I-5. Require the placement of cellular communication facilities in a manner to minimize the adverse impacts on adjacent land uses.

Policy UT I-6. Encourage the use of energy conservation design strategies in new construction and rehabilitation of residential, commercial, industrial and public facility structures.

Policy UT I-7. Encourage conservation and use of cost-effective alternative energy sources, such as solar and wind power.

Policy UT I-8. Coordinate roadway projects with planned electrical system expansions and extensions where shared sites or rights-of-way may be appropriate. (streamlined)

Continue to advance city land use and environmental priorities.

Goal UT-II. Ensure that public utilities meet the projected and desired land use patterns of the study area.

Policy UT II-1. Ensure development ~~should carry~~carries a proportionate share of the cost for extending and increasing the capacity of needed public utilities.

Policy UT II-2. Promote utility services extension to areas designated for residential, commercial, and industrial development.

Policy UT II-3. Ensure the extension of utilities is sized to meet anticipated growth of the study area.

ACTION PLAN

The City regularly reviews its capital plans as part of its budget and functional plan update. The City provides growth projections to service providers through planning update processes.

Exhibit 6-16-1. Utilities Action Plan

Implementation Action	Responsibility
Collaborate with the Chelan County P.U.D. to ensure power and telecommunication systems and plans support the City's Comprehensive Plan and parks and road plans.	Planning & Building Department, Public Works Department, and Executive Department

7 Capital Facilities

WHAT YOU WILL FIND IN THIS CHAPTER:

- A summary of Chelan's capital facilities and their service providers.
- Goals and policies to ensure adequate public facilities are available to serve existing and new development.
- Level of service policies.

PURPOSE

Local governments planning under the Growth Management Act (GMA) must include a Capital Facilities Plan Element in the Comprehensive Plan. Capital facilities are services and facilities with a long and useful life that support current residents and businesses as well as tourists, and that are needed to serve future development or meet another community need such as economic development. Per WAC 365-196-415, at a minimum, those capital facilities to be included are water systems, sewer systems, stormwater systems, schools, parks and recreation facilities, police facilities and fire facilities.

Capital facilities play a vital role in how the City of Chelan will grow the quality of life within the City, and the stability of the local economy. The primary driver for planning and development of public facilities is the growth projected for an area. Public facilities should support the projected growth and distribution of various land uses. The City's Comprehensive Plan has a vision for public facilities that they will be adequate to support urban densities and encourage urban infill in the City of Chelan and its unincorporated urban growth area (UGA).

The Capital Facilities Plan Element reflects requirements and direction from the GMA, the Procedural Criteria, and the County-wide Planning Policies. This element and associated appendix estimates capital facility needs for the next 6 and 20 years based on the community's selected level of service standards for transportation, the ability to adequately provide for needed public facilities, and the growth, densities and distribution of land uses anticipated in the Land Use Element of this plan. Financing approaches to fund these capital facilities must also be identified. The Capital Facilities Plan Element will guide decision making to achieve the community goals as articulated in the community's Statement of Intent by providing goals, policies, and implementation measures for capital facilities planning and development.

The Capital Facilities Plan Element promotes efficiency by requiring the prioritization of capital improvements for a longer period of time than the single budget year. Long-range financial planning presents the opportunity to schedule projects so that the various steps in development logically follow

What does it mean?

Capital facilities involved should include, at a minimum, water systems, sanitary sewer systems, storm water facilities, reclaimed water facilities, schools, parks and recreational facilities, police and fire protection facilities. (WAC 365-196-415(2)(a)(ii)) City Financial Management Policies consider capital assets to be assets with values in excess of $2000 and an estimated useful life of more than one year.

The City of Chelan is responsible for capital facility planning for parks and recreation, roads, airport, water, sewer, stormwater, and municipal buildings and facilities. Other capital facilities such as schools, fire and emergency services, and police services are provided by other special district service providers. Therefore, it is important that the City work collaboratively with the service providers to ensure that adequate facilities are provided to meet LOS standards based on the City's land use plan that outlines the amount and location of future growth in housing and employment.

one another, with regard to relative urgency, economic desirability, and community benefit. In addition, the identification of adequate funding sources facilitates prioritization of needs. The Capital Facilities Element will guide decision making to achieve the community goals.

CONDITIONS AND TRENDS

Service Providers

The City and special districts serve the Chelan community with infrastructure and public services. Exhibit 7-1 summarizes the facilities and services addressed in the Capital Facility Plan Appendix including the service, provider, and applicable plans that further guide these agencies.

Exhibit 7-1~~7-1~~. Infrastructure and Services Addressed in the Capital Facility Plan

Facility Type	Providers	Description	Applicable Plans
Parks & Recreation	• City Parks & Recreation Department • Chelan County Public Utilities District • Manson Parks & Recreation District • Washington State	Provides park and recreation facilities and other amenities with capital facilities.	City of Chelan Parks, Recreation & Open Space (PROS) Plan, 2016
Streets	City Streets Department	Provides and maintains paved streets, alleys, traffic signals, and cleans and maintains storm drainage ditches.	See Transportation Element
Refuse	City Solid Waste & Recycling Department	Provides facilities for services for garbage and recycling collection.	Chelan County Solid Waste Management Plan
Wastewater and Sewer	• City Wastewater Department • Lake Chelan Sewer District (LCSD)	Treats wastewater and maintains water quality.	General Sewer Plan, 2008
Water	• City Water Division	Provides potable water to the City.	Water System Plan, 2017, pending

Facility Type	Providers	Description	Applicable Plans
	• Bear Mountain Water District (BMWD)		
Municipal Buildings	City of Chelan	Includes city-owned buildings and property management related to city owned capital.	City of Chelan Budget, 2016
Airport	City of Chelan and the Port of Chelan County	A general use airport owned by the City and Port of Chelan County.	Airport Layout Plan, 2009, pending update
Law Enforcement	Chelan County Sheriff's Office	Contracts with the County to provide law enforcement to the City.	Chelan County Sheriff Annual Report, 2015
Fire	• County Fire Protection District 7 • Chelan County Fire Protection District 5	Contracts with fire protection districts to provide fire services to the City.	Chelan County Fire District #5 Community Task Force Report, 2012 Chelan Fire and Rescue Long Range Plan, 2014-2018
School	Lake Chelan School District	Provides facilities for instruction for the City of Chelan.	Lake Chelan School District Capital Projects Summary

Levels of Service

The City's Capital Facilities Element and associated Appendix establish the Level of Service Standards (LOS) that measures the benefits the City can provide.

Exhibit 7-2~~7-2~~. Level of Service Standard

Facility Type	Level of Service
Parks & Recreation	Urban Open Space 0.3 acres per 100 people. Public Shoreline Access Provide at least 1 public access point, a minimum of 40 feet wide, for every 1 accessible or connected mile of urban shoreline. Trails 30 linear feet per person. Develop multi-use trails as interconnected systems of primary and

Facility Type	Level of Service
	secondary trails coordinated with non-motorized transportation plans as well as a variety of trails within all appropriate parks and green spaces. Facility Improvements: Invest in park and recreation facilities based on PROS Plan identified needs on a per capita basis for each new person. See Capital Facilities Plan Appendix. ~~Hand-Carry Boat Launches Provide hand carry, non-motorized boat launches along every 2 miles of accessible urban shorelines.~~ ~~Children's Play Areas Provide a play area within 0.5 accessible miles of households in areas with 100 to 200 resident children ages 2 to 11 and/or in areas with several day cares/preschools.~~ ~~Outdoor Basketball Courts Provide 1 or ½ court within 1 accessible mile of households with 200 to 500 resident youth and/or young adults.~~
Wastewater and Sewer	Washington Department of Ecology standards for sanitary sewer.
Water	Department of Health standards for drinking water.
Stormwater	Applicable Stormwater Management Manual for Eastern Washington
Municipal Buildings	None. Options: • Do not adopt a LOS. Not a service required to support new development. • Determine total square footage per 1,000 people.
Refuse	None. Consider a rate of 1.57 cubic yards of compacted refuse annually per capita.
Streets	See Transportation Element.
Airport	None. Options: • Do not adopt a LOS. Not a service required to support new development. • Adopt LOS in pending Airport Layout Plan.
Law Enforcement	None. Options: • Maintain ~~2017 officers per 1,000 population~~a ratio consistent with the City's contract agreement with County Sheriff. • ~~CFP Appendix also analyzes~~As growth occurs, monitor patrol hours or calls for service.

Facility Type	Level of Service
Fire	None. Consider referencing each fire district's response time objective and relating to capital improvements needed. This may allow the City to support the collection of an impact fee.
School	None. Consider a standard addressing building square footage, student capacity, and student generation. This may allow the City to support the collection of an impact fee. See CFP Appendix.

Revenue Analysis

A planning level revenue analysis is also provided in the Capital Facilities Plan Appendix. The six-year comparison looks at the total dedicated revenue sources with its planned project costs for the six-year planning horizon of 2017 – 2022 ~~in order to~~to understand the difference between future dedicated capital costs and potential future revenues.

As with most capital spending, estimated future capital costs for some facilities are larger than future dedicated capital revenues, which is a trend seen in most cities given the structural and legal limitations on capital funding sources. However, understanding the magnitude of difference can aid the City in planning for ways to fill the gap through other funding methods. Options to address revenue and balance them with levels of service and cost are provided in the Capital Facilities Plan Appendix.

Revenues are also projected for 20-years to identify potential future funds broadly in relation to infrastructure that is identified in outer years. The City will balance revenues, costs, and level of service together with land use during periodic updates to ensure that they are synchronized.

