

Policy Comparison Matrices

Current Comprehensive Plan and Draft Comprehensive Plan Update | May 2, 2017; Amended July 19, 2017

This document provides a comparison of existing policies and draft policies in the May 2017 Draft Comprehensive Plan Update. Global changes included starting each policy with a verb to the extent possible, and removing “rationale” statements to streamline the plan. In some cases, rationale language was incorporated into policies.

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Land Use Element

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| NATURAL SYSTEMS AND CRITICAL AREAS | |
| GOAL 1: PROTECT WATER QUALITY | Goal LU-I. Protect water quality. |
| Goal Rationale: Protecting water quality in the area has important implications for public health and the local economy. Lake Chelan, the Columbia River and underground aquifers are the source of domestic and irrigation water in the area and are susceptible to contamination from many sources. Maintaining the high water quality and clarity is also important to the tourism economy as these factors contribute greatly to the recreational attraction of the area. | |
| Policy 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-1. Support the “keep it blue” and other water quality education programs which inform local citizens and visitors about water quality issues and ramifications. |
| Rationale: Education programs that provide an understanding of water quality issues can be an effective approach to maintaining high water quality levels and in the long term may prove more effective than regulation. Programs should not only be directed to full time residents but should also consider the seasonal visitor as well. | |

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| <p>Policy 2: Ensure that storm water is not directly discharged into water sources without appropriate treatment that meets federal, state, and city standards.</p> | <p>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)</p> |
| <p>Rationale: Storm water can carry many pollutants such as fecal coliform bacteria, gas and oil. Appropriate treatment may include oil/gas separators, dry wells and the use of natural systems such as wetlands.</p> | |
| <p>Policy 3: Encourage the appropriate regulatory agencies to actively pursue violators that illegally discharge waste into rivers, lakes and streams.</p> | <p>Policy LU I-2. Encourage the appropriate regulatory agencies to actively pursue violators that illegally discharge waste into lakes, rivers, and streams.</p> |
| <p>Rationale: Enforcement of water quality and waste disposal standards is a key element in maintaining contaminant free water resources.</p> | |
| <p>Policy 4: Development along the shoreline shall comply with federal, state, and City guidelines to ensure minimum impact on water quality.</p> | <p>Policy LU I-3. Require development along the shoreline to comply with federal, state, and City guidelines to ensure minimum impacts on water quality.</p> |
| <p>Rationale: There is a direct relationship between water quality and shoreline development. Shorelines with high water quality and clarity are desirable locations for development. Development in turn must provide appropriate safeguards to continue these favorable conditions.</p> | |
| <p>Policy 5: Support ongoing measures by the Lake Chelan Reclamation District, Chelan County Conservation District, area orchardists, and other related agencies and groups, as they raise awareness levels, and monitor and mitigate water quality issues related to agriculture.</p> | <p>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.</p> |
| <p>Rationale: Current efforts are decreasing agricultural phosphorus discharges into Lake Chelan.</p> | |
| <p>Policy 6: Boat launches should incorporate wash-off stations to remove milfoil off of boats prior to entrance to the Lake. Boaters should be educated about the negative impacts of milfoil to the clarity and quality of Lake Chelan.</p> | <p>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.</p> |
| <p>Rationale: Milfoil has become a threat to the water quality of Lake Chelan. Education and prevention are effective tools to combat this.</p> | |
| <p>Policy 7: Where erosion is occurring, and can be found to not be of natural origin, measures should be allowed to amend the situation.</p> | <p>Policy LU I-9. Enforce erosion control measures where erosion occurs and is not of natural origin. (amended)</p> |
| <p>Rationale: This helps protect lake water quality, as well as private property.</p> | |
| <p>GOAL 2: PERMIT DEVELOPMENT TO OCCUR IN KNOWN NATURAL HAZARD AREAS ONLY WHEN SUFFICIENT SAFEGUARDS PROTECTING LIFE AND PROPERTY CAN BE MET.</p> | <p>Goal LU-IV. Permit development to occur in known natural hazard areas only when sufficient safeguards protecting life and property can be met.</p> |
| <p>Goal Rationale: This allows property owners use of their property if there are adequate safeguards protecting life and property.</p> | |

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| Policy 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-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. |
| Rationale: Discouraging development in natural hazard areas helps to protect the public health, safety and general welfare. | |
| Policy 2: Provide slope protection, erosion control, soil stabilization, and fire protection when appropriate. | Policy LU IV-2. Require slope protection, erosion control, soil stabilization, and fire protection measures of new development. (amended) |
| Rationale: Measures should be taken to protect public and private property from natural hazards. | |
| GOAL 3: ENCOURAGE DEVELOPMENT THAT TAKES INTO CONSIDERATION SIGNIFICANT NATURAL FEATURES AND PROTECTS THEIR INTEGRITY. | Goal LU-V. Encourage development that takes into consideration significant natural features and protects their integrity. |
| Goal Rationale: These natural features are an important part of the surroundings that contribute to the area's high quality of life. | |
| Policy 1: Encourage preservation and proper maintenance of significant natural drainage ways. | Policy LU V-1. Encourage preservation and proper maintenance of significant natural drainage ways and ravines. (amended) |
| Rationale: The alteration of natural drainage ways can impair their ability to carry runoff and the placement of fill and debris in the channel can result in flooding and erosion problems. This policy would encourage that the integrity of drainage ways be maintained and that alteration or re-channelization should be allowed only where the need, associated impacts and appropriate mitigation measures are clearly demonstrated. | |
| Policy 2: Encourage the conservation or preservation of critical areas, such as wetlands, migratory animal routes, etc., by supporting plans that provide for public and private organizations to purchase these lands. | 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) |
| Rationale: This option allows interested private and public organizations to purchase lands they wish to put into a long term conservation or preservation programs, versus restricting private use, such as the Ducks Unlimited Organization does, when they purchase wetlands, preserve them as wetlands, but also offer duck hunting on these lands. | |
| Policy 3: Allow for recreational development to make use of natural amenities on critical areas when the recreational use has minimal impacts. | Policy LU V-3. Allow for recreational development within critical areas when the recreational use has minimal impacts. (amended) |
| Rationale: Recreational use on critical areas can have no or minimal impact on critical land use and should be allowed when consistent with the Economic Element, Open Space and Recreation Sub-Element, and the Natural Systems and Critical Areas Sub-Element. | |
| GOAL 5: PROTECT AND MAINTAIN AIR QUALITY | Goal LU-II. Protect and maintain air quality. |

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| Goal Rationale: Maintenance and improvement of current air quality levels should be encouraged to protect public health and the agricultural economy. | |
| Policy 1: Support the wood stove standards recently adopted by the Department of Ecology. | Policy LU II-1. Support the wood stove standards adopted by the State of Washington Department of Ecology. |
| Rationale: The 1987 Washington State Legislature directed the Department of Ecology to develop regulations in an effort to reduce the amount of air pollution from wood burning heat sources. The efforts of DOE are directed at educating the public on the effects of wood stove emissions, other heating alternatives and the desirability of achieving better emission performance and heating efficiency. Officials should encourage the dissemination of information on the local level. | |
| Policy 2: Recognize the potential benefits of public water, rail, electric, alternative fuels, non-motorized and air transportation in helping maintain local air quality. | 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. |
| Rationale: Moving people and goods by alternative means or in a more efficient manner should reduce emissions and therefore help maintain acceptable air quality. While it is obvious that the passenger car will not be replaced, the availability of other transportation options may reduce their use. | |
| Policy 3: Ensure that new industrial development meets air quality standards and does not significantly affect adjacent property. | Policy LU II-3. Ensure that new industrial development meets air quality standards and does not significantly affect adjacent property. |
| Rationale: Although the Lake Chelan Basin is not a manufacturing center the possibility of new development with potential air impacts exist. This policy is not meant to discourage industrial development but to encourage that adopted federal and state air quality standards are met and that facilities be located so that emissions do not significantly affect adjacent property owners. | |
| Policy 4: Poor air quality should not degrade the agricultural industry. | Policy LU II-4. Ensure development avoids deterioration of air quality to the detriment of the agricultural community. |
| Rationale: Good air quality is important in the production of fruit and other agricultural crops. Dust and other emissions could adversely affect the quality of crops. Development should not cause a deterioration of air quality to the detriment of the agricultural community. | |
| V. DESIGNATIONS: | |
| Policy 1: Recognize that critical area designations should not preclude development. At the same time, development should take into consideration appropriate mitigation measures to allow both development and critical areas to coexist and the presence of critical areas may limit or reduce the capacity for development | 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) |

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| Rationale: This takes into consideration property rights and the protection of critical areas. | |
| IMPLEMENTATION MEASURES FOR NATURAL SYSTEMS AND CRITICAL AREAS: | |
| A. Develop a comprehensive mapping system for identifying critical areas for use by private and public individuals and agencies. | 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. (amended) |
| B. 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-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. |
| C. Implement the existing clearing and grading ordinance, to provide stormwater management, and 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. | 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. |
| D. Explore innovative techniques to preserve and protect critical areas including conservation easements, purchase and/or transfer of development rights. | Policy LU V-4. Explore innovative techniques to preserve and protect critical areas including conservation easements, and purchase or transfer of development rights. |
| E. Identify incentives for landowners to preserve streams, wetlands, and vegetated waterside buffers. | Policy LU V-5. Identify incentives for landowners to preserve streams, wetlands, and vegetated waterside buffers. |
| <p>F. Develop regulations and standards that:</p> <p>1. Ensure that stormwater run-off release is done in a manner where quality and quantity conditions do not exceed predevelopment state;</p> <p>2. Require effective on-site detention and retention facilities, and other measures for sediment control and to trap pollutants;</p> <p>3. Encourage the use of natural measures for stormwater control and filtration.</p> | 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 sentence) |
| F. Adopt final designations for critical areas. | See LU III-1 above. |
| G. Adopt by reference the Lake Chelan Water Quality Plan, except where in conflict with this plan. 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. | <p>Policy LU I-10. Adopt by reference the Lake Chelan Water Quality Plan, except where in conflict with this plan. (See sidebar.)</p> <p>Sidebar: 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.</p> |

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| | 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) |
| | 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. (new) |
| | 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) |
| | Policy LU IV-3. Regulate building materials, access, water supply, and vegetation management in areas of wildfire risk. (new) |
| RESIDENTIAL | |
| GOAL 1: MAINTAIN AN ADEQUATE SUPPLY OF HOUSING OF SUFFICIENT QUALITY AND VARIETY TO MEET THE PRESENT AND FUTURE NEEDS OF THE AREA. | Goal LU-VI. Maintain an adequate supply of housing of sufficient quality and variety to meet the present and future needs of the area. |
| Goal Rationale: An adequate supply of housing available to all income levels is necessary to meet the housing needs of the area. Seventy-nine percent of the respondents in the 1993 community attitude survey identified traditional single- family homes as those most needed. Higher density housing is also supported to bring about more affordable housing. | |
| Policy 1: Encourage an adequate mix of housing units to meet the needs of existing and future residents of the area. Housing types should not be concentrated in one area but distributed in the urban growth area. | Policy LU VI-2. Encourage an adequate mix of housing units to meet the needs of existing and future residents of the area. (amended) |
| Rationale: A sufficient supply of housing units in a wide range of prices and types is needed to accommodate present and future residents. | |
| Policy 2: The County and City together with the private sector and other interested agencies should work for the development of affordable housing units for elderly, handicapped and low-income residents. | 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) |
| Rationale: The 1993 community attitude survey identified a need for this kind of housing. | |
| Policy 3: Recognize that manufactured homes are a viable housing option and should be permitted in all residential zoning districts subject to standards in the code and restrictive covenants that exclude manufactured homes in private developments. | 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) |

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| Rationale: Manufactured housing offers the potential of home ownership for moderate and low income families and individuals. Manufactured housing should be consistent in design and placement in residential areas in order to be compatible with the character of existing neighborhoods. | |
| Policy 4: Flexible standards such as zero lot line development, lot size averaging, clustering and other innovative designs that would reduce the cost of housing developments should be considered so long as public safety and convenience are not unreasonably compromised. | 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) |
| Rationale: Development codes that prevent a variety of reduced cost and barrier-free housing types unnecessarily increase housing cost. Further, innovative design techniques may provide social economic and environmental benefits. | |
| Policy 5: The level of improvements required by development standards should be balanced with the economic impact of those standards on the affordability of residential development. | 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. |
| Rationale: Development standards have a direct impact on the cost of housing. | |
| Policy 6: Maintain the integrity of residential neighborhoods but allow orderly transitional growth to occur when it is consistent with the comprehensive plan. | 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. |
| Rationale: This policy recognizes that consistent with the plan, some neighborhoods will experience transitional growth to other forms of land use. This should occur in an orderly fashion to minimize unwanted adverse impacts on the neighborhood. | |
| Policy 7: Make provisions to accommodate all of the different housing types and densities required by the residents of Chelan on the land use plan. | 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) |
| Rationale: Housing needs in Chelan include single-family homes, multi-family and assisted care facilities, for rentals and owner-occupied by all income and age groups present in the community. Making provisions for a variety of housing options will address the needs of all segments of the community through time and changing lifestyles. | |
| Policy 8: Elderly housing should be encouraged to locate close to public services. | Policy LU VI-8. Encourage senior and special needs housing to locate close to public services. (amended) |
| Rationale: Readily accessible public services enhanced opportunities for senior citizens to use the services. | |
| Policy 9: Promote development at urban densities in the City of Chelan and the unincorporated urban growth area. Urban residential densities shall be defined as: | 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”) |
| a) Single Family Residential- 2 to 4 units per acre | |
| b) Multi-Family Residential- 2 to 18 units per acre | |

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| <p>Rationale: Chelan is designated as an urban growth area and the utility systems and public services are designed to accommodate urban density development. Providing for a range of residential densities helps to provide the opportunity for affordable housing and a range of housing types.</p> | <p>Policy LU VII-3. Ensure utility systems and public services are designed to accommodate urban density development. (new based on rationale)</p> |
| <p>Policy 10: Provide incentives for planned residential development to encourage more efficient and creative development in the UGA.</p> | <p>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)</p> |
| <p>Rationale: Flexible development patterns can be highly desirable for utilizing natural amenities and protecting critical areas. Planned development supported by design engineering and the provision of urban services makes it possible to create attractive residential development that optimizes the use of the site.</p> | |
| <p>Policy 11: Provide incentives for reinvestment in existing residential neighborhoods.</p> | <p>Policy LU VII-8. Provide incentives for reinvestment in existing residential neighborhoods.</p> |
| <p>Rationale: Reinvestment in existing residential neighborhoods offers benefits: including saving valuable housing stock, increasing property values, and preserving community character. Potential incentives include zoning that will preserve the existing residential land use pattern and updating the public facilities (streets, parks, utilities, services) to current standards.</p> | |
| <p>Policy 12: Balance the demand for continuing growth in the UGA with the protection of existing residential neighborhoods from detrimental impacts including but not limited to excessive noise, traffic, light and glare and other impacts which may be disruptive to residential activities.</p> | <p>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.</p> |
| <p>Rationale: New development may use existing roads, facilities, utilities and services. The impact created by the new development should be mitigated to protect the neighborhood from excessive impacts. Uses in residential areas should be consistent with the comprehensive plan and existing land uses in the area.</p> | |
| <p>Policy 13: Allow accessory dwelling units in all residential districts for permanent residences.</p> | <p>Policy LU VI-9. Allow accessory dwelling units in all residential districts for permanent residences.</p> |
| <p>Rationale: Accessory dwelling units will help meet the demand for housing with a minimal impact on the existing neighborhood.</p> | |

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| | 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) |
| | Policy LU VI-10. Manage short-term rentals through processes and rules designed to protect Chelan’s long-term residents’ quality of life and stability of the housing market. (new) |
| | 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-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 or 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) |
| | 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 | |
| GOAL 1: SUPPORT AND ENCOURAGE COMMERCIAL DEVELOPMENT WITHIN THE URBAN GROWTH AREA | Not carried forward. Combines Commercial and Industrial sub-elements and streamlines and reduces policies. Additionally, there is an Economic Development Element. |
| Goal Rationale: Commercial activities generally require support of adequate infrastructure; therefore, commercial activities should occur within the urban growth area that has the services to provide for commercial enterprises. Policies: | |
| Policy 1: Encourage commercial development consistent with the Economic Element of this plan. | Not carried forward. Combines Commercial and Industrial sub-elements and streamlines and reduces policies. Additionally, there is an Economic Development Element. |
| Rationale: Policies guiding commercial development have been extensively addressed in the Economic Element. | |

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| <p>Policy 2: Urban areas should plan and regulate development to provide for adequate parking facilities either on site or through shared parking facilities.</p> | <p>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)</p> |
| <p>Rationale: Adequate parking is essential for commercial viability.</p> | |
| <p>Policy 3: Commercial development that has a significant impact on the existing infrastructure should carry a proportionate share of the infrastructure improvement costs. However, local government may choose to provide incentives to attract desirable commercial development consistent with the goals of the plan, when the public would benefit from the development.</p> | <p>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)</p> |
| <p>Rationale: It is essential to have adequate infrastructure to support commercial development, therefore commercial development should assist in paying for that infrastructure. Desirable commercial development can bring greater benefits to the community than it may cost the community to provide services.</p> | |
| <p>Policy 4: Tourist commercial and neighborhood services that meet the requirements of this plan may connect to public services where available.</p> | <p>Policy LU IX-15. Connect commercial development to public services where available. (amended)</p> |
| <p>Rationale: This allows for tourist commercial and neighborhood services without contributing to sprawl and will help offset the costs of existing services.</p> | |
| <p>Policy 5: Allow for home occupations to locate in land use designations which allow for single family residences, to be carried on in the residential property by the occupants, which activity is locally incidental to the use of said residence as a dwelling and does not change the residential character thereof, is conducted in such a manner as to not give any outward appearance of a business in the ordinary meaning of the term, and does not infringe upon the right of neighboring residents to enjoy a peaceful occupancy of their homes. Home occupations must meet minimum criteria as specified in the zoning regulations.</p> | <p>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)</p> |
| <p>Rationale: There is a growing trend towards low impact cottage industries or commercial activities which may generate substantial economic activity with minimal land use impact.</p> | |
| <p>Policy 6: Stimulate the vitality of the central business district by promoting it as a pedestrian-oriented environment with a full range of services, residential living opportunities above street level, and shops.</p> | <p>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)</p> |

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| <p>Rationale: A healthy central business district attracts customers. Local residents and out of town visitors like to shop in a pleasant downtown environment. Street lighting, landscaping, parking improvements and other amenities can contribute to an inviting, convenient and attractive commercial area.</p> | |
| <p>Policy 7: 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.</p> | <p>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.</p> |
| <p>Rationale: This would provide the most aesthetic and efficient use of the limited waterfront areas.</p> | |
| <p>Policy 8: Land uses and activities in the central business district should be compatible with the existing uses in Chelan's business district. In the central business district goods and activities should be visible through windows, architectural features should be highlighted and historic buildings should be preserved.</p> | <p>See Downtown Element.</p> |
| <p>Rationale: A healthy central business district can only be achieved if the new uses and activities within this area complement and enhance the district.</p> | |
| <p>Policy 9: Development within the central business district should be at a scale and design compatible with other properties and the district in general.</p> | <p>See Downtown Element.</p> |
| <p>Rationale: In order to promote a central business district that is pedestrian-oriented, store-fronts must be visually interesting.</p> | |
| <p>Policy 10: Encourage new commercial development to locate downtown to "round out" the commercial district.</p> | <p>See Downtown Element.</p> |
| <p>Rationale: Uncontrolled commercial development along major arterials can be visually uninteresting, cause traffic circulation problems and create difficult transition areas from commercial land use to other forms of land use. High intensity commercial development should infill areas already bordered by commercial development and expand when such transition is harmonious with neighboring landuse. Development within and as an outgrowth of existing commercial areas creates a central, rather than linear development pattern, maintains the integrity of existing neighborhoods, and concentrates similar services and uses in a convenient location.</p> | |
| <p>Policy 11: Proposed commercial development must be compatible with the character of the surrounding area.</p> | <p>Policy LU IX-18. Ensure proposed commercial development is compatible with the character of the surrounding area.</p> |
| <p>Rationale: There are several areas in Chelan where significant pressure exists to develop commercial uses not previously experienced in these areas.</p> | |
| <p>Policy 12: Commercial growth into the west Chelan area and along the north side of Webster Avenue should not be considered except for those uses which do not compromise the integrity of the residential neighborhood.</p> | <p>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</p> |

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| Rationale: West Chelan is a viable and historic residential neighborhood with excellent access to public services and shopping. The residents of this area have expressed a strong desire for the area to remain residential. Any uses proposed within or adjacent to this neighborhood should consider traffic circulation through the neighborhood, buffers, conflicting uses and impacts on views. | views. (amended) |
| Policy 13: The City in conjunction with downtown businesses and property owners should establish and develop a long term parking plan for the downtown retail core. | Policy LU IX-12. Develop a long-term parking plan for the downtown retail core. (amended) |
| Rationale: A coordinated effort is needed to solve existing parking problems in the downtown core. | |
| Policy 14: Commercial and industrial development that has a significant impact on the existing infrastructure should carry a proportionate share of the infrastructure improvement costs. However, 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. | 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) |
| Rationale: It is essential to have adequate infrastructure to support commercial and industrial development, therefore these developments should assists in paying for that infrastructure. Desirable commercial and industrial development can bring greater benefits to the community than it may cost, for the community to provide services. | |
| Policy 15: Encourage industrial development where support facilities and services exist and when compatible with other land uses. | Policy LU IX-8. Encourage industrial development where support facilities and services exist and when compatible with other land use |
| Rationale: Industrial development should not conflict with adjacent land uses, should be served by a convenient transportation system and should have a full range of utilities available. | |
| Policy 16: Revise all of the commercial zoning districts to restrict outside storage of vehicles or materials to approved screening or enclosed areas in conformance with the fire code. | 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) |
| Rationale: A favorable image is essential for the success of the community, quality of life, and the tourism industry. | |
| Policy 17: The property east of Chelan, 97A/150, should be reserved to accommodate the demand for industrial and heavy-commercial land uses, with the exception of the residential area identified along the Chelan River George. | Policy LU IX-9. East of 97A/150 promote industrial and heavy-commercial land uses. (Amended) |
| Rationale: This is consistent with existing land use in the area. | |
| Policy 18: Plans for development or redevelopment along Lake Chelan and other public open space should be oriented to tourist commercial, recreational services, activities, and residential. | Policy LU IX-4. Ensure development or redevelopment along Lake Chelan and other public open space is oriented to tourist commercial, recreational services, activities, and residential uses. (amended) |

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| <p>Rationale: Lake Chelan and other public open spaces are a valuable recreational resource for area residents and tourists. The development of activities such as resorts, restaurants and recreational services which by their design and appearance facilitate use and enjoyment of the water, expand economic opportunities, promote public use of public spaces and further shoreline beautification efforts should be encouraged.</p> | |
| <p>Policy 19: Prioritize the area bounded by the alley between Wooden 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.</p> | <p>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)</p> |
| <p>Rationale: The City has contemplated locating a community center in this area. If such a center is developed, other properties capitalizing on the river, the center and the downtown area would be appropriate. Regardless of the center, this area's proximity to the existing downtown core, the park and a good transportation network, makes it a priority area for redevelopment.</p> | |
| <p>Policy 20: The Lord's Acres area should be designated as a special use district as a mixed use agricultural, tourist commercial, and residential use area.</p> | <p>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)</p> |
| <p>Rationale: It is in the community's overriding public interest to keep its downtown businesses viable. As the Chelan Planning Area continues to grow, and its economy diversify, there will be a need for additional tourist commercial opportunities. Currently the downtown businesses overly rely upon a summer/seasonal economy. General commercial development in the Lord's Acres area at this time would negatively impact down town businesses. The existing agricultural uses should be provided the opportunity to continue agricultural opportunities as long as they are viable and choose to farm.</p> | |
| <p>Policy 21: Encourage relocation of the heavy commercial uses out of the South Shore waterfront area and promote a mixed-use development which includes water related/dependent tourist commercial activities, and residential.</p> | <p>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)</p> |
| <p>Rationale: This area has tremendous potential to redevelop and meet the demand for water related/dependent, commercial and residential land.</p> | |