Essential Public Facilities

Essential public facilities are those facilities that are typically difficult to site. GMA requires that the City's Comprehensive Plan include a process for identifying and siting essential public facilities. All essential public facilities serve a public purpose. Essential public facilities may be publicly or privately owned or operated. They may be state or regional facilities, and may be facilities of state-wide significance. The following facilities are designated as essential public facilities in the Chelan Planning area:

- General aviation airports; state education facilities; prisons, jails, and other correctional facilities; state or regional transportation facilities; solid waste handling facilities; in-patient facilities such as substance-abuse facilities, mental health facilities, secure community transition

facilities, and group homes; sewage treatment facilities; power generation facilities; and communication towers and antennas;

- Facilities identified by the state Office of Financial Management as essential public facilities, consistent with RCW 36.70A.200;
- Facilities identified by Chelan County pursuant to the County-wide planning policies; and
- Facilities identified as essential public facilities by the City.

When a development or other project that may involve an essential public facility is proposed, the Planning Director or his or her representative shall make a determination as to whether the facility is to be considered an essential public facility subject to the City's process for siting essential public facilities. In making his or her determination, the Director shall consider whether the facility presents siting difficulties; if it does not present siting difficulties, it should be relegated to the normal siting process otherwise applicable to a facility of its type. If it does present siting difficulties, the City may process such permits based on a conditional use permit process.

In identifying essential public facilities, the Director shall take the broadest view of what constitutes a public facility, involving the full range of services to the public provided by government, substantially funded by government, contracted for by government, or provided by private entities subject to public service obligations.

County-Wide Planning Policy #3, "Policies for siting public capital facilities (including LULUs/NIMBYs) that are of a county-wide or statewide nature," is the City's guidance for siting essential public facilities, with the following exceptions:

- Policy #3 specifies that essential public facilities identified by the county, by regional agreement, or by the Office of Financial Management should be subject to the siting process outlined in the policy statement. Essential public facilities identified by the City shall also be subject to the process; and
- A County-Wide Project Analysis and Site Evaluation Committee shall be required only for projects of significance beyond the City, including those for which an agreement to mitigate any disproportionate financial burden may be sought. In the case of projects located wholly within the City and solely of local importance, a city-wide or UGA-wide committee may be appointed.

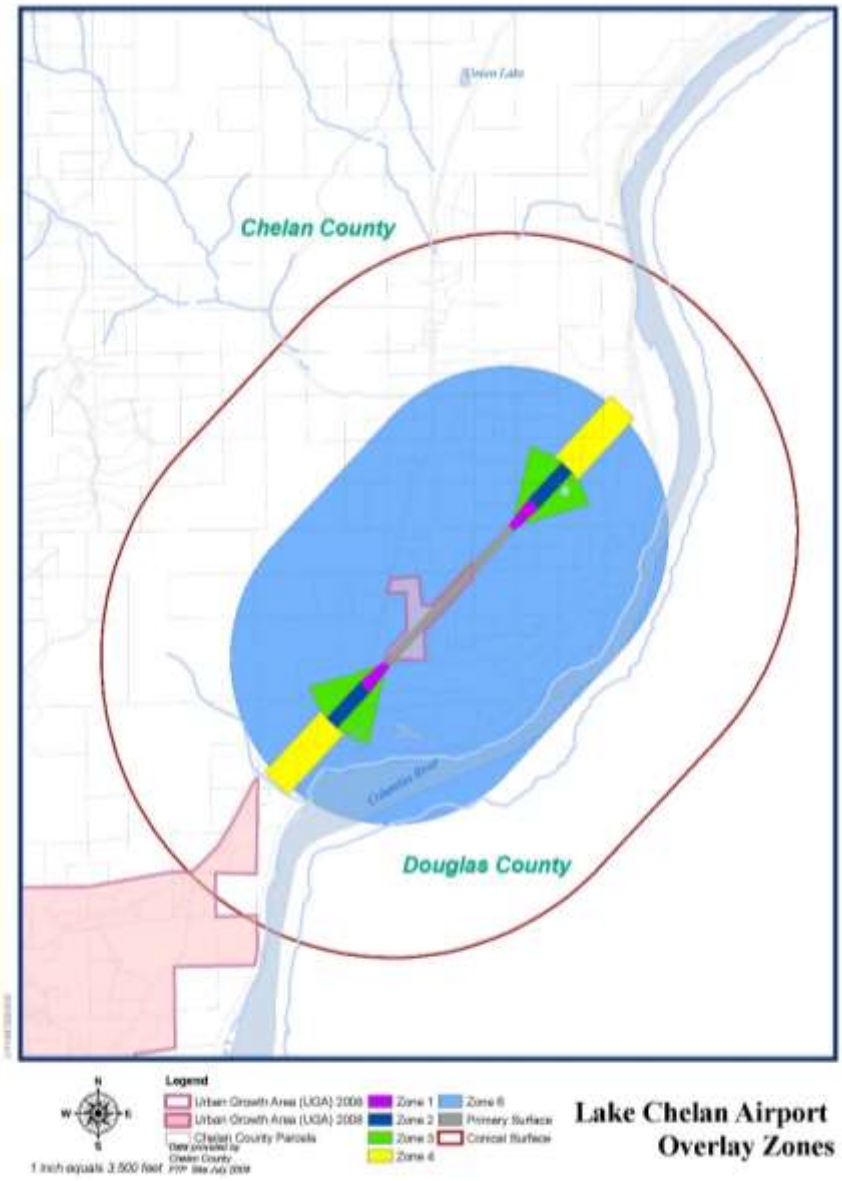
The County-Wide Planning Policies have been adopted by the City and are hereby incorporated by reference.

Lake Chelan Airport

The Lake Chelan airport is owned by the City of Chelan and the Port of Chelan County, and is located approximately 3 miles northeast of Chelan's city center. The airport is the primary air facility in the Lake Chelan Valley. It is used for firefighting, law enforcement, emergency medical transports, and agriculture, as well as providing business and recreation access to the region. The Comprehensive Plan considers the Airport and essential public facility under GMA and policies promote land use compatibility and compliance with the City's Airport Layout Plan (2009) which is now pending an update.

The City's 2009 Airport Layout Plan identified airport overlay zones. See Exhibit 7-3.

Exhibit 7-3~~7-3~~. Lake Chelan Airport Overlay Zones



Policies in this Element support improvement of the airport, as well as that development on and near the airport be consistent with state guidelines regarding height, densities, and compatibility.

OUR CAPITAL FACILITIES PLAN

The Capital Facilities Appendix presents the City's physical and funding plan to ensure that capital facilities are provided as growth occurs within the capabilities of the City. The Appendix also presents the City's review of non-City provider plans and efforts to plan for growth in Chelan in a coordinated manner.

Further, this element's goals and policies address how the City intends to ensure that facilities and utilities are in place to serve current and future residents and employees. This element requires that capital facilities are in place and available when new development occurs, otherwise known as concurrency. A requirement to reassess the land use element is included in the policies if probable funding falls short of existing needs.

Vision Connection

The need for public services increases or decreases to meet the needs of the community they serve. An area with a high level of public services and facilities is attractive to residential and commercial development. There is a need to recognize the changing demographic profile of area residents and the visitor population in planning public facilities and services.

GOALS & POLICIES

The goals and policies are similar to current ones, except where noted in parentheses.

Adequate, Coordinated, and Accessible Services

Goal CFP-I. Provide and maintain adequate public facilities and services for today's population and future. (amended)

Policy CFP I-1. Adopt level of service standards for individual services in order to measure performance and evaluate future facility needs. Standards are defined in Exhibit 7-2. Level of Service Standard. (new)

Policy CFP I-2. Work with the City and public facility purveyors providing services to the Chelan Planning Area to develop a six-year plan to finance capital facilities, assess funding capacities, and identify public and private financing in order to ensure adequate levels of service are maintained through prioritizing investments. (amended)

Policy CFP I-3. Encourage the establishment of a regional forum to address area-wide service and utility needs and to identify where consolidation of services may be appropriate. (amended)

Policy CFP I-4. Coordinate capital improvement program planning in a manner consistent with the Growth Management Act.

Policy CFP I-5. Adopt provisions for consultation with special districts to ensure that such districts exercise their powers in a way that does not conflict with the City's Comprehensive Plan and the City's anticipated growth.

Goal CFP-II. Ensure that public facilities are adequate to serve the planned land use patterns in the city and its Urban Growth Area.

Policy CFP II-1. Provide capital facilities to areas designated for residential, commercial and industrial development consistent with an appropriate level of service for the designated land use.

Policy CFP II-2. Require sufficient system capacity for potable water, sewer, surface water, and transportation prior to approval of any new development. Allow mitigation as appropriate. (new)

Policy CFP II-3. Ensure new development meets Chelan's transportation levels of service before development may be permitted. Mitigation may be required to meet levels of service. (added)

Policy CFP II-4. Ensure the extension of utilities is sized to meet anticipated growth of the study area.

Policy CFP II-5. Require development to carry a proportionate share of the cost for extending and increasing the capacity of needed capital facilities, including parks and recreation and transportation facilities.

Policy CFP II-6. Ensure new utilities are placed underground within developments unless prohibitive.