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| Policy 22: Development along arterials should conform to development standards which address setbacks, signs, landscaping and other safety and aesthetic issues. | Policy LU IX-15. Require development along arterials to conform to development standards addressing setbacks, signs, landscaping and other safety and aesthetic issues. |
| Rationale: This will help to present an orderly appearance and reduce traffic conflicts for visitors and residents traveling along the major arterials. | |
| Policy 23: New development should adequately address parking, traffic and circulation, and landscaping requirements. Excessive automobile and truck traffic should not be directed through residential areas. | Policy LU IX-16. 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. |
| Rationale: Commercial development must be compatible with the present pattern and further needs of the circulation system. Access needs of pedestrians, bicycles, cars and trucks must be met and adequate parking should be provided. | |
| INDUSTRY | |
| Goal 1: Promote Industrial Development That Is Consistent With The Economic Element. | Not carried forward. Combines Commercial and Industrial sub-elements and streamlines and reduces policies. Additionally, there is an Economic Development Element. |
| Goal Rationale: Industrial development is necessary for the healthy growth of the economy. | |
| Policy 1: Industrial activities should occur within the urban growth area as urban growth areas typically have the services to provide for industrial enterprises. | Not carried forward. Combines Commercial and Industrial sub-elements and streamlines and reduces policies. Additionally, there is an Economic Development Element. |
| Rationale: Industrial activities generally require support of adequate infrastructure. | |
| Policy 2: Encourage public agencies working in conjunction with private industry to identify and develop industrial sites for targeted industrial development. | Policy LU IX-10. Encourage public agencies working in conjunction with private industry to identify and develop industrial sites for targeted industrial development. |
| Rationale: Public/private cooperation can more effectively help implement the economic strategy of this plan. | |
| Policy 3: Industrial development that has a significant impact on the existing infrastructure should carry a proportionate share of the infrastructure improvement costs. However, local government may choose to provide incentives to attract desirable industrial development consistent with the goals of the plan when the public would benefit from the development. | 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. |
| Rationale: It is essential to have adequate infrastructure to support industrial development, therefore industrial development should assist in paying for that infrastructure. Desirable industrial development can bring greater benefits to the community than it may cost the community to provide services. | |

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| <p>Policy 4: Industrial land use designations identified on the land use map in this plan, were allowed into the City of Chelan= Urban Growth Area based upon an agreement with the City of Chelan and Chelan County, (Resolution 97-131, Condition 3). This agreement stipulates that zoning for the industrial expansion shall limit future development to industrial and heavy commercial uses. Appropriate zoning shall be adopted for the industrial expansion that does not add to the residential buildout for the Chelan Urban Growth Area.</p> | <p>Not carried forward. Combines Commercial and Industrial sub-elements and streamlines and reduces policies. Further the City and County are revisiting the UGA boundaries through this update effort.</p> |
| <p>Rationale: Residential development in this area would exceed the population projection allocated to the City of Chelan. Residential development is also typically not compatible with industrial development. Industrial sites within Chelan County are limited, residential development would consume valuable potential industrial sites.</p> | |
| <p>GOAL 2: ENCOURAGE THE CITY OF CHELAN TO DEVELOP AS A SERVICE, RETAIL, RESIDENTIAL, TOURIST, AGRICULTURAL, INDUSTRIAL, RECREATIONAL, AND ACTIVITY CENTER FOR THE LAKE CHELAN BASIN</p> | <p>Goal LU-IX. Develop as a service, retail, residential, tourist, agricultural, industrial, recreational, and activity center for the Lake Chelan basin. (amended)</p> |
| <p>Goal Rationale: Chelan is the major community center for the Lower Lake Chelan Basin. Retail and service uses that serve the complete needs of the community area encouraged. However, Chelan should not be overlooked as a residential community and the quality of neighborhoods should not be compromised for the development of conflicting uses. With Chelan growing in popularity as a tourist center, associated uses must be developed to encourage people to visit and return.</p> | |
| <p>Policy 1: Development along arterials should conform to development standards which address setbacks, signs, landscaping and other safety and aesthetic issues.</p> | <p>Policy LU IX-16. Require development along arterials to conform to development standards addressing setbacks, signs, landscaping and other safety and aesthetic issues.</p> |
| <p>Rationale: This will help to present an orderly appearance and reduce traffic conflicts for visitors and residents traveling along the major arterials.</p> | |
| <p>OPEN SPACE/RECREATION</p> | |
| <p>GOAL 1: ENCOURAGE THE RETENTION OF OPEN SPACE.</p> | <p>Goal LU-X. Encourage the retention of open space.</p> |
| <p>Goal Rationale: Open space is a valuable resource for enjoyment by residents and visitors.</p> | |
| <p>Policy 1: Explore incentives and mechanisms and eliminate disincentives to encourage landowners to retain open space.</p> | <p>Policy LU X-1. Explore incentives and mechanisms and eliminate disincentives to encourage landowners to retain open space.</p> |
| <p>Rationale: Techniques such as planned developments, clustering, density bonuses, tax incentives, land trusts, T.D.R.'s (transfer of development rights), P.D.R.'s (purchase of development rights), conservation easements, and other incentives will help retain open space over time.</p> | <p>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.</p> |

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| <p>Policy 2: High priority should be given to the preparation of a comprehensive study of existing underutilized public right of ways and easements. Assess the potential for public benefit through the following steps:</p> | <p>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:</p> |
| <p>a. Identify all undeveloped or underutilized City public right of ways and easements and determine ownership status.</p> | <p>a) Identify all undeveloped or underutilized City public right of ways and easements and determine ownership status.</p> |
| <p>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.</p> | <p>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.</p> |
| <p>c. Assess each site's value using criteria established in step "b" to determine value for use or sale.</p> | <p>c) Assess each site's value using criteria established in step "b" to determine value for use or sale.</p> |
| <p>d. Develop and implement a plan for use or sale of each site.</p> | <p>d) Develop and implement a plan for use or sale of each site.</p> |
| <p>Rationale: Underutilized right of ways and easements offer an opportunity for significant public benefit as open space and recreation.</p> | |
| <p>GOAL 2: IDENTIFY AND PROVIDE FOR THE PARKS AND RECREATION NEEDS OF RESIDENTS AND VISITORS.</p> | <p>Goal LU-XI. Identify and provide for the parks and recreation needs of residents and visitors.</p> |
| <p>Goal Rationale: Parks provide open spaces and opportunities for recreational activities that enhance the quality of life and are essential components of the visitor economy.</p> | |
| <p>Policy 1: Include the City's current adopted parks and recreation plan, the Lakeside Trail Feasibility Study and the Don Morse Park Shoreline Study as an elements of this comprehensive plan.</p> | <p>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:</p> |
| <p>Rationale: The plans and study have all been adopted by the City Council; they provide for existing and future park and recreation needs and facilities. .</p> | <p>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)</p> |
| <p>Policy 2: The public park system is encouraged to allow commercial ventures and community facilities which allow and do not compromise continued public access.</p> | <p>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)</p> |
| <p>Rationale: This creates higher use and more diverse activities.</p> | |
| <p>Policy 3: State and publicly owned tourist/recreation destinations should provide adequate sanitary facilities.</p> | <p>Policy LU XI-4. Ensure State and publicly owned tourist/recreation destinations provide adequate sanitary facilities.</p> |
| <p>Rationale: Adequate sanitary facilities help to maintain the quality of recreation opportunities enjoyed by residents and tourists in the area.</p> | |

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| Policy 4: 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-5. Encourage public and private recreational development and natural amenities which attract residential and recreational development to lands within the Urban Growth Area. |
| Rationale: Open spaces, scenic view points and recreational activities which attract residential and recreational development to lands within the UGA should be developed to provide a positive impact. | |
| Policy 5: Allow for the use of a 2 to 1 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. | 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) |
| Rationale: This will further encourage the retention of open space areas. | |
| | 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-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 3: ENCOURAGE THE DEVELOPMENT OF RECREATION FACILITIES AND OPPORTUNITIES. | Goal LU-XII. Encourage the development of recreation facilities and opportunities. |
| Goal Rationale: This will strengthen the economic base and be downright fun and healthy for all which greatly improves the quality of life. | |
| Policy 1: Explore, through use of public and private resources, off-season recreation and attractions as is defined in the LCRA Recreational Product Development List and others that fit the criteria, and also cultural events and activities. | Policy LU XII-1. Explore, using public and private resources, off-season recreation and attractions and cultural events and activities. (streamlined) |
| Rationale: Natural amenities exist within the planning area to support these recreation activities and when developed will create a year round economy, employment, and enjoyment for residents and visitors. | |
| Policy 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-2. Encourage development of recreation activities by the private sector working in conjunction with public agencies responsible for management of public lands and resources. |
| Rationale: Most of the natural amenities that enable many of the recreation activities are on public land, therefore, encourage public/private cooperation. | |
| Policy 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-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. |

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| <p>Rationale: Water-related tourist and recreational activities are a major attraction for the area and adequate shoreline facilities must be provided. Increasing public access to shore lands is in keeping with development of needed opportunities and facilities.</p> | |
| <p>Policy 4: 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.</p> | <p>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.</p> |
| <p>Rationale: The City’s current adopted parks and recreation plan, the Lakeside Trail Feasibility Study and the Don Morse Park Shoreline Study have been adopted by the City of Chelan to provide for the park and recreation needs of the community.</p> | |
| <p>Policy 5: Policies identified in the Open Space and Recreation Sub-Element of this plan should be subordinate to those in the City’s current adopted parks and recreation plan, the Lakeside Trail Feasibility Study and the Don Morse Park Shoreline Study.</p> | <p>The Element incorporates by reference these other documents (see above) and the City will balance application of them.</p> |
| <p>Rationale: The City’s current adopted parks and recreation plan, the Lakeside Trail Feasibility Study and the Don Morse Park Shoreline Study have been adopted by the City of Chelan to provide for the park and recreation needs of the community.</p> | |
| <p>Policy 6: Retain or exchange and enhance existing right-of-ways and public easements for public access and enjoyment of Lake Chelan.</p> | <p>Policy LU XII-4. Retain or exchange and enhance existing right-of-ways and public easements for public access and enjoyment of Lake Chelan.</p> |
| <p>Rationale: New public right-of-ways to Lake Chelan will likely not occur and the retention and enhancement of existing right-of-way and public easements will provide the public with access and enhanced recreation opportunities on Lake Chelan. Public right-of-ways may not provide the highest public benefit due to impacts of existing neighborhoods and homes, an exchange of the right-of-way or easement for better public access and recreation may be explored.</p> | |
| <p>GOAL 4: PROVIDE SAFE, CONVENIENT, PLEASANT NON-MOTORIZED ROUTES CONNECTING THE CITY’S PRINCIPAL ORIGINS AND DESTINATIONS.</p> | <p>Goal LU-XIII. Provide safe, convenient, pleasant non-motorized routes connecting the City’s principal origins and destinations.</p> |
| <p>Goal Rationale: Sidewalks and bikeways that are safe, pleasant, and easy to use will reduce reliance on the automobile, reduce pressure on parking facilities and the motorized transportation network, promote health, strengthen neighborhoods, improve access to recreation facilities (especially trails), and create a network of open space that enhances the quality of life in the city.</p> | |