Policy CFP II-7. Design, locate, and build public facilities so that they are accessible to all segments of the population. (modified)

Funding and Planning

Goal CFP-III. Consider the City's fiscal position and community needs by optimizing available funds and seeking new revenue sources. (new)

Policy CFP III-1. Ensure budget decisions are consistent with the Comprehensive Plan. (new)

Policy CFP III-2. Optimize available funds through prioritization of capital projects. (new)

Policy CFP III-3. Aggressively pursue funding from all levels of government and private agencies to accomplish the City's capital investment program while optimizing resources. (new)

Policy CFP III-4. Reassess the land use element if probable funding falls short of existing needs. The reassessment may result in changes to growth projections, alternative level of service standards, or expanded funding or financing options. (new)

Parks and Recreation Facilities

Goal CFP-IV. Create and maintain a park system for residents and visitors that increases the community's quality of life and supports economic and tourism base. (new)

Policy CFP IV-1. Regularly prepare and implement a parks, recreation and open space plan that provides a vision, addresses community desires and trends, and identifies needed capital improvements, costs, and potential revenues. (new)

Policy CFP IV-2. Encourage maintenance of existing parks facilities and the continued expansion of parks and recreation facilities, which the community is dependent on for a high quality of life. (amended)

Policy CFP IV-3. Encourage the multiple use of public facilities in order to take advantage of cost efficiencies and the greatest benefit to residents and visitors. (amended)

Water and Sewer

Goal CFP-V. Develop and maintain a system of wastewater treatment and disposal and water supply and distribution which will support the future development of the area.

Policy CFP V-1. Ensure that public services and facilities are available and adequately sized to protect the public health, safety and welfare by relying on adopted level of service standards for water and sewer services. (amended)

Policy CFP V-2. Ensure adequate sewer availability and adequate water supply and fire flow are available prior to permitting development. (new)

Policy CFP V-3. Encourage conversion from on-site wastewater disposal systems as sewer lines become available. (new)

Policy CFP V-4. Encourage the hookup to a public water system for those properties on existing private well systems. (new)

Policy CFP V-5. Allow interim water systems or interim on-site septic systems that allow a property owner to exercise development rights without connecting to the City's water or sewer system within the city limits and Urban Growth Area when the municipal system is not available and when agreements are reached to connect in the future when municipal systems are reasonably available. Develop incentives that retain agricultural land or open space, and requirements that limit premature conversion of property to urban uses until such time as municipal water and sewer service is extended. (new)

Policy CFP V-6. Additional connections to the City of Chelan's water system shall not be allowed outside of the Urban Growth Area or the incorporated city limits except for:

1. A water hook-up outside the urban growth area may be allowed when a person has provided documentation that:

- the lot was legally created prior to May 28, 1998, and
- at least two attempts to drill wells in different locations on parcels 5 acres or greater or 1 attempt on parcels less than 5 acres down to bedrock yielded no potable water.

2. A water hook-up for a recorded plat or short plat in situations where the city indicated that water would be available and the county approved the lots sizes and final plat based on the city's commitment to provide water.

Policy CFP V-7. Protect domestic water intakes from waste discharge in accordance with the Lake Chelan Water Quality Plan. Placement of the outfalls for these discharges should protect the intake of domestic water sources and the potential effect that the discharges may have on "downstream" water users. Treatment of the discharge should reflect the necessity for clean water.

Policy CFP V-8. Ensure the Lake Chelan Reclamation District and the Chelan County P.U.D. pay their proportionate share of development of new or expanded sewer treatment facilities.

Policy CFP V-9. Establish a policy that the Chelan City Council must approve additional discharge from the Lake Chelan Sewer District or the Lake Chelan Reclamation District. Development in these areas must be in conformance with the Chelan County Comprehensive Plan.

Road Maintenance

Goal CFP-VI. Effectively maintain the city's road network. (new)

Policy CFP VI-1. Upgrade existing residential streets to current standards for vehicles, pedestrians, cyclists, and stormwater, prioritizing by the highest need. (amended)

Policy CFP VI-2. Coordinate street repaving efforts with utility providers. (new)

See the Transportation Element for the bulk of the City's goals and policies on roads.

Solid Waste

Goal CFP-VII. Develop and maintain a system of solid waste treatment and disposal which will support the future development of the area.

Policy CFP VII-1. Support a multi-jurisdictional approach for medium hazardous waste disposal.

Policy CFP VII-2. Meet the need of future development in accordance with the Chelan Solid Waste Management Plan through a multi-jurisdictional plan for solid waste disposal for the area.

Education

Goal CFP-VIII. Work in partnership with School Districts to offer quality education to the Chelan community. (new)

Policy CFP VIII-1. Strive for the highest possible quality of private and public school systems that are capable of meeting present and future needs of area students through providing the facilities and services needed to meet these needs.

Policy CFP VIII-2. Explore the feasibility of merging the Chelan and Manson School districts if it is economically beneficial and improves the quality of education and facilities.

Policy CFP VIII-3. Consider how the City and Districts can leverage resources by coordinating human service and parks and recreation programs and facilities. (new)

Health Care

Goal CFP-IX. Promote access to quality health care services in the Chelan community. (new)

Policy CFP IX-1. Encourage the continued availability of responsive, public and private health care programs and facilities to meet present and future needs of a diverse community. (amended)

Public Safety

Goal CFP-X. Provide responsive law enforcement, fire protection, and emergency medical services to the Chelan community. (new)

Policy CFP X-1. Coordinate with the Chelan County Sherriff's Department and other local enforcement agencies to provide for the unique seasonal and future law enforcement needs within the City, surrounding area, and on Lake Chelan. (amended)

Policy CFP X-2. Maintain, update and expand as needed fire protection services to correspond with the location and quantity of new development and the needs of the community.

Policy CFP X-3. Encourage a program of fire inspections for all structures open to the public or for overnight accommodations.

Policy CFP X-4. Ensure p~~P~~lacement of fire stations ~~should~~ meets the needs of the City, the County, and the fire districts.

Policy CFP X-5. Allow fire stations in all zoning districts.

Essential Public Facilities

Goal CFP-XI. Accommodate essential public facilities.

Policy CFP I-1. ~~The City should d~~Develop, adopt, and regularly update a list of locally-essential public facilities, based on the anticipated needs of the population identified in the City's Comprehensive Plan.

Policy CFP I-2. Ensure t~~T~~he City's zoning ordinance ~~should identify~~identifies the zoning districts within which various essential public facilities may be located, with or without a conditional use permit, ensuring that a given essential public facility is appropriate in a particular zoning district.

Policy CFP I-3. Consistent with the Growth Management Act, do not preclude essential public facilities. Ensure appropriate review procedures, mitigation of impacts, and public benefits where possible. (new)

Lake Chelan Airport

Goal CFP-XII. Protect the Lake Chelan Airport as the primary air facility in the Lake Chelan Valley and an important economic generator for the area. (amended)

Policy CFP XII-1. Ensure that the airport can continue operations for firefighting, law enforcement, emergency medical transports, agriculture, and commercial access to the region. (amended)

Policy CFP XII-2. Implement the 2009 Airport Layout Plan (ALP) update ~~2~~, or as thereafter amended, to guide airport planning, maintenance, and capital improvement budgeting. (amended)

Policy CFP XII-3. Work with Chelan County, the Port of Chelan County, WSDOT Aviation, and other relevant agencies to protect the Chelan Airport and implement the 2009 Airport Layout Plan (ALP) update, or as thereafter amended. (amended)

Policy CFP XII-4. Ensure development on and in the vicinity of the airport is consistent with state guidelines regarding height, densities, and compatibility.

Policy CFP XII-5. Acquire the land within Runway Protection Zone 1.

Policy CFP XII-6. Declare the Lake Chelan Airport as an Essential Public Facility, subject to the City's process for siting essential public facilities. (amended)

ACTION PLAN

The City regularly reviews its capital plans as part of its budget and functional plan updates. See Exhibit 7-4.

Exhibit 7-4~~7-4~~. Capital Facilities Action Plan

Implementation Action	Responsibility
Maintain and update regularly the Capital Facility Plan to address: • New project prioritization guidelines • New funding opportunities • Growth and fiscal trends	Finance Public Works Parks and Recreation Planning and Building
Update the Airport Layout Plan	Lake Chelan Airport
Amend zoning regulations to promote airport-compatible land uses.	Planning & Building
Review the range of private employment uses allowed at the Airport while continuing to promote airport-related employment uses.	Planning & Building

8 Transportation

WHAT YOU WILL FIND IN THIS CHAPTER:

- A comprehensive list of goals and policies to provide a safe, efficient, and reliable transportation network
- A summary of the transportation network and future needs as identified by traffic analysis of vehicle volume forecasts
- An explanation of a new methodology for evaluating non-motorized transportation elements
- A prioritized action plan to address transportation needs and accommodate future growth

PURPOSE

The purpose of the Transportation Element is to ensure the development and maintenance of a transportation network that provides safe, efficient, and reliable movement of people and goods in the City of Chelan which is essential for supporting economic vitality and enhancing the quality of life for residents and visitors alike. To this end, the following element describes the transportation network and its characteristics, key issues and trends, our transportation goals and policies, and an action plan that supports Chelan's values and the Growth Management Act (GMA) goal for transportation:

Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans. (RCW 36.70A.020 (3))

TRANSPORTATION ISSUES AND TRENDS

What does it mean?

A growing community demands infrastructure improvements and expansion to serve the increased needs. In Chelan, growth has slowed substantially following the Great Recession, so the forecasted needs identified in this update are in some cases less than in prior updates. However, since the last update, a number of transportation improvements have been completed and there have been some shifts in land use and traffic distribution that are reflected in updates to the travel demand model.

CONDITIONS AND TRENDS

The current conditions and needs of Chelan's transportation network are summarized in this element, with more detailed information available in the Existing Conditions Report prepared for the 2017- 2037 periodic update of the Comprehensive Plan. Key conditions and trends include:

- Chelan continues to be a tourism center, especially in the summer season, with increased levels of non-motorized traffic concentrated on the waterfront and downtown.
- Growth has slowed, resulting in different timelines for forecasted capacity-driven improvements.
- Improvements to the SR 150 (Johnson Avenue) corridor through downtown Chelan and a proposed one-way transition for the Woodin Avenue Bridge have created different traffic patterns from past analysis.