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| <p>Policy 1: Sidewalks and bikeways should connect Chelan’s neighborhoods with the Lakeside Trail and other public recreation facilities.</p> | <p>Policy LU XIII-1. Ensure sidewalks and bikeways connect Chelan’s neighborhoods with the Lakeside Trail and other public recreation facilities.</p> |
| <p>Rationale: Sidewalks and bikeways will make it easier for residents and visitors to reach trails and parks, and will reduce the need for parking in parks and at trailheads.</p> | |
| <p>Policy 2: Neighborhood planning should include discussion of non-motorized transportation facilities.</p> | <p>Policy LU XIII-2. Promote neighborhood planning that includes discussion of non-motorized transportation facilities.</p> |
| <p>Rationale: Neighborhood residents are the experts on their neighborhoods. Facilities designed to meet the needs of specific neighborhoods are mostly likely to be used and to support the life of the neighborhood. Retrofitting existing neighborhoods with sidewalks and bikeways is likely to enhance neighborhood character and property values, and encourage investments in infill and other housing that promotes urban densities.</p> | |
| <p>Policy 3: The City’s Non-motorized Transportation Implementation Plan should guide development of non-motorized routes (including bikeways of all classes) throughout the City and its UGA.</p> | <p>Policy LU XIII-3. Through the City’s Non-motorized Transportation Implementation Plan, guide development of non-motorized routes (including bikeways of all classes) throughout the City and its Urban Growth Area.</p> |
| <p>Rationale: The Non-motorized Transportation Implementation Plan was developed specifically to provide links among the city’s principal origins and destinations, including the Lakeside Trail, and to provide for the needs of through cyclists.</p> | |
| <p>Policy 4: Sidewalks and bikeways within rights of way should conform to the City’s Street Standards (section 5 of the City’s Development Standards) or to the City’s Non-motorized Transportation Implementation Plan or other approved non-motorized facilities plan. Trails, pathways, and bikeways outside rights of way should 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.</p> | <p>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)</p> |

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| <p>Rationale: The City’s Street Standards have been developed and adopted to guide development within rights of way throughout the city. The standards provide for exceptions as needed to facilitate implementation of the Non-motorized Transportation Implementation Plan and any other approved non-motorized facilities plans. The Design Standards of the City’s Park and Recreation Department have been development and adopted to guide the development of recreation facilities throughout the city. A number of the City’s Open Space Areas include improvements within rights of way; collaborative management is a means to promote a network of safe, usable open space and to further goals that transcend a single plan element.</p> | |
| <p>CULTURAL RESOURCES</p> | <p>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.</p> |
| | <p>Goal LU-XIV. Celebrate, retain, and protect cultural resources. (new)</p> |
| | <p>Policy LU XIV-1. Develop a broad understanding of the City’s history, including the roles and contributions of various ethnic groups. (new)</p> |
| | <p>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)</p> |
| | <p>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)</p> |
| | <p>Policy LU XIV-4. Utilize code enforcement activities to protect historic properties and neighborhoods. (new)</p> |
| | <p>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)</p> |
| <p>URBAN GROWTH AREA</p> | |
| <p>GOAL 1: ENCOURAGE DEVELOPMENT IN URBAN GROWTH AREAS WHERE ADEQUATE PUBLIC FACILITIES AND SERVICES EXIST OR CAN BE PROVIDED IN AN EFFICIENT MANNER.</p> | <p>Goal LU-XV. Encourage development in Urban Growth Areas where adequate public facilities and services exist or can be provided in an efficient manner.</p> |

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| <p>Goal Rationale: This is one of the 13 goals of the growth management act. The intent of this goal is to reduce the demand for urban level services outside of designated urban growth areas.</p> | |
| <p>Policy 1: Improvement standards for new developments proposed within the urban growth area should be developed by the City and implemented by the County, (per the memorandum of understanding for urban growth areas agreed upon by the County and the cities on July 8, 1997). Standards should address such improvements as street alignment and grade, public road access, right-of-way, street improvements (which may include street width, curbs, gutters, and sidewalks, trails or pathways, etc.), sanitary sewer, storm water improvements, park and recreation facilities.</p> | <p>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</p> <ul style="list-style-type: none"> • 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. |
| <p>Rationale: Development within urban growth areas has potential to be included into the City and therefore, should be improved to City standards.</p> | |
| <p>Policy 2: Projects should be reviewed to ensure compatibility with the urban density of the comprehensive plan for the urban growth area.</p> | <p>Policy LU XV-2. Review projects to ensure compatibility with the urban density of the comprehensive plan for the Urban Growth Area.</p> |
| <p>Rationale: Growth in urban growth areas should be consistent with densities established in the comprehensive plan and services for the area, in order to implement the plan.</p> | |
| <p>Policy 3: The timing of utility extensions into the urban growth areas shall be consistent with the adopted capital facilities plan of the utility purveyor.</p> | <p>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.</p> |
| <p>Rationale: Public financing of capital facilities will not allow for unplanned growth. Coordination between developments and utility purveyors allowing a repayment plan for utility improvements with provisions for utility-assisted financing and latecomers fees should be made available. Development beyond planned utility extensions within the UGA can be permitted when financing can be achieved.</p> | |
| <p>Policy 4: Encourage efficient public use of shoreline properties by techniques such as higher density zoning, use of off-site parking, integration with waterfront structures, flexibility and setbacks for publicly desired uses, and use of waterfront parcels for docks, swimming, and other water-related uses, when not in conflict with other private use of waterfront property, provided that the development is consistent with the Shoreline Master Program of the City of Chelan.</p> | <p>Policy LU XV-4. Encourage efficient public use of shoreline properties consistent with the City's Shoreline Master Program. (shortened)</p> |
| <p>Rationale: The amount of water front property suited for residential development is limited. The presence of urban-level services will support higher densities and development at such densities is encouraged in order to make efficient use of the urban services and shoreline.</p> | |

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| Policy 5: Recognize that lands can continue to be used for agricultural purposes. | 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) |
| Rationale: Existing agricultural areas in the urban growth area should not be put out of business by encroachment from expanding urban uses. | |
| Policy 6: Existing agricultural uses within the Urban Growth Area are “grandfathered” uses that have the right to continue as long as the owner chooses to operate them. | |
| Rationale: The agricultural use was established first and as long as long as it is economically viable it should be allowed to continue. | 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 should provide a buffer. (Reduced detail of buffer in policy – put into zoning code) |
| Policy 7: New non-farm development adjacent to orchard in the Special Use District should provide buffering. New orchard next to an existing development in the Special Use District must obtain a conditional use permit and provide a buffer. Buffer options should include 25ft setbacks with a minimum 6ft high hedge, or 100ft setbacks including the use of right of ways. | |
| Rationale: This ensures that existing orchard operations in the Special Use District are able to continue to farm as long as they choose to, and that any new orchard operations in the Special Use District are not detrimental to urban development. | |
| Policy 8: Notification should be placed on all plats or binding site plans that the adjacent land is an orchard 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-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. |
| Rationale: Such notification will allow potential purchasers to make educated real estate purchase decisions. | |
| Policy 9: 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-8. Allow extension of urban services from the City to the Urban Growth Area, where compatible with the comprehensive plan, upon an annexation request. |
| Rationale: Extension of urban services consistent with the plan will promote orderly development of the planning area. | |

Economic Development Element

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| <p>Goal 1 Maintain, enhance and create partnerships</p> <p>Rationale 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.</p> | <p>Goal ED-I. Maintain, enhance and create partnerships</p> |
| <p>Policy 1.1 Encourage close working relationships including joint business ventures between government agencies, private business interests and non-profit organizations.</p> | <p>Policy ED I-1. Encourage close working relationships including joint business ventures between government agencies, private business interests and non-profit organizations.</p> |
| <p>Policy 1.2 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.</p> | <p>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.</p> |
| <p>Policy 1.3 Establish and maintain a positive working relationship with school districts, Wenatchee Valley College and other educational institutions.</p> | <p>Policy ED I-3. Establish and maintain a positive working relationship with school districts, Wenatchee Valley College and other educational institutions.</p> |
| <p>Policy 1.4 Explore non-traditional approaches and partnerships (e.g. Charter Forests).</p> | <p>Policy ED I-4. Explore non-traditional approaches and partnerships (e.g. Charter Forests).</p> |
| <p>Goal 2 Maintain, improve and expand public infrastructure</p> | <p>Goal ED-VII. Maintain, improve and expand public infrastructure.</p> |
| <p>Rationale 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.</p> | |
| <p>Policy 2.1 Develop and implement six-year capital improvement plans for water, sewer, storm drainage, streets, bridges, park and recreation facilities, community and pedestrian facilities.</p> | <p>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.</p> |
| <p>Policy 2.2 Encourage rapid deployment of high speed, high bandwidth telecommunications services throughout the Valley at an affordable price.</p> | <p>Policy ED VII-2. Encourage rapid deployment of high speed, high bandwidth telecommunications services throughout the Valley at an affordable price.</p> |
| <p>Goal 3 Identify and implement programs, projects and/or regulatory changes that remove barriers and improve viability of agricultural industries.</p> | <p>Goal ED-IV. Identify and implement programs, projects, and/or regulatory changes that remove barriers and improve viability of agricultural industries.</p> |

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| <p>Rationale 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.</p> | |
| <p>Policy 3.1 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.</p> | <p>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.</p> |
| <p>Policy 3.2 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.</p> | <p>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.</p> |
| <p>Policy 3.3 Promote and support efforts to diversify the agricultural industry through agri-tourism, wineries and other value-added agricultural products, and produce stands.</p> | <p>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.</p> |
| <p>Policy 3.4 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.</p> | <p>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.</p> |
| <p>Goal 4 Enhance and expand tourism in the Chelan Valley</p> | <p>Goal ED-II. Enhance and work to expand year round tourism in the Chelan Valley.</p> |
| <p>Rationale 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 therefore a goal and specific policies related to tourism are an important part of this Element.</p> | |
| <p>Policy 4.1 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.</p> | <p>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.</p> |
| <p>Policy 4.2 Support and facilitate development and enhancement of recreational amenities, facilities, activities and events.</p> | <p>Policy ED II-2. Support and facilitate development and enhancement of recreational amenities, facilities, activities, and events.</p> |
| <p>Policy 4.3 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-contained events, year-round recreational opportunities and media spots).</p> | <p>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-contained events, year-round recreational opportunities and media spots).</p> |
| <p>Policy 4.4 Support and facilitate the development of events and appropriate venues for a variety of cultural activities.</p> | <p>Policy ED II-4. Support and facilitate the development of events and appropriate venues for a variety of cultural activities.</p> |

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| Policy 4.5 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-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 4.6 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-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 4.7 Support and facilitate the expansion of existing and development of new public accesses to Lake Chelan. | Policy ED II-7. Support and facilitate the expansion of existing and development of new public accesses to Lake Chelan. |
| Policy 4.8 Support and facilitate a marketing plan which provides for marketing, promotion, education and product development for tourism in the Chelan Valley. | 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 5 Enhance and expand access to education in the Chelan Valley | Goal ED-V. Enhance and expand access to education in the Chelan Valley. |
| Rationale It is critical that access to higher education be available to provide for a variety of educational and cultural enrichment opportunities. 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. | |
| Policy 5.1 Support and facilitate the continued operation and encourage expansion of Wenatchee Valley College's Chelan Center. | Policy ED V-1. Support and facilitate the continued operation and encourage expansion of Wenatchee Valley College's Chelan Center. |
| Policy 5.2 Ensure that concurrency requirements of GMA are met in relation to impacts on schools resulting from development. | Policy ED V-2. Ensure that concurrency requirements of GMA are met in relation to impacts on schools resulting from development. |
| Policy 5.3 Pursue expansion of the availability of distance learning opportunities at all educational levels. | 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) |
| Goal 6 Identify and develop suitable sites for light/low impact business and industry | Goal ED-III. Identify and develop suitable sites for light/low impact business and industry. |