Challenges and Opportunities

Encourage the use of non-motorized modes of travel. The City is experiencing more and more pedestrian and bicycle travel, similar to many jurisdictions. This is a good thing, and is particularly important to Chelan with the significant tourism near the lake shore.

Increased Traffic on State Routes. Both SR 150 and SR 97A carry a significant amount of traffic through the heart of Chelan. Balancing the needs of regional traffic and local access is a challenge for the City.

On-Going North Shore and South Shore Development. As properties develop north and south of Lake Chelan, access to SR 150 and SR97A becomes more challenging. The increased traffic is also evident in non-motorized modes, making facilities like the Lakeside Trail even more vital.

Vision Connection

The City of Chelan's transportation strategy implements initiatives that enhance and protect the quality of life of residential neighborhoods, maintain access and circulation to key commercial areas, and improve the non-motorized facilities in downtown, along the lake shore and in neighborhoods.

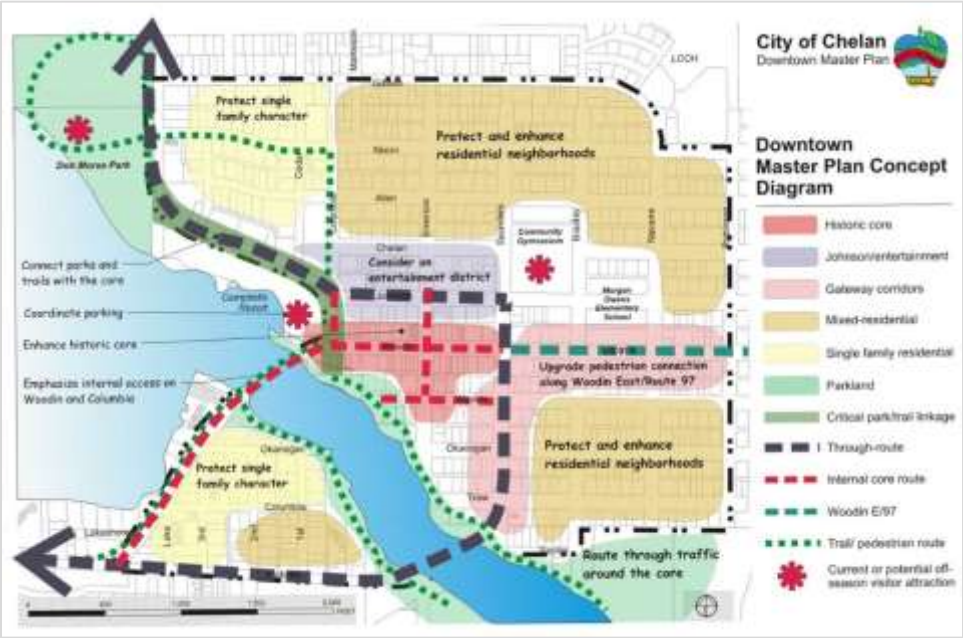
OUR TRANSPORTATION PLAN

The City of Chelan has wonderful attributes that make it a desirable location for residents and tourists, both—including incredible views, lakeshore amenities, an attractive retail district, parks, trails, and a variety of unique residential neighborhoods.

These attributes directly or indirectly contribute to Chelan's transportation challenges:

- How can we accommodate summer crowds?
- Can vehicles and pedestrians share our street corridors safely?
- How do we balance traffic flow with streetscapes that enhance the beauty of our community?

Exhibit 8-18~~-1~~. Chelan's Downtown Master Plan



The City of Chelan has been actively planning a transportation system to meet these needs effectively. From the Downtown Master Plan developed in 2010, to traffic modeling tools to better analyze roads and intersections and plan for future needs, to a development review process that ensures private development efforts are also consistent with the vision of the community—the pieces are all there to preserve and enhance the character of one of Washington's most treasured communities.

~~[Consider moving some of the Action Plan to this Section.]~~

GOALS & POLICIES

The Transportation Goals and Policies comprise the plan for providing the transportation system needed to accommodate the growth and development expected to be in place by 2037 and meet the requirements of the GMA. Since this Plan is consistent with the six policy elements identified in the RTP, it identifies regional goals and policies that will be implemented through the actions of the Washington State Department of Transportation, North Central Washington Regional Transportation Planning Organization, other regional agencies, or local jurisdictions. Each element includes a general goal statement, followed by policies which will help to achieve the goal.

Goal TR-I. Develop a Transportation Element that is consistent with the land use and Capital Facilities goals of the Comprehensive Plan and with county and regional transportation plans.

Policy TR I-1. Develop an overall transportation/circulation system in the Chelan area that is responsive to the Land Use Element, land ownership patterns and densities.

Policy TR I-2. Develop transportation policies and standards that are consistent with the Chelan County Transportation Element and the North Central Regional Transportation Plan.

Policy TR I-3. Continue to support and participate in the Regional Transportation Planning Organization.

Exhibit 8-28~~-2~~. Community Open House in Chelan.

Policy TR I-4. Establish a process for City and County planning and public works personnel to resolve policy conflicts and recommend measures to attain consistency. Where there is a conflict in policy or standards that is not resolved, the more stringent policy shall apply.

Policy TR I-5. Coordinate with WSDOT in establishing standards for state-owned roadways within the City.

Policy TR I-6. The City and County shall cooperate in the identification and prioritization of transportation improvements in the unincorporated Urban Growth Area.

Goal TR-II. Establish a safe, efficient, and environmentally sensitive road system that supports desired land use patterns.

Policy TR II-1. Provide for a safe, efficient, and environmentally sensitive transportation system for the movement of goods, services, and people to places of employment, retail trade, education, recreation, and residence within the City and Urban Growth Area.

Policy TR II-2. Preserve the structural adequacy and level of service of the existing road system.

Policy TR II-3. Conduct regular maintenance of existing roadways to minimize degradation.

Policy TR II-4. The construction of passing lanes and left- and right-turn lanes, as appropriate to accommodate traffic growth or where needed for safe operation, should be a priority on state highways/arterials when the following conditions are met:

(1) Accident patterns are correctable with such lanes;
(2) Access to health care is restricted;
(3) Excess delays occur;
(4) Lack of turn lanes creates a safety hazard.

Policy TR II-5. Require a maintenance agreement for private roads that is approved by the responsible jurisdiction.

Policy TR II-6. Pursue the restriction/elimination of roadway access points as opportunities arise to maintain capacity of existing arterials and collectors, through the following techniques:

(1) The provision of internal access among off-street parking areas in commercial districts (through reciprocal agreements);
(2) The use of intersection streets as access points;
(3) Internal design of subdivisions and commercial developments

Policy TR II-7. Construct, operate and maintain traffic signals according to the guidelines contained in the Manual on Uniform Traffic Control Devices.

Policy TR II-8. Identify and protect future road corridors to serve future developments.

Policy TR II-9. Maintain the relationship between transportation planning, future roadway system needs, and the Six-Year Transportation Improvement Plan (TIP).

Policy TR II-10. Pursue opportunities to acquire rights-of-way for planned roadways.

Policy TR II-11. Review future developments for collector/arterial needs or potential conflicts with planned facilities.

Policy TR II-12. Require dedication of roadway rights-of-way in both the planning and platting process. Dedications should be in accordance with the appropriate functional classification, design standards, and City policy.

Policy TR II-13. The development approval process should facilitate construction of local roads. County and city should provide assistance in design review.

Policy TR II-14. Establish a process to assure that planned transportation projects are coordinated between jurisdictions, agencies and developers and that any identified impacts are addressed.

Policy TR II-15. Require traffic impact studies to determine the need for additional or improved roads or for operational improvements at major intersections. Look for opportunities to re-use impact studies and to combine impacts of multiple small developments for subarea analysis.

Policy TR II-16. Consider implementation of a Concurrency Management System or funding program in conjunction with the Capital Facilities Plan and Transportation Improvement Program to ensure that transportation improvements, strategies and actions needed to support new development are in place to achieve the desired level of service.

Policy TR II-17. Design and sign local streets to discourage their use by through traffic.

Policy TR II-18. Utilize sound and environmentally responsible design principals in road construction.

Policy TR II-19. Establish consistent design standards and functional classification for roadways within the Urban Growth Area.

Policy TR II-20. Size and design roadways in accordance with functional classification, 20-year traffic demand, and 20-year life-span.

Policy TR II-21. Ensure that design standards have some flexibility to allow for both environmentally sensitive road construction and reasonable efficiency in balancing the public interests.

Policy TR II-22. Minimize, to the degree possible, locating new roads in sensitive areas to minimize environmental disruption and construction costs.

Policy TR II-23. Design roads to minimize impacts on hydrologic systems, including surface and groundwater.

Policy TR II-24. Attempt to maximize view potentials when establishing roadway locations and designs.

Policy TR II-25. Support industry in new growth areas within the planning area through appropriate roadway classifications, locations and designs.

Policy TR II-26. Consider provisions for non-motorized and pedestrian features in the design of all roadway and bridge projects.

Policy TR II-27. Design roads to enhance safety during winter driving conditions and to minimize winter maintenance needs and costs where possible.

Policy TR II-28. Develop standards to ensure ingress and egress of emergency service vehicles.

Policy TR II-29. Review all proposed developments to assure acceptable accommodation of emergency vehicles with regard to cul-de-sac lengths, maximum road grades, maintenance, road width, Uniform Fire Code, etc.