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| | Policy ED III-1. Promote economic diversification and livable wage jobs through participation with the Warehouse Industrial Roundtable. (new, City 2012 Strategic Plan) |
| Rationale Development of the infrastructure, funding and capacity to accommodate and implementation of a program to expand existing and recruit new businesses and industries is central to the creation of a year-round, diverse and sustainable economy. | |
| Policy 6.1 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-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 6.2 Make development, adoption and implementation of fair, consistent and timely permit review and land use regulatory processes a priority. | Policy ED III-3. Make development, adoption and implementation of fair, consistent and timely permit review and land use regulatory processes a priority. |
| Policy 6.3 Develop and refine a list of opportunities for expansion of existing business and industries and for desirable new industries. | 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 6.4 Support and facilitate the development of the Naumes Planned Development. | Policy ED III-6. Support and facilitate the development of the Apple Blossom Planned Development. (updated name) |
| Policy 6.5 Support and encourage continuation and expansion of business retention, revolving loan and business counseling programs and strategies. | Policy ED III-7. Support and encourage continuation and expansion of business retention, revolving loan and business counseling programs and strategies. |
| Policy 6.6 Support and facilitate a marketing plan which provides for marketing, promotion, education, product development, and economic development in the Chelan Valley. | 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 6.7 Actively pursue opportunities for grant and other “outside” funding to offset the impact of development costs on area citizens and businesses. | 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. |
| Goal 7 Implement the Downtown Master Plan (DMP)—the City’s Create a strategic plan for a downtown “renaissance” | Goal ED-VIII. Implement the Downtown Master Plan (DMP)—the City’s strategic plan for a downtown “renaissance”. |
| Rationale A centrally located, easily accessible, strong, and interesting downtown is important for the community’s economic well being and adds to the quality of life. Efforts to enhance or revitalize downtown must include a wide range of partners, each with specific roles. While the local government can provide a catalyst to initiate an effort, implementation and success rest with the business and landowners. The Downtown Master Plan adopted in 2010 was developed with stakeholder participation; it provides guidance and a phased implementation plan for coordinated actions by multiple parties. | |

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| <p>Policy 7.1 Review and update existing land use and Coordinate DMP implementation infrastructure with infrastructure (water, sewer, streets, storm drainage, parks and recreation and emergency services) plans and planning and regulations implementation to ensure that the downtown area is clearly defined, pedestrian friendly, well served by utilities and ready for commercial development and expansion efficient use of resources.</p> | <p>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)</p> |
| <p>Policy 7.2 Develop a consistent directional signage program for parks, retail services, restrooms and other points of interest Plan for and complete the implementation actions in the DMP, including allocating resources, actively pursue funding, and developing partnerships as needed.</p> | <p>Policy ED VIII-2. Develop a consistent directional signage program for parks, retail services, restrooms and other points of interest. 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)</p> |
| <p>Policy 7.3 Work with the Chamber of Commerce, downtown merchants and landowners, citizens and other regional and state entities to maintain a vibrant downtown.</p> | <p>Policy ED VIII-3. Work with the Chamber of Commerce, downtown merchants and landowners, citizens and other regional and state entities.</p> |
| <p>Goal 8 Protect the quality of the air and water in the Chelan Valley</p> | <p>Goal ED-IX. Protect the quality of the air and water in the Chelan Valley.</p> |
| <p>Rationale Clean air and high water quality are essential to the quality of life and an important factor in decisions that make the Chelan Valley a popular destination. These important environmental factors should not be compromised as a result of growth.</p> | |
| <p>Policy 8.1 Continue review and updates of existing land use and infrastructure (water, sewer, streets and storm drainage) plans and regulations to ensure compliance with County, state and federal statutory requirements for protection of the environment.</p> | <p>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 County, state and federal statutory requirements for protection of the environment.</p> |
| <p>Policy 8.2 Create and adopt incentives that encourage new development to take advantage of the site’s terrain and natural features with minimal disturbance.</p> | <p>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.</p> |
| <p>Policy 8.3 Review and update existing land use and infrastructure (water, sewer, storm drainage, transportation, parks and emergency services) plans and regulations to ensure that appropriate planning for land uses and infrastructure precedes significant development.</p> | <p>Policy ED IX-3. Ensure that appropriate planning for land uses and infrastructure precedes significant development. (streamlined)</p> |

Housing Element

| Current Housing Element Policies | Draft Housing Element Update |
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| GOAL 1: Affordable housing in good condition for moderate and middle income residents | Goal HO-I. Affordable housing in good condition for moderate and middle income residents. |
| GOAL 2: Livable neighborhoods | Goal HO-II. Livable neighborhoods |
| GOAL 3: Diverse housing options | Goal HO-III. Diverse housing options |
| GOAL 4: Adequate special needs housing | Goal HO-IV. Adequate special needs housing |
| GOAL 5: Private industry meets housing needs; the City provides leadership and support | Goal HO-V. Private industry meets housing needs; the City provides leadership and support. |
| A. AFFORDABLE HOUSING | |
| Policy A.1 | |
| The City's efforts to promote and retain affordable housing should be focused on the needs of full-time residents earning 110% of median income or less. | 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. |
| Rationale: 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. | |
| Policy A.2 | |
| Special housing types (such as cottage housing, accessory dwelling units, townhouses, and zero-lot-line development) should be encouraged in developing areas and in existing neighborhoods where such housing can be developed while retaining or enhancing neighborhood character and livability. | 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. |
| Rationale: 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. | |
| Policy A.3 | |
| The City should encourage development and retention of affordable, well-maintained rental housing. | Policy HO I-2. Encourage development and retention of affordable, well-maintained rental housing. |
| Rationale: Rental housing can be an affordable alternative for those who cannot afford to buy houses or condominiums. | |
| Policy A.4 | |
| The City should allow mobile home parks in one or more zoning districts and should 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. | 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. |
| Rationale: 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 | |

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| 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. | |
| Policy A.5 | |
| Where appropriate, the City should use incentives and other means to make sure that affordable housing units stay affordable. | Policy HO I-3. Where appropriate, use incentives and other means to make sure that affordable housing units stay affordable. |
| Rationale: Without adequate safeguards, housing developed to meet affordable housing needs may be converted to market-rate housing. Incentives and other actions to support affordable housing will not result in long-term change unless the housing stays affordable. Investing in long-range solutions is an appropriate role for the City. | |
| B. HOUSING CONDITION | |
| Policy B.1 | |
| Where neighborhood planning supports retention of existing housing stock, the City should support maintenance and upkeep of that stock by sponsoring housing rehabilitation programs offered by state and federal governments and nonprofit agencies. | 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. |
| Rationale: Good-quality housing encourages investment in existing neighborhoods, as well as improving residents' quality of life. Developing new housing in existing neighborhoods may increase density, and it is likely to reduce infrastructure costs and to promote active lifestyles and multi-modal transportation, enhancing livability. Maintaining existing infrastructure helps to retain the historical quality and character of Chelan neighborhoods. | |
| Policy B.2 | |
| The City should 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. | 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. |
| Rationale: Standards will support the community in accommodating diverse sectors of the population in established as well as new neighborhoods, strengthening the community while retaining neighborhood character. | |
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| C. PLANNING | |
| Policy C.1 | |
| The City's Urban Growth Area should provide adequate, appropriately-zoned land for special needs housing, including housing that will meet the needs of the City's aging population | 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. |
| Rationale: Accommodating diverse sectors of the population will enable elders and others with special needs to remain in the community. Providing adequate land will help to increase the supply of special-needs housing, and increase its affordability. | |

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| Policy C.2 | |
| The City should regularly assess the size of its Urban Growth Area (UGA) and increase the size as needed to maintain an adequate supply of appropriately zoned land. | 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. |
| Rationale: An adequate supply of land will help control land costs. A UGA that is too small may put artificial pressure on land prices by restricting competition in the land market. | |
| Policy C.3 | |
| The City should regularly review its 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-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. |
| Rationale: 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. | |
| Policy C.4 | |
| The City should use neighborhood planning to develop locally-supported action plans for existing neighborhoods. | Policy HO II-1. Use neighborhood planning to develop locally-supported action plans for existing neighborhoods. |
| Rationale: 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. | |
| Policy C.5 | |
| The neighborhood planning process should include the option of neighborhood-specific design standards, including standards that limit building height and size. | Policy HO II-2. Include the option of neighborhood-specific design standards, including standards that limit building height and size, in neighborhood planning processes. |
| Rationale: Building design can affect the character and livability of existing neighborhoods. Standards may be needed to protect existing neighborhoods. Neighborhood-specific design standards can fulfill multiple objectives, furthering the City's other land-use, housing, and transportation goals and policies while responding to the specific qualities of a particular neighborhood. | |

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| Policy C.6 | |
| Diversity in single-family housing types should be encouraged throughout the City. | Policy HO III-1. Encourage diversity in single-family housing types throughout the City. |
| Rationale: Diversity enhances neighborhood character and livability by providing options for households of different ages and sizes. Flexibility will allow landowners and developers to take advantage of the terrain by choosing housing types suitable to varied slopes, substrates, and lot sizes. | |
| D. STRATEGIC ACTION | |
| Policy D.1 | |
| City staff should 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-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. |
| Rationale: Through partnerships and a variety of regulatory and non-regulatory actions, the City can further the city's housing goals without a direct investment in new housing. | |
| Policy D.2 | |
| The City should actively participate in the Housing Authority of Chelan County & the City of Wenatchee. | Policy HO V-4. Actively participate in the Housing Authority of Chelan County & the City of Wenatchee. |
| Rationale: The Housing Authority can meet identified local needs that will not be met by the private sector, and help to access federal HUD grant funds for renovation and affordability. The effectiveness of the City's representative on the Housing Authority's board will be enhanced by coordination with policymakers and staff. | |
| Policy D.3 | |
| Where appropriate, the City should 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. | 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. |
| Rationale: The cost of land is a barrier to affordable housing development; government-to-government action may make land available at below-market cost. | |

Capital Facilities Element

| Current Capital Facilities Element Policies | Draft Capital Facilities Element Policies |
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| GOAL 1: CONTINUE TO PROVIDE AND MAINTAIN ADEQUATE PUBLIC FACILITIES AND SERVICES. | Goal CFP-I. Provide and maintain adequate public facilities and services for today's population and future. (amended) |
| Goal Rationale: 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. | |
| | 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 1: Work with the City and public facility purveyors to develop a six-year plan to finance capital facilities, assess funding capacities and identify public and private financing. | 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) |
| Rationale: Financial planning is an essential part of procuring adequate levels of capital facilities. | |
| Policy 2: Strive for the highest possible quality private and public school systems which are capable of meeting the present and future needs of area residents. | 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. |
| Rationale: A quality school system is the future of the community. Facilities and services should be up to date and consider long-term trends, as voters are willing to support financing by state aid, local levies and bonds. | |
| Policy 3: 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-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. |
| Rationale: Sharing the two adjacent district resources is more effective. | |
| | 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) |
| Policy 4: Encourage the continued availability of responsive, public and private health care programs and facilities to meet present and future needs. | 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) |

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| <p>Rationale: Health care planning needs to adjust to the population it serves. The senior citizen population (65 years and older) increased 8.6% from 1980 to 1990. While the school age population increased 2.8%. The Office of Financial Management estimates that the City’s senior population will grow at a rate of 2.8% per year from 2000 to 2030—over twice the City’s average growth rate. Health care planning must adjust to these changes and the expected growth of the area.</p> | |
| | <p>Goal CFP-X. Provide responsive law enforcement, fire protection, and emergency medical services to the Chelan community. (new)</p> |
| <p>Policy 5: Encourage coordination in providing for seasonal and future law enforcement needs within the area. It is also necessary to recognize and provide for law enforcement needs on Lake Chelan.</p> | <p>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)</p> |
| <p>Rationale: Law enforcement needs fluctuate greatly depending on the season. Coordination is essential since many agencies provide law enforcement services in the area.</p> | |
| <p>Policy 6: Maintain, update and expand as needed fire protection services to correspond with new development and the needs of the community.</p> | <p>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.</p> |
| <p>Rationale: All of the planning area should be included in a fire district in order to reduce insurance costs and property/life losses.</p> | |
| <p>Policy 7: Encourage the continued expansion of parks and recreation facilities. Quality of life in the Lake Chelan area is dependent upon public access to these open spaces and facilities.</p> | <p>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)</p> |
| <p>Rationale: Park and recreation facilities contribute to making the community a more enjoyable place to live and visit.</p> | |
| <p>Policy 8: Ensure that public services and facilities are available and adequately sized to protect the public health, safety and welfare.</p> | <p>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)</p> |
| <p>Rationale: Public services and facilities that are limited in capability can pose a risk to the public. New development should occur in urban growth areas where essential public services are available and adequately sized unless development provides for the expansion of such services and facilities.</p> | |
| <p>Policy 9: Encourage the upgrading of existing residential streets to current standards.</p> | <p>Policy CFP I-1. Upgrade existing residential streets to current standards for vehicles, pedestrians, cyclists, and stormwater, prioritizing by the highest need.</p> |

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| <p>Rationale: The community attitude survey identified residential streets and roads as the most in need of improvement. Good streets with curbs, gutters and sidewalks are attractive to visitors and residents alike. They also serve a functional aspect in directing storm water runoff, reducing wear and tear on vehicles, and providing for a safer environment for cyclists and pedestrians.</p> | |
| | <p>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)</p> |
| <p>Policy 10: Encourage a program of fire inspections for all structures open to the public or for overnight accommodations.</p> | <p>Policy CFP X-3. Encourage a program of fire inspections for all structures open to the public or for overnight accommodations.</p> |
| <p>Rationale: Older buildings or buildings which have undergone a change in use need to be inspected for fire risk and corrective actions taken as necessary. Newer buildings, although presumably inspected during the permit process, should be reviewed on a periodic basis. Fire protection entities need to work cooperatively in instituting such programs.</p> | |
| <p>Policy 11: Encourage the multiple use of public facilities. Rationale: Public facilities designed for multiple use and/or seasons can be more cost effective and provide additional service to residents and visitors.</p> | <p>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)</p> |
| <p>Policy 12: Encourage the establishment of a regional forum to address area-wide service and utility needs. Rationale: Similar utilities and services are provided by several entities that share mutual responsibilities and concerns. Coordination among agencies and districts, including consolidation of services if appropriate, would lead to increased efficiency and effectiveness in meeting needs on an area-wide basis.</p> | <p>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.</p> |
| <p>Policy 13: Coordinate capital improvement program planning in a manner consistent with the Growth Management Act. Rationale: Capital improvement program planning for public facilities needs to consider the goals, policies and recommendations of the comprehensive plan to ensure consistency.</p> | <p>Policy CFP I-4. Coordinate capital improvement program planning in a manner consistent with the Growth Management Act.</p> |
| <p>Policy 14: Public facilities should be located and built so that they are accessible to all segments of the population.</p> | <p>Policy CFP II-7. Design, locate, and build public facilities so that they are accessible to all segments of the population. (modified)</p> |
| <p>Rationale: Public facility planning must consider convenient transportation and pedestrian access together with access for the handicapped.</p> | |
| <p>Policy 15: 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:</p> | <p>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:</p> |
| <p>1. A water hook-up outside the urban growth area may be allowed when a person has provided documentation that:</p> | <p>1. A water hook-up outside the urban growth area may be allowed when a person has</p> |
| <p>A. the lot was legally created prior to May 28, 1998, and</p> | |

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| <p>B. 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.</p> | <p>provided documentation that: *the lot was legally created prior to May 28, 1998, and *at least two attempts to drill wells in different</p> |
| <p>2. Water hook-up may be allowed 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.</p> | <p>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.</p> |
| <p>Rationale: Consumption of the city's water rights should be limited to the urban growth area and the incorporated city limits. Furthermore, allowance of additional hook-ups outside of the city and urban growth area encourages residential densities beyond those of a rural nature. This policy allows the city to continue to be a limited purveyor of water while not promoting additional urban sprawl.</p> | |
| | <p>Policy CFP V-2. Ensure adequate sewer availability and adequate water supply and fire flow are available prior to permitting development. (new)</p> |
| | <p>Policy CFP V-3. Encourage conversion from on-site wastewater disposal systems as sewer lines become available. (new)</p> |
| | <p>Policy CFP V-4. Encourage the hookup to a public water system for those properties on existing private well systems. (new)</p> |
| | <p>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)</p> |
| <p>GOAL 2: DEVELOP AND MAINTAIN A SYSTEM OF WASTE TREATMENT AND DISPOSAL WHICH WILL SUPPORT THE FUTURE DEVELOPMENT OF THE AREA.</p> | <p>Goal CFP-VII. Develop and maintain a system of solid waste treatment and disposal which will support the future development of the area.</p> |

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| <p>Goal Rationale: Obtaining funding and site approval for sanitary waste treatment and solid waste disposal facilities is typically a lengthy process. Projected growth of the area and distance of potential service from existing facilities should be periodically re-evaluated to ensure that these critical needs will be met in the long term. Also, systems that are developed should be built to the degree of quality necessary to continue their longevity both from a structural/operational standpoint and an environmental perspective.</p> | |
| <p>Policy 1: Support a multi-jurisdictional approach for medium hazardous waste disposal.</p> | <p>Policy CFP VII-1. Support a multi-jurisdictional approach for medium hazardous waste disposal.</p> |
| <p>Rationale: As of June 1988, State law requires that public entities provide for medium hazardous waste disposal in their zoning codes and planning requirements. This policy urges governmental entities in the region to give a high priority to instituting a medium hazardous waste collection program for appropriate disposal at a designated facility. In addition to legal requirements, this policy recognizes that the proper collection and disposal of medium hazardous waste is in the interest of public health and safety. This policy does not include nuclear waste disposal, which is not considered appropriate in the study area.</p> | |
| <p>Policy 2: A multi-jurisdictional plan for solid waste disposal for the area should meet the needs of future development in accordance with the Chelan Solid Waste Management Plan.</p> | <p>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.</p> |
| <p>Rationale: Cooperation in solid waste management planning and implementation is necessary to solve regional waste disposal problems.</p> | |
| <p>Policy 3. 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.</p> | <p>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.</p> |
| <p>Rationale: Storm water, industrial and sewage discharges can be accomplished in an environmentally safe manner.</p> | |
| <p>Policy 4. The Lake Chelan Reclamation District and the Chelan County P.U.D. shall pay their proportionate share of development of new or expanded sewer treatment facilities.</p> | <p>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</p> |
| <p>Rationale: Growth and impacts from development outside of the City of Chelan Urban Growth Area should not be the financial burden of residents of the City of Chelan.</p> | |

| Current Capital Facilities Element Policies | Draft Capital Facilities Element Policies |
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| <p>Policy 5. The City of Chelan should 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.</p> | <p>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.</p> |
| <p>Rationale: The first priority for the City of Chelan sewer treatment facility is to meet sewer service needs within the City of Chelan Urban Growth Area.</p> | |
| <p>GOAL 3: ENSURE THAT PUBLIC FACILITIES ARE ADEQUATE TO SERVE THE PLANNED LAND USE PATTERNS IN THE CITY AND ITS UGA.</p> | <p>Goal CFP-II. Ensure that public facilities are adequate to serve the planned land use patterns in the city and its Urban Growth Area.</p> |
| <p>Goal Rationale: Since public facilities play a vital role in the growth and development of the community and growth often follows where utilities are placed, adequate facilities and infrastructure should accompany development. In some situations, the lack of facilities and infrastructure may preclude or limit development, even though such development could be supported from a land use perspective.</p> | |
| <p>Policy 1: Development should carry a proportionate share of the cost for extending and increasing the capacity of needed capital facilities, including parks and recreation and transportation facilities.</p> | <p>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.</p> |
| <p>Rationale: Where new development requires improvements to capital facilities and services, the developer should be responsible for the cost. However, if the installed infrastructure is an upgrade and/or neighboring property benefits from the improvements, the developer should be responsible only for the improvements that are reasonably related to the new development.</p> | |
| <p>Policy 2: Capital facilities should be provided to areas designated for residential, commercial and industrial development consistent with a level of service for the designated land use.</p> | <p>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.</p> |
| | <p>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)</p> |
| <p>Rationale: Utility planning should be consistent with the needs of the community as reflected in the comprehensive plan.</p> | |
| <p>Policy 3: Placement of fire stations should meet the needs of the City, the County, and the fire districts.</p> | <p>Policy CFP X-4. Ensure placement of fire stations meets the needs of the City, the County, and the fire districts.</p> |

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| <p>Rationale: Fire district service areas overlap jurisdictional boundaries; a single fire district may serve areas both within and outside the Chelan UGA. Considering the anticipated population of the service area (including lands with and outside the UGA) and the local fire district's capacity to provide service when locating new stations is an efficient and effective way to protect lives and property.</p> | |
| <p>Policy 4: Utilities should be underground within developments unless prohibitive.</p> | <p>Policy CFP II-6. Ensure new utilities are placed underground within developments unless prohibitive.</p> |
| <p>Rationale: Utilities placed underground helps protect the safety of the citizens, and maintains a cleaner, less cluttered environment.</p> | |
| <p>Policy 5: The extension of utilities should be sized to meet anticipated growth of the study area.</p> | <p>Policy CFP II-4. Ensure the extension of utilities is sized to meet anticipated growth of the study area.</p> |
| <p>Rationale: Utilities should consider the anticipated growth of the service area to assure that new facilities do not become obsolete and, therefore, require expensive replacement.</p> | |
| <p>Policy 6: The City should 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.</p> | <p>Policy CFP I-1. 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.</p> |
| <p>Rationale: Essential public facilities can be difficult to site. Locally-essential public facilities will be subject to a siting process designed to foster an equitable decision that serves the public interest. Maintaining a list of identified facilities will facilitate decisions about which projects will be subject to the siting process.</p> | |
| <p>Policy 7: The City's zoning ordinance should identify the zoning districts within which various essential public facilities may be located, with or without a conditional use permit.</p> | <p>Policy CFP I-2. Ensure the City's zoning ordinance 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.</p> |
| <p>Rationale: Whether a given essential public facility is appropriate in a particular zoning district depends on the nature of the facility. By specifically providing for anticipated types of facilities, the City can facilitate the process of siting such facilities.</p> | |
| <p></p> | <p>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)</p> |
| <p>Policy 8: The City's zoning ordinance should allow fire stations in all zoning districts.</p> | <p>Policy CFP X-5. Allow fire stations in all zoning districts.</p> |
| <p>Rationale: In order to provide for the public safety and satisfy insurance rating requirements, fire districts need flexibility to select the most appropriate sites for fire stations.</p> | |

| Current Capital Facilities Element Policies | Draft Capital Facilities Element Policies |
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| Policy 9: The City should 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. | 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. |
| Rationale: Consultation will reduce the potential for conflict in siting facilities provided by special districts. | |
| GOAL 4: PROTECT THE 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) |
| Goal Rationale: The Chelan Airport is the primary air facility in the Lake Chelan Valley and an important economic generator for the area. The airport is used for firefighting, law enforcement, emergency medical transports, and agriculture, as well as providing business and recreation access to the region. The airport enhances the quality of life in the community; benefits include improving the quality of health care, supporting local businesses, providing critical emergency and disaster response, and providing opportunities for recreation and economic development. | 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 1: The City should use the 2009 Airport Layout Plan (ALP) update to guide airport planning, maintenance, and capital improvement budgeting. | Policy CFP XII-2.Implement the 2009 Airport Layout Plan (ALP) update, or as thereafter amended, to guide airport planning, maintenance, and capital improvement budgeting. (amended) |
| Rationale: The ALP was developed through local public involvement and includes recommendations intended to enable the airport to safely accommodate the aircraft that use the facility. The recommended improvements are based on current and forecast demand. | |
| Policy 2: The City should 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. | 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) |
| Rationale: Implementing the ALP will improve safety and enable the airport to retain eligibility for federal funding. Inter-agency collaboration will be required to successfully implement the ALP. Specifically, the Port, as co-owner, and the County, as administrator of lands surrounding the airport and within the airport overlay zone, are vital partners. WSDOT Aviation can provide guidance in safe development and management of the facility and assist in securing funding. | |
| Policy 3: Development on and in the vicinity of the airport should be consistent with state guidelines regarding height, densities, and compatibility | Policy CFP XII-4.Ensure development on and in the vicinity of the airport is consistent with state guidelines regarding height, densities, and compatibility. |
| Rationale: Washington State's guidelines were developed to improve safety and protect local airports, including protecting funding eligibility by preventing incompatible land uses. | |
| Policy 4: The City should acquire the land within Runway Protection Zone 1. | Policy CFP XII-5.Acquire the land within Runway Protection Zone 1. |

| Current Capital Facilities Element Policies | Draft Capital Facilities Element Policies |
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| Rationale: Due to safety issues, land uses that are compatible with airport protection are very limited within Runway Protection Zone 1. | |
| Policy 5: The Lake Chelan Airport should be considered an Essential Public Facility, subject to the City’s process for siting essential public facilities. | 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) |
| Rationale: The airport presents special siting challenges | |
| | 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) |
| | Goal CFP-VI. Effectively maintain the city’s road network. (new) |
| | Policy CFP VI-2. Coordinate street repaving efforts with utility providers. (new) |