Policy TR II-30. Evaluate proposed transportation projects on their impacts to emergency service access and existing uses.

Policy TR II-31. Identify alternate "escape" roadways for areas that could be closed by wildfires.

Policy TR II-32. Improve the safety and capacity of roadways while retaining the classic small town aesthetic features on tourist routes.

Policy TR II-33. Sustain the small-town character of Chelan through encouraging specific "classic small-town"-type designs of bridges, barriers, and other similar road improvements.

Policy TR II-34. Identify and work to reduce safety deficiencies for all modes of transportation, including motor vehicles, bicycles and pedestrians.

Policy TR II-35. Work to minimize negative environmental impacts from the transportation system.

Policy TR II-36. Encourage enhancement of the natural environment while planning and implementing transportation system improvements, when possible.

Policy TR II-37. Minimize road cuts on hillsides by using alignments that fit the natural topography.

Goal TR-III. 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 TR III-1. Promote the equitable/proportionate distribution of the costs of construction for transportation facilities, including multimodal accommodations, among City, State, County, transit providers and private developers.

~~Policy TR III-1.~~ Policy TR III-2. Preserve community character by involving local citizens and stakeholders to participate in planning and design decisions. (new)

~~Policy TR III-2.~~ Policy TR III-3. Engage developers in cooperative multimodal transportation planning efforts to meet the needs of residential, commercial, or industrial development.

~~Policy TR III-3.~~ Policy TR III-4. Ensure that developers fund a proportionate share of the vehicular, pedestrian, and non-motorized regional transportation improvements/services, and maintenance necessary to accommodate development.

~~Policy TR III-4.~~ Policy TR III-5. The City should establish and implement a system of development impact fees to ensure that developers fund an equitable/proportionate share of the improvements related to vehicular, pedestrian, and non-motorized transportation, and provide for direct project-related improvements.

~~Policy TR III-5.~~ Policy TR III-6. Coordinate long-term policy objectives relating to land use, economic development and transportation.

~~Policy TR III-6.~~ Policy TR III-7. Support regional economic development efforts.

Goal TR-IV. Embrace Complete Streets principles to provide a safe and convenient transportation network that accommodates all users including pedestrians, bicycles, transit users, children, the elderly, and people with disabilities.~~Provide safe and convenient pedestrian and non-motorized transportation routes throughout the planning area.~~ (amended)

Policy TR IV-1. Recognize the importance of active transportation ~~pedestrian and non – motorized travel~~ in contributing to the physical health of residents and the economic well-being of the Chelan community. **(amended)**

Policy TR IV-2. Provide for improved standards of road widths to include pedestrian routes, transit access, ADA accommodations, and other non-motorized transportation/circulation corridors.

Policy TR IV-3. Encourage development of street systems that complement other new utilities, non-motorized, and pedestrian pathways so that the service patterns can be coordinated and therefore serve more than one purpose in the most economical way.

Policy TR IV-4. Protect the environment and reduce traffic congestion by providing safe alternatives to single occupancy driving. (new)

~~Policy TR IV-4.~~ Policy TR IV-5. Continue efforts to build~~develop~~ trails and pathways that would provide connections between developed and developing areas and among recreation sites and community features. Specifically, pursue development of the Lakeside and Northshore pathways. (amended)

~~Policy TR IV-5.~~ Policy TR IV-6. Strengthen the local economy by creating a pedestrian friendly downtown environment consistent with visitor expectations of a small, walkable, vibrant tourist destination. ~~Promote convenient pedestrian and non-motorized access between and among developed and developing areas.~~ (new)

~~Policy TR IV-6.~~ Policy TR IV-7. Provide for improvement and dedication of bikeways and pedestrian paths through developing areas at the time development is reviewed.

~~Policy TR IV-7.~~ Policy TR IV-8. Require all new developments to provide sidewalks and bike lanes in accord with City standards.

~~Policy TR IV-8.~~ Policy TR IV-9. Strive to provide sidewalks or other off-street pedestrian ways on both sides of all roadways within the city.

~~Policy TR IV-9.~~ Policy TR IV-10. Strive to provide bike lanes on all arterial and collector roadways.

~~Policy TR IV-10.~~ Policy TR IV-11. Construct sidewalks of concrete when possible; where concrete construction is not feasible, other types of surfacing can alternatively satisfy the demand for safe pedestrian facilities.

~~Policy TR IV-11.~~ Policy TR IV-12. Assign top priority to development of pedestrian and non –motorized transportation links to public facilities such as schools, parks, and local government offices.

~~Policy TR IV-12.~~ Policy TR IV-13. New construction, reconstruction, or overlay projects should include smooth and wider shoulders wherever possible to facilitate safer, more convenient bicycle travel.

~~Policy TR IV-13.~~ Policy TR IV-14. The following standards should be adopted by the City and implemented through planning and regulatory programs:

(1) Bike Paths within the Right-of-Way. Bike lanes with a minimum width of six feet minimum for one-way should be developed in conjunction with all new and substantial

upgrades to state highways, community arterials, and collectors. Surfacing for bike lanes should be comparable to that used on the adjoining roadway. (amended)

(2) Pedestrian Ways within the Right-of-Way. Sidewalks and pedestrian ways within the right-of-way should be constructed to a minimum width of ~~six feet, except for along local access streets where they should be a minimum of~~ five feet for all street types except 10 feet along arterials. Wherever possible sidewalks should be located along both sides of street/roadways. Surfacing should be constructed of asphalt or concrete, and must meet ADA guidelines for accessibility. (amended)

(3) Bike Paths and Pedestrian Ways out of Right-of-Way (if connecting to other existing or planned pedestrian ways). Wherever possible and practical, development of bike paths and pedestrian ways with a minimum width of six feet one-way or ten feet two-way should be developed adjacent or in close proximity to community arterials, community collectors and residential access streets. —Surfacing should be comparable to that used on roadways, but can be compacted crushed surfacing or other low maintenance surface.

(4) Bike Path and Pedestrian Ways not tied to Vehicular Routes. Wherever possible and practical, development of bike paths and pedestrian ways with a minimum width of six feet one-way or ten feet two-way that are not tied to vehicular routes should be developed to provide linkages between public uses, residential and commercial areas. Such paths should be developed to provide alternative transportation routes for recreation and commuting. Surfacing should be compatible with the intended use, but at a minimum should be compacted crushed surfacing or other low maintenance surfaces.

~~Policy TR IV-14.~~ Policy TR IV-15. Provide safe pedestrian crossings at all appropriate locations, and ensure that such crossings are clearly marked and signed.

Goal TR-V. Encourage modal transportation (rail, air, and water) as an integral part of the overall transportation/circulation system.

Policy TR V-1. Continue to maintain and improve the Chelan Municipal Airport to ensure access to the air transportation system and promote economic activity.

Policy TR V-2. Provide all-weather access to the airport through the installation of navigation approach and landing aids.

Policy TR V-3. Study the possibility of charter air service at the Chelan Municipal Airport.

Policy TR V-4. Explore possibilities for expanded service between Chelan and Stehekin.

Policy TR V-5. Support water transportation on Lake Chelan as a crucial means of moving people and goods to Stehekin and other locations along the lake.

Policy TR V-6. Maintain and improve capacity and inter-modal connectivity for roadways, bicycle and pedestrian facilities, public transit and intercity bus, and ferries.

Policy TR V-7. Identify and pursue improvements for truck freight mobility.

~~Policy TR V-7.~~ Policy TR V-8. Consider the development of a permanent marine port facility for both water- and air-based travel. (new)

Exhibit 8-3~~8-3~~. Recently reconstructed Johnson Avenue Corridor.

Goal TR-VI. Support public transportation and the provision of central facilities for public transit use.

Policy TR VI-1. Cooperate with LINK in providing facilities for efficient operation of the transit system.

Policy TR VI-2. Require adequate right-of-way, sidewalk and roadway improvements (ADA compliant) where transit stops are located.

Policy TR VI-3. Encourage the expansion of public transportation services in under-served areas through LINK and private and non-profit agencies, such as senior citizen groups.

Policy TR VI-4. Work with LINK to coordinate new route locations in underserved or developing areas.

Policy TR VI-5. Consider transit facilities as mitigation, where appropriate, for new developments.

Goal TR-VII. Establish a uniform access management approach for both city streets and state highways.

Policy TR VII-1. Enhance the ability of arterial and collector roadways to carry a large volume of traffic safely and efficiently.

Policy TR VII-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 TR VII-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 TR VII-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 for frontage improvements along existing rights of way.

Policy TR VII-5. Identify and pursue opportunities for local arterial street connections that minimize the need for short trips on state highways.

Policy TR VII-6. Identify and pursue opportunities to implement access management on arterial roadways to preserve mobility.

Goal TR-VIII. Promote the use of high occupancy vehicles and other transportation demand management strategies in order to minimize impacts to the environment and relieve demands on the City's transportation system.

Policy TR VIII-1. Educate the public on the benefits of ride sharing, telecommuting, staggered work hours, work share, etc.

Goal TR-IX. Responsible investment.

Policy TR IX-1. Place a high priority for existing and future funding on the preservation and maintenance of the existing transportation system.

Policy TR IX-2. Pursue improvements that strike a balance between benefits and costs to communities and to the users of the regional transportation system.

Policy TR IX-3. Identify and pursue transportation system improvements for tourism that are compatible with freight mobility.

Policy TR IX-4. Identify and pursue transportation infrastructure improvements that further economic development objectives.

PLANNED IMPROVEMENTS

Changes in land use or expected growth patterns have an effect on the future transportation system and transportation planning must evaluate conditions as they evolve. Some planned improvements may no longer be needed or specific improvements that were not included in future planning may now be needed. Other improvements may support the City's downtown, quality of life or economic development goals.

Planned improvements to the City of Chelan transportation system include short term needs identified in the Six-Year TIP, as well as long-term needs based on conditions expected to develop over the next 20 years. A list of transportation improvements currently planned and included in the local, regional, and state TIPs are shown in Exhibit 8-4.

Exhibit 8-48-4. Planned Transportation Improvements

Project	Description
Woodin Avenue Bridge Rehabilitation	The concrete bridge structure wil be rehabilitated, including replacement of failing bridge rails.
Woodin Avenue Bridge One-Way Conversion and Columbia Street Improvements*	The bridge deck will be reconfigured for one-way vehicle traffic with an 8' sidewalk on the north, 5' contra-flow bike lane, 10' vehicle travel lane (sharrow), and 5' sidewalk on the south. With the improved bridge, Columbia Street will be reconfigure street section to create enhanced non-motorized connections between Woodin Ave and Johnson Ave, including a key connection for the Lakeside Trail along the west side of Columbia St.
Traffic Calming on West Woodin Avenue*	Safety improvements from Woodin Ave/Webster Ave intersection to Woodin Ave Bridge.
Woodin Avenue and Webster Avenue Intersection*	Reconfigure and restripe intersection.
SR 97A and Farnham Street Intersection	Intersection improvements for operational safety benefits.
No-See-Um Road Intersection	Realign SR 150, No-See-Um Rd, Golf Course Rd and Spader Bay Dr and construct a roundabout.
Sanders Street Crosswalks	New bulb-outs and crosswalks on Sanders St from the Dan Gordon Bridge to Woodin Ave.
South Chelan Access Study	A plan to identify options for secondary acess in South Chelan.
Columbia Street, Johnson Ave to Gibson Ave	Upgrade bicycle and pedestrian facilities.
Downtown Alleys, Columbia St to Sanders St	Rehabilitation of downtown allys north and south of Woodin Ave between Columbia St to Sanders St.
Lakeside and Northshore Trails	The City is constructing a trail from Don Morse Park to Lakeside Park in phases as well as a trail along the north shore of the lake.
Union Valley Road Study	Corridor study from Highland Ave to city limits.
Boyd Road Widening, SR 150 to City Limits	Widen road to provide for pedestrian and bicycle facilities from SR 150/Crystal Dr to Lakeside.

*Projects related to the Woodin Avenue Bridge project

~~Project~~	~~Description~~
~~Woodin Avenue Bridge~~	~~The City is completing design for comprehensive improvements to the Woodin Avenue Bridge that will rehabilitate the bridge structure, transition traffic to one-~~

Project	Description
	~~way on the bridge with improved non-motorized facilities and associated improvements on Woodin Avenue and Columbia Street.~~
~~• Bridge Rehabilitation~~	~~• The concrete bridge structure will be rehabilitated, including replacement of failing bridge rails.~~
~~• One-Way Conversion~~	~~• The bridge deck will be reconfigured for one-way vehicle traffic with a wide (8') sidewalk on the north side, a 5' contra-flow bike lane, a 10' vehicle travel lane (sharrow), and a 5' sidewalk on the south side.~~
~~• Columbia Street Improvements~~	~~• With the improved bridge, Columbia Street will be reconfigured to create enhanced non-motorized connections between Woodin Avenue and Johnson Avenue, including a key connection for the Lakeside Trail along the west side of Columbia Street.~~
~~• Mitigation at other downtown intersections~~	~~• As traffic increases in coming years on the state routes through downtown Chelan (SR 150 and SR 97A), intersections will require monitoring for potential upgrades.~~
~~Lakeside Trail~~	~~The City is constructing a trail from Don Morse Park to Lakeside Park in phases.~~
~~Non-Motorized Improvements (various locations)~~	~~The City will identify projects and seek funding to improve pedestrian and bicycle safety, access and connectivity throughout the City. Costs will be determined on a project-by-project basis and added to the TIP.~~
~~SR 150/No-See-Um Intersection~~	~~Realign SR 150, No-See-Um Road, Golf Course Road and Spader Bay Drive and construct a roundabout intersection.~~

TRAFFIC CONDITIONS ANALYSIS

Operations Analysis

The GMA requires that traffic operations be evaluated on a long-range planning horizon, considering the planned transportation projects and planned growth, to determine how the transportation network can accommodate future demand.

For this update, an operations analysis was completed for the 2017 existing transportation network as well as the 2037 future conditions. The future forecast took into consideration land use changes, background growth, and planned transportation projects discussed above.

A detailed description of the study methodology, traffic volumes, and analysis results is included in the Existing Conditions Report.

Level of Service Standards

Cities are required to adopt level of service (LOS) standards to establish the level of congestion the community is willing to accept and to determine when

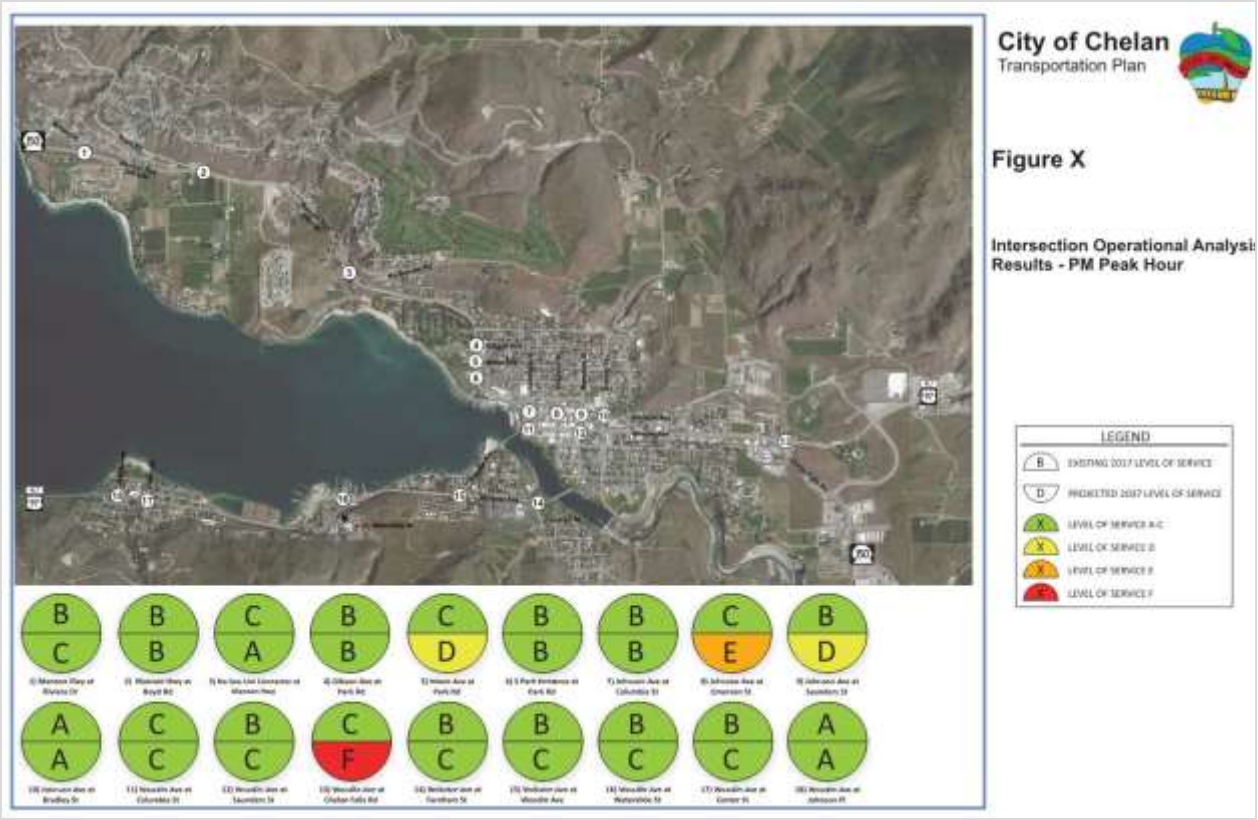
growth has consumed that available capacity. The GMA requires that transportation capacity is evaluated concurrent with development.

The City of Chelan has adopted a LOS D standard for all intersections within the City. Any transportation facility, including City arterials and transit routes, that functions below the adopted standard is considered to be failing.

Traffic Operations Summary

Intersection levels of service were evaluated for 18 study intersections for the existing 2017 conditions and the forecasted 2037 conditions. A comparison of existing 2017 and projected 2037 level of service results are shown on Exhibit 8-5.

Exhibit 8-58-5. LOS Summary for Existing and Future Conditions



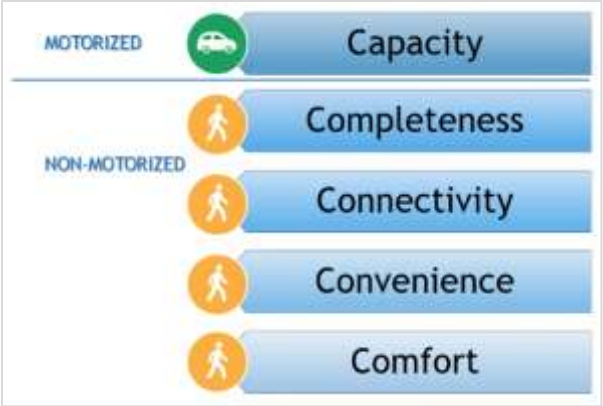
The results of the operational analysis show that with the identified improvements in the current TIP, only two intersections fall below the City's adopted LOS standards. Below is a description of each location:

- Emerson Street/E Johnson Avenue (SR 150): The level of service for this intersection is driven by the NB and SB left-turn movements. By implementing turn restrictions at Emerson Street/E Johnson Avenue (SR 150) for the NB and SB approaches, the intersection would improve to within City LOS standards.
- The Chelan Falls Road (SR 150)/Woodin Avenue (SR 97A) intersection is predicted to fail by 2037. It is recommended that this intersection be monitored as growth occurs. Due to the atypical nature of this intersection, the analysis software has a more difficult time assessing the operations and this intersection may perform better than currently predicted. Since this is the intersection of two State highways, WSDOT has primary responsibility for improvements at this location.