Utilities Element

| Current Utilities Element Policies | Draft Utilities Element Policies |
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| GOAL 1: PROVIDE UTILITIES IN A MANNER WHICH ENSURES THEIR EFFICIENT AND TIMELY PLACEMENT AND MAINTAINS THE VISUAL QUALITIES OF THE PLANNING AREA. | Goal UT-1. Provide utilities in a manner which ensures their efficient and timely placement and maintains the visual qualities of the planning area. |
| Goal Rationale: Utility projects should be coordinated to reduce cost and inconvenience to the public, and should be aesthetically compatible with surrounding land uses. | |
| Policy 1: Require effective and timely coordination of all public and private utility trenching activities. | Policy UT I-1. Require effective and timely coordination of all public and private utility trenching activities. |
| Rationale: Coordination of utility trenching activities will allow less costly and less frequent right-of-way repairs and fewer inconveniences to the public. | |
| Policy 2: Require within the 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. | 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 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.) |
| Rationale: Utilities placed underground helps protect the safety of the citizens, and maintains a cleaner, less cluttered environment. | |
| Policy 3: Encourage the consolidation of utility facilities such as towers, poles, antennas, substation sites, trenches, easements and communication facilities where reasonably feasible. | 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) |
| Rationale: Consolidation will reduce the overall costs to the public. | |
| Policy 4: Encourage system design practices intended to minimize the number and duration of interruptions to customer service. | Policy UT I-4. Encourage system design practices intended to minimize the number and duration of interruptions to customer service. |
| Rationale: Minimizing interruptions is beneficial to the public. | |
| Policy 5: Require the placement of cellular communication facilities in a manner to minimize the adverse impacts on adjacent land uses. | Policy UT I-5. Require the placement of cellular communication facilities in a manner to minimize the adverse impacts on adjacent land uses. |
| Rationale: Compatibility with adjacent land uses should be a strong consideration when reviewing such facilities. | |
| Policy 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-6. Encourage the use of energy conservation design strategies in new construction and rehabilitation of residential, commercial, industrial and public facility structures. |

| Current Utilities Element Policies | Draft Utilities Element Policies |
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| Rationale: As the planning area develops, the demand for energy will grow. Conservation is vital to continue serving the community and maintain productive and livable lifestyles. | |
| Policy 7: Encourage conservation and use of cost-effective alternative energy sources, such as solar and wind power. | Policy UT I-7. Encourage conservation and use of cost-effective alternative energy sources, such as solar and wind power. |
| Rationale: Water used to generate electricity is under increased demand for many different purposes. Energy conservation is essential as the planning area accommodates more people. The utilization of other energy sources should be explored and implemented where feasible. | |
| Policy 8: Chelan County, Washington State, and local jurisdictions shall coordinate their roadway projects with planned electrical system expansions and extensions where shared sites or rights-of-way may be appropriate. | 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) |
| Rationale: Coordination will allow consideration for the appropriate locations of utilities and timing of utility installations. | |
| GOAL 2: ENSURE THAT PUBLIC UTILITIES MEET THE PROJECTED AND DESIRED LAND USE PATTERNS OF THE STUDY AREA. | Goal UT-II. Ensure that public utilities meet the projected and desired land use patterns of the study area. |
| Goal Rationale: Utilities play a vital role in the growth and development of the community. Growth often follows where utilities are placed or vice versa. Adequate utilities can facilitate and should accompany development. In some situations, the lack of utilities may preclude or limit development, even though such development could be supported from a land use perspective. | |
| Policy 1: Development should carry a proportionate share of the cost for extending and increasing the capacity of needed public utilities. | Policy UT I-1. Ensure development carries a proportionate share of the cost for extending and increasing the capacity of needed public utilities. |
| Rationale: Where new development requires infrastructure improvements and services, the developer shall be responsible for the cost. However, if the installed infrastructure is an upgrade and/or neighboring property benefits from the improvements, the developer should be able to recover a fair share of the cost incurred for the improvements. | |
| Policy 2: Utility services should be extended to areas designated for residential, commercial and industrial development. | Policy UT II-2. Promote utility services extension to areas designated for residential, commercial, and industrial development. |
| Rationale: Utility planning needs to consider the desires of the community as reflected in the comprehensive plan. | |
| Policy 3: The extension of utilities should be sized to meet anticipated growth of the study area. | Policy UT II-3. Ensure the extension of utilities is sized to meet anticipated growth of the study area. |
| Rationale: Utilities should consider the anticipated growth of the service area to ensure that new facilities do not become obsolete and therefore, require expensive replacement. | |

Transportation Element

| Current Transportation Policies | Draft Transportation Element Policies |
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| <p>Goal 1 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.</p> | <p>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.</p> |
| <p>Policy 1.1</p> | |
| <p>Develop an overall transportation/circulation system in the Chelan area that is responsive to the Land Use Element, land ownership patterns and densities.</p> | <p>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.</p> |
| <p>Policy 1.2</p> | |
| <p>Develop transportation policies and standards that are consistent with the Chelan County Transportation Element and the North Central Regional Transportation Plan.</p> | <p>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.</p> |
| <p>Policy 1.3</p> | |
| <p>Continue to support and participate in the Regional Transportation Planning Organization.</p> | <p>Policy TR I-3. Continue to support and participate in the Regional Transportation Planning Organization.</p> |
| <p>Policy 1.4</p> | |
| <p>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.</p> | <p>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.</p> |
| <p>Policy 1.5</p> | |
| <p>Coordinate with WSDOT in establishing standards for state-owned roadways within the City.</p> | <p>Policy TR I-5. Coordinate with WSDOT in establishing standards for state-owned roadways within the City.</p> |
| <p>Policy 1.6</p> | |
| <p>The City and County shall cooperate in the identification and prioritization of transportation improvements in the unincorporated Urban Growth Area.</p> | <p>Policy TR I-6. The City and County shall cooperate in the identification and prioritization of transportation improvements in the unincorporated Urban Growth Area.</p> |
| <p>Goal 2 Establish a safe, efficient and environmentally sensitive road system that supports desired land use patterns.</p> | <p>Goal TR-II. Establish a safe, efficient, and environmentally sensitive road system that supports desired land use patterns.</p> |
| <p>Policy 2.1</p> | |
| <p>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.</p> | <p>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.</p> |
| <p>Policy 2.2</p> | |
| <p>Preserve the structural adequacy and level of service of the existing road system.</p> | <p>Policy TR II-2. Preserve the structural adequacy and level of service of the existing road system.</p> |
| <p>Policy 2.3</p> | |
| <p>Conduct regular maintenance of existing roadways to minimize degradation.</p> | <p>Policy TR II-3. Conduct regular maintenance of existing roadways to minimize degradation.</p> |

| Current Transportation Policies | Draft Transportation Element Policies |
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| <p>Policy 2.4</p> <p>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:</p> <ul style="list-style-type: none"> • Accident patterns are correctable with such lanes; • Access to health care is restricted; • Excess delays occur; • Lack of turn lanes creates a safety hazard. | <p>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:</p> <ol style="list-style-type: none"> (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. |
| <p>Policy 2.5</p> <p>Require a maintenance agreement for private roads that is approved by the responsible jurisdiction.</p> | <p>Policy TR II-5. Require a maintenance agreement for private roads that is approved by the responsible jurisdiction.</p> |
| <p>Policy 2.6</p> <p>Pursue the restriction/elimination of roadway access points as opportunities arise to maintain capacity of existing arterials and collectors, through the following techniques:</p> <ul style="list-style-type: none"> • The provision of internal access among off-street parking areas in commercial districts (through reciprocal agreements); • The use of intersection streets as access points; • Internal design of subdivisions and commercial developments. | <p>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:</p> <ol style="list-style-type: none"> (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 |
| <p>Policy 2.7</p> <p>Construct, operate and maintain traffic signals according to the guidelines contained in the Manual on Uniform Traffic Control Devices.</p> | <p>Policy TR II-7. Construct, operate and maintain traffic signals according to the guidelines contained in the Manual on Uniform Traffic Control Devices.</p> |
| <p>Policy 2.8</p> <p>Identify and protect future road corridors to serve future developments.</p> | <p>Policy TR II-8. Identify and protect future road corridors to serve future developments.</p> |
| <p>Policy 2.9</p> <p>Maintain the relationship between transportation planning, future roadway system needs, and the Six-Year Transportation Improvement Plan (TIP).</p> | <p>Policy TR II-9. Maintain the relationship between transportation planning, future roadway system needs, and the Six-Year Transportation Improvement Plan (TIP).</p> |
| <p>Policy 2.10</p> <p>Pursue opportunities to acquire rights-of-way for planned roadways.</p> | <p>Policy TR II-10. Pursue opportunities to acquire rights-of-way for planned roadways.</p> |
| <p>Policy 2.11</p> <p>Review future developments for collector/arterial needs or potential conflicts with planned facilities.</p> | <p>Policy TR II-11. Review future developments for collector/arterial needs or potential conflicts with planned facilities.</p> |
| <p>Policy 2.12</p> <p>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.</p> | <p>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.</p> |
| <p>Policy 2.13</p> | |

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| The development approval process should facilitate construction of local roads. County and city should provide assistance in design review. Policy 2.14 | Policy TR II-13. The development approval process should facilitate construction of local roads. County and city should provide assistance in design review. |
| Establish a process to assure that planned transportation projects are coordinated between jurisdictions, agencies and developers and that any identified impacts are addressed. Policy 2.15 | 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. |
| 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 2.16 | 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. |
| 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 2.17 | 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. |
| Design and sign local streets to discourage their use by through traffic. Policy 2.18 | Policy TR II-17. Design and sign local streets to discourage their use by through traffic. |
| Utilize sound and environmentally responsible design principals in road construction. Policy 2.19 | Policy TR II-18. Utilize sound and environmentally responsible design principals in road construction. |
| Establish consistent design standards and functional classification for roadways within the Urban Growth Area. Policy 2.20 | Policy TR II-19. Establish consistent design standards and functional classification for roadways within the Urban Growth Area. |
| Size and design roadways in accordance with functional classification, 20-year traffic demand, and 20-year life-span. Policy 2.21 | Policy TR II-20. Size and design roadways in accordance with functional classification, 20-year traffic demand, and 20-year life-span. |
| Ensure that design standards have some flexibility to allow for both environmentally sensitive road construction and reasonable efficiency in balancing the public interests. Policy 2.22 | 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. |
| Minimize, to the degree possible, locating new roads in sensitive areas to minimize environmental disruption and construction costs. Policy 2.23 | Policy TR II-22. Minimize, to the degree possible, locating new roads in sensitive areas to minimize environmental disruption and construction costs. |
| Design roads to minimize impacts on hydrologic systems, including surface and groundwater. Policy 2.24 | Policy TR II-23. Design roads to minimize impacts on hydrologic systems, including surface and groundwater. |
| Attempt to maximize view potentials when establishing roadway locations and designs. | Policy TR II-24. Attempt to maximize view potentials when establishing roadway locations and designs. |