Additionally, there are two locations that are approaching capacity at LOS D:

- Park Road (SR 150)/Nixon Avenue: As traffic increases on SR 150, left-turns into and out of Nixon Avenue will become more problematic. The City will need to consider an access management strategy for local connections along this section of SR 150 to ensure access to the residential streets can be accommodated safely.
- Saunders Street/Johnson Avenue (SR 150) is currently all-way stop-controlled. With increasing traffic volumes, delays and queueing (which on occasion already extend past this intersection from Saunders Street/Woodin Avenue) may require installation of a different form of traffic control (signal or roundabout), restricted turn movements and/or an increased level of coordination with the signal at Saunders Street/Woodin Avenue.

Exhibit 8-6~~8-6~~. Four "C"s of Non-Motorized Transportation



NON-MOTORIZED TRAVEL CONDITIONS ANALYSIS

Non-motorized facilities include sidewalks, bike lanes, and separated mixed-use paths which provide mobility opportunities for both commuters and recreational users. The bulk of the non-motorized network in the City are concentrated in or near the downtown core and in areas of recent development. The City has adopted a road standards policy that requires development projects to construct sidewalks on all roads and bike lanes on major collectors and arterials.

In recent years, the City of Chelan has implemented several street projects that enhanced the pedestrian and bicycle network including the corridor redesign of E Johnson Avenue, sidewalk construction on S Bradley Street, and the completion of segments of the Lakeside Trail. As non-motorized improvements continue to be made in Chelan, especially in areas outside of the commercial core, the City has recognized a need for a tool that evaluates the entire network and determines where needs are the greatest.

This update of the Transportation Element introduces a new way of evaluating the non-motorized transportation network in the City of Chelan. Traditional level of service metrics used for vehicles measure congestion which is not an appropriate metric for most pedestrian and bicycle facilities, especially in a small-town setting where over-crowding is not commonly a concern. Instead, these non-motorized elements must be evaluated using a

more qualitative method that focuses on the experience of the person using the facility.

Vehicle traffic operations are typically analyzed in terms of Capacity. For non-motorized transportation, four different "C"s have been used to characterize bicycle and pedestrian traffic. These four C's offer a practical framework that goes beyond capacity to evaluate the non-motorized network taking into account the following attributes:

- **Completeness** gets to the degree of continuity of pedestrian and bicycle facilities. Gaps in sidewalks and bike lanes should be infrequent whether looking on the segment level or the network level.
- ~~**Comfort** pertains to how safe a person might feel walking and biking along a stretch of roadway. Beyond having an adequately wide facility in good condition, comfort also includes such elements as adequate lighting, buffers from moving traffic, and slower vehicle speeds.~~
- **Connectivity** relates to whether the facility easily connects travelers to destinations and other modes of travel. Pedestrian and bicycle facilities should provide seamless access to adjacent neighborhoods and transit routes if available.
- **Convenience** refers to facilities being where people need and want them most, serving pedestrian generators like schools, parks, and retail. Crosswalks should be frequent enough to provide sufficient opportunities to cross the street and facilities should be easy to navigate and unobstructed.
- ~~**Completeness** gets to the degree of continuity of pedestrian and bicycle facilities. Gaps in sidewalks and bike lanes should be infrequent whether looking on the segment level or the network level.~~
- **Comfort** pertains to how safe a person might feel walking and biking along a stretch of roadway. Beyond having an adequately wide facility in good condition, comfort also includes such elements as adequate lighting, buffers from moving traffic, and slower vehicle speeds.

Keeping these four C's in mind, a survey tool was designed to measure the quality of non-motorized infrastructure on a block by block basis. Each street segment and intersection is evaluated based on a series of weighted factors and given a rating of good, acceptable, or poor.

However, not all streets in Chelan serve the same function and therefore should not be held to the same standards. Some streets have commercial uses with heavy pedestrian traffic while others are more residential in nature with lighter pedestrian activity. While all streets should provide some level of

access for both pedestrians and bicycles, the robustness of those facilities will vary depending on the intended purpose of the street.

In the City of Chelan's Development Standards Manual, the city's streets are classified into three categories with specific standards for each type:

- Storefront Streets
- Secondary Streets
- Landscape Streets

Using Chelan's street classification framework, the non-motorized level of service tool has been calibrated to consider the specific standards for each street type. For instance, a street with the same characteristics would receive a different rating based on its location within the city. In other words, the requirements to achieve a 'good' non-motorized level of service rating are higher for a storefront street located in downtown Chelan than for a landscape street in a residential area.

As of this update, the City of Chelan has undertaken an effort to survey their streets using this methodology. The results of the survey will be used to identify and prioritize investments as well as track the state of the system and measure progress toward reaching goals over time.

Exhibit 8-7~~8-7~~. Sample evaluation form for non-motorized level of service.

City of Chelan Non-Motorized Level of Service Field Sheet

Storefront Street

Street Name: Street Direction (circle): East-West or North-South

From: To:

Pedestrian (Segment)							Score
Sidewalk							
Width	Less than 3'	4	3' to 7'	8	8' or more	12	
Location	Not present	3	One side	6	Both sides	9	
Length	Not present	3	Some Gaps	6	No Gaps	9	
Condition	Poor/Not Present	2	Fair	4	Good	6	
Distance Between Crosswalks	Over 500'	2	300' to 500'	4	Less than 300'	6	
Buffer							
Parking	Not present	2	Parallel	4	Angled/Perpendicular	6	
Planting Strip	Not present	1	1' to 3'	2	4' or more	3	
Tree Spacing	Not present	1	More than 30' (average)	2	30' or Less (average)	3	
Driveways (per 100')	More than 3	1	1 or 2	2	None	3	
Vehicle Speed Limit (mph)	40 or more	1	30 or 35	2	25 or less	3	
Segment Pedestrian LOS							

Major Street: Minor Street:

Pedestrian (Intersection)							Score
Number of Travel Lanes	6 or more	6	4 to 5	12	1 to 3	18	
Stop Control	None	4	Two-way Stop	8	AWS/Signal/Roundabout	12	
Curb Ramps	None	4	Some	8	All	12	
Controlled Crosswalks (Stop/Signal)	None	4	Worn or Missing	8	All Marked	12	
Corner Sidewalk Extension	None	2	Half or less	4	More than half	6	
Intersection Pedestrian LOS							

Street Name: Street Direction (circle): East-West or North-South

From: To:

Bicycle (Segment)							Score
Facility							
Type	None	5	Marked Bike Lane/Shoulder	10	Buffered Bike Lane or Separated Path	15	
Width	Less than 3'	5	3' to 4'	10	5' or More	15	
Condition	Poor	4	Fair	8	Good	12	
Vehicle Speed Limit (mph)	40 or more	2	30 or 35	4	25 or less	6	
Parking	Angled/Perpendicular	2	Parallel	4	None	6	
Bike Parking	None	1	Informal	2	Designated	3	
Driveways (per 100')	More than 3	1	1 or 2	2	None	3	
Segment Bicycle LOS							

FINANCIAL ANALYSIS

The City of Chelan is required to analyze the financial practicality of its 2037 Transportation Improvement Program. The analysis should include needs and resources, and contain a multi-year financing plan. If a funding analysis shows that a plan is not affordable or achievable, the plan must discuss how additional funds will be raised, or how land use assumptions will be reassessed. This section demonstrates that the 2037 Chelan Transportation Plan is financially constrained, in compliance with state and federal laws.

Financial Constraint

State and federal legislation requires that the transportation plan be financially constrained. Only projects that the City can afford to complete with existing revenues or with revenues that are reasonably expected to be available are included. This requirement helps to ensure that the long-range plan is a realistic plan for transportation policy and investment. The financial forecast must consider the cost to maintain the existing system, as well as the cost to expand the transportation system to meet future demand.

Major capacity projects cannot be funded unless they are specifically identified in the Regional Transportation Plan. Regionally significant projects cannot be included in comprehensive plans and Capital Facilities Plans unless they are also in the long-range transportation plan. If not, the City is unable to seek development fees, federal grants, or most state grants.

Financial Planning and Programming

The City uses a variety of criteria to prioritize transportation projects, including safety, mobility, and overall community benefit. The City must also consider the availability of funding and ability to leverage city dollars to raise additional funds. Project prioritization for capital improvements is therefore often partially dependent on the ability to secure outside funding, and maintenance and preservation costs are dependent on the limited tax revenues available to the City. When establishing project costs the City must consider a number of issues:

- Cost Estimates: Costs provided are planning level estimates. Estimates will be more fully developed during subsequent planning efforts, including development of the Six-Year Transportation Improvement Program (TIP).
- Historic Precedence: Assessment of historical trends, such as local revenue attributed to development fees, annual growth rates, etc.

- WSDOT Programming: Projects that include improvements to WSDOT facilities must also be included in WSDOT's 10-year Improvement Program.
- Growth: Private sector project contributions assume that the forecasted growth will occur

Revenue Forecasts

Local revenues are projected to grow at a slower rate than in the past, and competition for local revenues will increase as other programs and services lose funding.

- Local revenues include property taxes, special assessments, general fund appropriations, as well as other local receipts such as development fees, permits, sales and use tax, business and occupation tax, real estate excise tax, service fees, and parking and traffic fines. Local revenues also include private sector costs that are born as a condition of development, but are not paid directly by local agencies.
- State revenues include state fuel tax distributed directly to the City, state grants, and any project-specific funding allocation.
- Federal revenues include direct and indirect grants, block grants, Federal Emergency Management Agency revenues, various revenues from the Surface Transportation Program fund, and any project-specific revenues from federal agencies for regionally significant road projects.

Private Funding

Through the State Environmental Policy Act (SEPA) review process, the City can ensure that impacts created by new development are mitigated to ensure that concurrency is maintained. The City of Chelan may develop and implement other funding methods, such as impact fees or cost sharing mechanisms, to ensure new development bears its proportionate share of the capital costs of transportation improvements. In particular, the City could establish an impact fee structure that requires commercial or resort-type development expected to cause additional strain on the non-motorized infrastructure in the downtown core, to contribute to a fund to support pedestrian and bicycle improvements.~~The City of Chelan may also consider other funding methods so that new development bears its proportionate share of the capital costs of transportation improvements.~~

2037 Transportation Improvement Program

Capital costs for the 2037 recommended improvement program are summarized in Exhibit 8-8. All costs are provided as planning-level cost

estimates only and will be more fully developed through the annual Six-Year TIP development and as projects move into the planning and design phase.

Exhibit 8-8~~8-8~~. 2037 Transportation Improvement Program Costs

~~Project~~	~~Cost~~
~~Woodin Avenue Bridge~~	~~See below.~~
~~• Bridge Rehabilitation~~	~~$810,000~~
~~• One-Way Conversion and Columbia Street Improvements~~	~~$900,000~~
~~• Mitigation on SR 97A~~	~~Varies, depending on design and location. Rectangular Rapid Flashing Beacon (RRFB) pedestrian crossing can be installed for approximately $50,000.~~
~~• Mitigation on SR 150~~	~~Varies, depending on design and need. Four concepts have been developed for Saunders Street at Johnson Avenue and Woodin Avenue, with costs ranging from $80,000 to $615,000.~~
~~SR 150 North Shore Corridor Study~~	~~Cost will depend on specific scope of analysis, but a typical range is $20,000 - $50,000.~~
~~Lakeside Trail~~	~~Trail costs vary depending on location, type of construction (asphalt versus concrete) and potential participation by adjacent private development.~~
~~Non-Motorized Improvements (various locations)~~	~~Vary. Typical costs for sidewalk and trail improvements done in phases can cost $100,000 - $800,000, depending on the length, design and complexity of the project.~~
~~SR 97A East Woodin Avenue Corridor Study~~	~~Cost will depend on specific scope of analysis, but a typical range is $50,000 - $100,000.~~
~~SR 150/No-See-Um Intersection~~	~~$6,000,000~~

Project	Cost	Timeframe	Funding Status
Woodin Avenue Bridge Rehabilitation and Related Improvement Projects			
– Bridge Rebilitation and One-Way Conversion	$540,000	1-3 years	Funded
– One-Way Conversion and Columbia Street Improvements	$900,000	1-3 years	Unfunded
– Traffic Calming on West Woodin Avenue	$250,000	1-3 years	Unfunded
– Woodin Avenue and Webster Avenue Intersection	$50,000	1-3 years	Unfunded
SR 97A and Farnham St Intersection	$500,000	1-3 years	Unfunded
No-See-Um Road Intersection	$5,820,000	1-3 years	Funded
Sanders Street Crosswalks	$800,000	1-3 years	Unfunded
South Chelan Access Study	$100,000	1-3 years	Unfunded
Columbia Street, Johnson Ave to Gibson Ave	$300,000	1-3 years	Unfunded
Downtown Alleys, Columbia St to Sanders St	$200,000	1-3 years	Unfunded
Lakeside and Northshore Trails	$1,100,000	1-3 years	Unfunded
Union Valley Road Study	$125,000	1-3 years	Unfunded
SR 97A/East Woodin Avenue Corridor Study	Varies; $50,000 to $100,000	3-6 years	Unfunded
Boyd Road Widening, SR 150 to City Limits	$518,000	3-6 years	Unfunded
Citywide Bicycle and Pedestrian Master Plan	$50,000	3-6 years	Unfunded
Non-Motorized Improvements	Varies; $100,000 to $800,000	6+ years	Unfunded
SR 150 North Shore Corridor Study	Varies; $20,00 to $50,000	6+ years	Unfunded
Mitigation at Other Downtown Intersections	Varies; $100,000 to $700,000	6+ years	Unfunded

ACTION PLAN

The Chelan 2037 Transportation Improvement Program identified previously consists of the major roadway projects that are necessary to support the City's Comprehensive Land Use Plan, non-motorized improvements to enhance multimodal travel and support the walkable community expressed in other visioning efforts, and safety and operational improvement projects to maintain an acceptable level of service throughout the system. As specific private development projects are proposed, the City will assess impacts during review of the proposal and determine whether additional improvements may be needed.

Specific action items as described in the Transportation Element are summarized below.

Complete Construction of No-See-Um Roundabout Intersection. Working with WSDOT, the City should complete the construction of this roundabout intersection to improve safety and access on both sides of SR 150. This roundabout will also help meter traffic into Chelan, allowing traffic gaps for those trying to access SR 150 from Don Morse Park, Gibson Avenue, Nixon Avenue and the commercial driveways.

Exhibit 8-9~~8-9~~. Proposed No-See-Um Roundabout on SR 150.

Prepare and Implement a Citywide Bicycle and Pedestrian Master Plan. In recent years, a number of plans and studies have spoken to the

non-motorized elements in Chelan and the City strives to consolidate these efforts into a single master plan. The City should complete the data collection and evaluation as described in this plan to document the state of the non-motorized system and prioritize projects to complete or enhance the pedestrian and bicycle network throughout the City.

~~*Implement Non-Motorized Level of Service Program.* The City should complete the data collection and analysis as described in this plan and then use that criteria to identify projects to complete or enhance a non-motorized network throughout the City.~~

SR 150 North Shore Corridor Study. As more development occurs on the north shore of Lake Chelan, traffic will continue to build on SR 150 making access from side streets and driveways problematic. A corridor study can look at improvements to meter traffic and manage access.

Convert the Woodin Avenue Bridge to One-Way Vehicle Traffic. This project will enhance a key amenity in downtown Chelan for tourists and locals alike. The conversion will allow much better non-motorized access to

downtown and both the Lakeside Trail and RiverWalk Trail and improve safety.

Exhibit 8-108~~8-10~~. West Woodin Avenue Bridge, One-Way Concept.~~Proposed No-See-Um Roundabout on SR 150.~~

Monitor Traffic Operations on SR 150 and SR 97A through Chelan. These corridors already experience occasional congestion. Regular monitoring will be able to identify needs for intersection improvements at a number of locations that will see increasing vehicle volumes.

SR 97A East Woodin Avenue Corridor Study. Woodin Avenue east of Saunders Street will see increasing traffic and left-turns and through movements out of cross streets may become problematic as time goes on. The City should consider corridor planning in this area to identify the preferred cross section for Woodin Avenue, non-motorized facilities, intersection control and access management.

Complete Lakeside Trail. The City has an ambitious plan to connect Don Morse Park near downtown to Lakeside Park along the south shore. Providing this non-motorized connection will be critical to pedestrian and bicycle safety along the SR 97A corridor, especially as south shore properties continue to redevelop. Partnering with developers as properties along this alignment redevelop will be crucial to completing this system.

Exhibit 8-11~~8-11~~. Lakeside Trail at Don Morse Park.

Complete Northshore Trail. The City has an ambitious plan to extend the trail system along the north shore of Lake Chelan to provide non-motorized access to the residential neighborhoods being built in the area.

Union Valley Road Study. Union Valley Road provides access through a topographically challenging area from the heart of Chelan to points north.

The current corridor requires widening and other improvements if this route is to serve increasing traffic volumes or non-motorized users.

Boyd Road Widening. Boyd Road is seeing increased traffic volumes from SR 150 along the lake up the hill to residential neighborhoods. Widening this road will make it safer for non-motorized traffic to use this route.

South Chelan Access Study. Significant growth has been projected for the hills south of Chelan. There are few routes that currently access this area. To ensure adequate access and circulation, a plan needs to be developed to manage access onto SR 97A and to identify feasible routes into the hills that will provide the necessary capacity.

Farnham Street. This is a key location just south of the Dan Gordon Bridge that provides access to residential areas in south Chelan. This intersection is approaching capacity and will require future capacity and/or safety improvements.

Downtown Alleys. The Downtown Master Plan identified alleys as a resource for businesses for delivery and other uses, including potential non-motorized connections or outdoor seating, etc. The Regardless of the final use, the alleys need some improvements to better serve the commercial area.

Traffic Calming on Woodin Avenue. With the improvements to the Woodin Avenue Bridge, Woodin Avenue between the bridge and Webster Avenue will become a favorite route for pedestrians. Traffic calming will keep vehicle speeds down and increase the safety of the corridor.

Crosswalks on Sanders Street. Sanders Street has a vehicle-focus currently. As downtown Chelan becomes more walkable, more pedestrian crossings are expected along Sanders Street as pedestrians cross from the lakefront area to other businesses east of Sanders Street.

APPENDICES

Appendix A – Capital Facilities Plan (See Draft under separate cover)

Appendix B – Definitions (See 2011 Comprehensive Plan)