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| Policy 2.25 Support industry in new growth areas within the planning area through appropriate roadway classifications, 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 2.26 Consider provisions for non-motorized and pedestrian features in the design of all roadway and bridge projects. | Policy TR II-26. Consider provisions for non-motorized and pedestrian features in the design of all roadway and bridge projects. |
| Policy 2.27 Design roads to enhance safety during winter driving conditions and to minimize winter maintenance needs and costs where possible. | Policy TR II-27. Design roads to enhance safety during winter driving conditions and to minimize winter maintenance needs and costs where possible. |
| Policy 2.28 Develop standards to ensure ingress and egress of emergency service vehicles. | Policy TR II-28. Develop standards to ensure ingress and egress of emergency service vehicles. |
| Policy 2.29 Review all proposed developments to assure acceptable accommodation of emergency vehicles with regard to cul-de-sac lengths, maximum road grades, maintenance, road width, International Fire Code, etc. | 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 2.30 Evaluate proposed transportation projects on their impacts to emergency service access and existing uses. | Policy TR II-30. Evaluate proposed transportation projects on their impacts to emergency service access and existing uses. |
| Policy 2.31 Identify alternate “escape” roadways for areas that could be closed by wildfires. | Policy TR II-31. Identify alternate “escape” roadways for areas that could be closed by wildfires. |
| Policy 2.32 Improve the safety and capacity of roadways while retaining the classic small town aesthetic features on tourist routes. | Policy TR II-32. Improve the safety and capacity of roadways while retaining the classic small town aesthetic features on tourist routes. |
| Policy 2.33 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-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 2.34 Identify and work to reduce safety deficiencies for all modes of transportation, including motor vehicles, bicycles and pedestrians. | Policy TR II-34. Identify and work to reduce safety deficiencies for all modes of transportation, including motor vehicles, bicycles and pedestrians. |
| Policy 2.35 Work to minimize negative environmental impacts from the transportation system. | Policy TR II-35. Work to minimize negative environmental impacts from the transportation system. |
| Policy 2.36 Encourage enhancement of the natural environment while planning and implementing transportation system improvements, when possible. | Policy TR II-36. Encourage enhancement of the natural environment while planning and implementing transportation system improvements, when possible. |
| Policy 2.37 Minimize road cuts on hillsides by using alignments that fit the natural topography. | Policy TR II-37. Minimize road cuts on hillsides by using alignments that fit the natural topography. |
| Goal 3 Participate in cooperative transportation planning and provide for | Goal TR-III. Participate in cooperative transportation planning and provide for |

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| equitable/proportionate distribution of improvements, services and maintenance costs among the State, County, City transit providers, and the private sector. | equitable/proportionate distribution of improvements, services and maintenance costs among the State, County, City transit providers, and the private sector. |
| Policy 3.1 | |
| 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. 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-2. Preserve community character by involving local citizens and stakeholders to participate in planning and design decisions. (new) |
| Policy 3.2 | |
| Engage developers in cooperative multimodal transportation planning efforts to meet the needs of residential, commercial, or industrial development. | Policy TR III-3. Engage developers in cooperative multimodal transportation planning efforts to meet the needs of residential, commercial, or industrial development. |
| Policy 3.3 | |
| Ensure that developers fund a proportionate share of the vehicular, pedestrian, and non-motorized regional transportation improvements/services, and maintenance necessary to accommodate development. | 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 3.4 | |
| 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. 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 3.5 | |
| Coordinate long-term policy objectives relating to land use, economic development and transportation | Policy TR III-6. Coordinate long-term policy objectives relating to land use, economic development and transportation. |
| Policy 3.6 | |
| Support regional economic development efforts. | Policy TR III-7. Support regional economic development efforts. |
| Goal 4 Provide safe and convenient pedestrian and non-motorized transportation routes throughout the planning area. | 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. (amended) |
| Policy 4.1 | |
| Recognize the importance of pedestrian and non –motorized travel in contributing to the physical health of residents and the economic well-being of the Chelan community. | Policy TR IV-1. Recognize the importance of active transportation in contributing to the physical health of residents and the economic well-being of the Chelan community. (amended) |
| Policy 4.2 | |
| Provide for improved standards of road widths to include pedestrian routes, transit access, | Policy TR IV-2. Provide for improved standards of road widths to include pedestrian routes, transit access, |

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| ADA accommodations, and other non-motorized transportation/circulation corridors. | ADA accommodations, and other non-motorized transportation/circulation corridors. |
| Policy 4.3 | |
| 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-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 4.4 | |
| Continue efforts to develop trails and pathways that would provide connections among recreation sites and community features. Specifically, pursue development of the Lakeside Trail and Northshore pathways. | Policy TR IV-5. Continue efforts to 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 4.5 | |
| Promote convenient pedestrian and non-motorized access between and among developed and developing areas. | 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. |
| Policy 4.6 | |
| Provide for improvement and dedication of bikeways and pedestrian paths through developing areas at the time development is reviewed. | Policy TR IV-7. Provide for improvement and dedication of bikeways and pedestrian paths through developing areas at the time development is reviewed. |
| Policy 4.7 | |
| Require all new developments to provide sidewalks and bike lanes in accordance with City standards. | Policy TR IV-8. Require all new developments to provide sidewalks and bike lanes in accord with City standards. |
| Policy 4.8 | |
| Strive to provide sidewalks or other off-street pedestrian ways on both sides of all roadways within the city. | Policy TR IV-9. Strive to provide sidewalks or other off-street pedestrian ways on both sides of all roadways within the city. |
| Policy 4.9 | |
| Strive to provide bike lanes on all arterial and collector roadways. | Policy TR IV-10. Strive to provide bike lanes on all arterial and collector roadways. |
| Policy 4.10 | |
| 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. 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 4.11 | |
| 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. Assign top priority to development of pedestrian and non –motorized transportation links to public facilities such as schools, parks, and local government offices. |
| Policy 4.12 | |
| New construction, reconstruction, or overlay projects should include smooth and wider | Policy TR IV-13. New construction, reconstruction, or overlay projects should include smooth and wider |

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| shoulders wherever possible to facilitate safer, more convenient bicycle travel. | shoulders wherever possible to facilitate safer, more convenient bicycle travel. |
| Policy 4.13 | |
| The following standards should be adopted by the City and implemented through planning and regulatory programs: | TR IV-14. The following standards should be adopted by the City and implemented through planning and regulatory programs: |
| <ul style="list-style-type: none"> Bike Paths within the Right-of-Way. Bike lanes with a minimum width of six feet 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. | (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) |
| <ul style="list-style-type: none"> 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. 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. | (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 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) |
| <ul style="list-style-type: none"> 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. | (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. |
| <ul style="list-style-type: none"> 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. | (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 4.14 | |
| Provide safe pedestrian crossings at all appropriate locations, and ensure that such crossings are clearly marked and signed. | Policy TR IV-15. Provide safe pedestrian crossings at all appropriate locations, and ensure that such crossings are clearly marked and signed. |
| Goal 5 Encourage multi-modal transportation (rail, air, and water) as an integral part of the overall transportation/circulation system. | Goal TR-V. Encourage modal transportation (rail, air, and water) as an integral part of the overall transportation/circulation system. |
| Policy 5.1 | |
| Continue to maintain and improve the | Policy TR V-1. Continue to maintain and improve the |

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| Chelan Municipal Airport to ensure access to the air transportation system and promote economic activity. Policy 5.2 | Chelan Municipal Airport to ensure access to the air transportation system and promote economic activity. |
| Provide all-weather access to the airport through the installation of navigation approach and landing aids. Policy 5.3 | Policy TR V-2. Provide all-weather access to the airport through the installation of navigation approach and landing aids. |
| Study the possibility of charter air service at the Chelan Municipal Airport. Policy 5.4 | Policy TR V-3. Study the possibility of charter air service at the Chelan Municipal Airport. |
| Explore possibilities for expanded service between Chelan and Stehekin. Policy 5.7 | Policy TR V-4. Explore possibilities for expanded service between Chelan and Stehekin. |
| Support water transportation on Lake Chelan as a crucial means of moving people and goods to Stehekin and other locations along the lake. Policy 5.8 | 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. |
| Maintain and improve capacity and inter-modal connectivity for roadways, bicycle and pedestrian facilities, public transit and intercity bus, and ferries. Policy 5.9 | 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. |
| Identify and pursue improvements for truck freight mobility. | Policy TR V-7. Identify and pursue improvements for truck freight mobility. |
| | Policy TR V-8. Consider the development of a permanent marine port facility for both water- and air-based travel. (new) |
| Goal 6 Support public transportation and the provision of central facilities for public transit use. Policy 6.1 | Goal TR-VI. Support public transportation and the provision of central facilities for public transit use. |
| Cooperate with LINK in providing facilities for efficient operation of the transit system. Policy 6.2 | Policy TR VI-1. Cooperate with LINK in providing facilities for efficient operation of the transit system. |
| Require adequate right-of-way, sidewalk and roadway improvements (ADA compliant) where transit stops are located. Policy 6.3 | Policy TR VI-2. Require adequate right-of-way, sidewalk and roadway improvements (ADA compliant) where transit stops are located. |
| 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 6.4 | 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. |
| Work with LINK to coordinate new route locations in underserved or developing areas. Policy 6.5 | Policy TR VI-4. Work with LINK to coordinate new route locations in underserved or developing areas. |
| Consider transit facilities as mitigation, where appropriate, for new developments. | Policy TR VI-5. Consider transit facilities as mitigation, where appropriate, for new developments. |
| Goal 7 Establish a uniform access management approach for both city streets and state highways. Policy 7.1 | Goal TR-VII. Establish a uniform access management approach for both city streets and state highways. |
| Enhance the ability of arterial and collector roadways to carry a large volume of traffic | Policy TR VII-1. Enhance the ability of arterial and collector roadways to carry a large volume of traffic |

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| safely and efficiently. | safely and efficiently. |
| Policy 7.2 | |
| Vehicular access from private property directly onto arterial (or collector) streets should be discouraged; such access should be provided via connecting local streets. | Policy 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 7.3 | |
| Require turning lanes, signage, and appropriate traffic controls at intersections where turning movements are warranted and/or are sufficiently frequent to impede traffic flow. | Policy 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 7.4 | |
| Each developer should pay a proportionate share of the costs of the regionally-required improvements that are attributed to new development and should provide for frontage improvements along existing rights of way. | 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 7.5 | |
| Identify and pursue opportunities for local arterial street connections that minimize the need for short trips on state highways. | Policy TR VII-5. Identify and pursue opportunities for local arterial street connections that minimize the need for short trips on state highways. |
| Policy 7.6 | |
| Identify and pursue opportunities to implement access management on arterial roadways to preserve mobility. | Policy TR VII-6. Identify and pursue opportunities to implement access management on arterial roadways to preserve mobility. |
| Goal 8 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. | 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 8.1 | |
| Educate the public on the benefits of ride sharing, telecommuting, staggered work hours, work share, etc. | Policy TR VIII-1. Educate the public on the benefits of ride sharing, telecommuting, staggered work hours, work share, etc. |
| Goal 9 Responsible investment. | Goal TR-IX. Responsible investment. |
| Policy 9.1 | |
| Place a high priority for existing and future funding on the preservation and maintenance of the existing transportation system. | Policy TR IX-1. Place a high priority for existing and future funding on the preservation and maintenance of the existing transportation system. |
| Policy 9.2 | |
| Pursue improvements that strike a balance between benefits and costs to communities and to the users of the regional transportation system. | Policy TR IX-2. Pursue improvements that strike a balance between benefits and costs to communities and to the users of the regional transportation system. |
| Policy 9.3 | |
| Identify and pursue transportation system improvements for tourism that are compatible with freight mobility. | Policy TR IX-3. Identify and pursue transportation system improvements for tourism that are compatible with freight mobility. |
| Policy 9.4 | |
| Identify and pursue transportation infrastructure improvements that further economic development objectives. | Policy TR IX-4. Identify and pursue transportation infrastructure improvements that further economic development objectives. |