

Peshastin Urban Growth Area Comprehensive Plan

Prepared By the

**Citizens and
Community
Council of
Peshastin**

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Chelan County Board of Commissioners



**Our Plan For The Future of
Our Community**

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The citizens of Peshastin envision a community that provides:

1. Future development that complements and enhances the rural character of the community, without unreasonable negative impacts.
2. An economic and educational climate that enables citizens to find suitable employment within the valley;
3. Sustainable growth that can be served effectively and efficiently with the necessary public services and facilities, while keeping it cost effective, to enhance our community's quality of life;
4. Open spaces and recreational opportunities, particularly the rivers and streams;
5. Protection of the environment and maintenance of the community's high quality of life, including air and water quality, and the availability of water;
6. Protection of private property rights of landowners;
7. Adequate housing that fulfills the housing needs of all segments of the population;
8. A transportation system that allows for the efficient movement of goods, services, and people within the community;
9. For maintenance of the area's uniqueness, and combines a quality rural small-community lifestyle with a diversified economic base that allows orderly growth and development while preserving the beauty of the area;
10. Varied levels of development with suitable mitigation.

Chapter I: Introduction

History of the Peshastin Community

The Great Northern Railway played an important part in the creation of the Community of Peshastin. The small town was established around 1890, with a post office and tavern. In 1892, the Northern Pacific Railway laid tracks up the Wenatchee River Valley and the town was moved to where it is today. At this time, a depot was created in Peshastin.

First owned by the Northern Pacific Railway, Peshastin was later bought by Aquillar Estes. J.Q. Gilbert later purchased Peshastin and it was plotted as a town. Many of the first structures in Peshastin were built by J.Q. Gilbert and his brother A.C. Gilbert including a 120,000 gallon reservoir and pumping station later used to supply the town with domestic water.

Growing up as a railroad town the small community, like many in the Wenatchee River Valley, was soon well known and well established as a fruit grower's haven. In the early days apples were the high commodity fruit, while today, a larger variety of fruits are being grown around the area. The tradition of fruit harvest has been passed down from generation to generation in this small community, a tradition that makes this small community beloved by those that live and work there.

Purpose

The Comprehensive Plan for the Peshastin Community is intended to be a guide for the physical growth and development of the community and its immediate surroundings for the foreseeable future that encompasses the next twenty (20) years. It provides goals, policies and recommendations to be used as official policy guidelines that will enable county and community leaders to make informed decisions that are in the best interest of the community as a whole.

The Plan is also intended to help maintain reasonable continuity in future decision-making as changes occur within the community's leadership and the County's legislative body. It furnishes direction for the development of the community which will make it a more convenient, attractive and orderly place in which to live, shop, work and play. However, the Plan must be periodically reviewed and updated to reflect technological, social, economic and political changes that may invalidate certain plans and policies. For the purposes of the Peshastin Sub-area, a minimum seven year update is recommended, to be prepared in association with updates in population, land use and capital facility information.

First in 1935 and again in 1990, the State Legislature realized the necessity for planning ahead, and enacted legislation that granted local governments the authority to plan for the future development of their particular jurisdiction. The primary emphasis of the Growth Management Act (RCW 36.70A) is coordinated, cooperative planning efforts, with substantial, continuous input from all sectors of the population that will help balance the scales between economic development and environmental preservation. It also became a responsibility of local governments to follow through with the citizens' vision for their community by implementing the direction laid out in the comprehensive plan with compatible development regulations such as zoning and subdivision codes.

The following fourteen goals are those broad issues that the State legislature through adoption of the Growth Management Act in 1990 and 1991, charged local government to address, as they pertain to the particular community:

Urban Growth...Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

Reduce Sprawl...Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

Transportation...Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

Housing...Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

Permits...Applications for both state and local government permits should be processed in a timely manner to ensure predictability.

Environment...Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

Economic Development...Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

Property Rights...Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

Natural Resource Industries...Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

Open Space and Recreation...Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

Citizen Participation and Coordination...Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

Public Facilities and Services...Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

Historic Preservation...Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.

Shorelines...For shorelines of the state, the goals and policies of the Shoreline Management Act (RCW 90.58.020) are added as one of the goals of the GMA (RCW 36.70A.020).

On the pages to follow are listed the primary goals and policies of the residents of Peshastin that help define their priorities in dealing with all of these issues. These goals and policies are intended to also express what the citizens of Peshastin see as the future of their community.

Authority

The Growth Management Act (GMA) is the enabling legislation that renders this Sub-Area Comprehensive Plan a legally recognized document by the State of Washington; however, it is a policy document only. The policies are required by GMA to be implemented through the use of such regulatory tools as zoning and subdivision ordinances, as well as other innovative techniques. These regulations must be developed and maintained in accordance with the goals and policies of this Sub-Area Comprehensive Plan, as set forth in the Growth Management Act, as amended.

Scope and Organization

This Comprehensive Plan is composed of the five required elements, as provided for in RCW 36.70A.070 and 36.70A.080, and two optional elements that must be closely interrelated to serve as a satisfactory guide for future development:

- The Land Use Element
- The Housing Element
- The Utilities Element
- The Capital Facilities Element
- The Transportation Element
- The Optional Elements: Recreation and Economic Development

Plan Development and Public Participation

The comprehensive plan for the Peshastin area was originally incorporated as part of the overall Growth Management Act planning program initiated by Chelan County and its communities. However, in 2005 the Peshastin Community Council initiated a community wide meeting to discuss infrastructure needs and future development. The Council invited agencies to present information at a community meeting held on October 18, 2005 to discuss with residents updated information on different projects. Agencies attending included Chelan County Planning, Chelan County Public Works, Peshastin Water District, Chelan County PUD, and the Chelan Port District.

Subsequent to this community meeting, the Council created a special subcommittee called the “Peshastin Zoning Committee.” This Committee considered and discussed many concepts for land use, development and future growth of the community through meetings, surveys, agency meetings. The Committee recommended to the Community Council that a request be sent to Chelan County to initiate the process to create and establish an Urban Growth Area (rather than a Limited Area of More Intense Rural Development). Part of this request included a proposed urban growth area that the committee and Council had crafted through their self-directed efforts. This request was agreed to and forwarded by the Council on June 12, 2006.

Following the submission of the request to complete a sub area plan for the community, the Council created a subcommittee known as the “Urban Growth Task Force,” and initiated, in April of 2007, a process to work on the Peshastin Subarea Plan and UGA Comprehensive Plan. This Task Force met

monthly with planning staff to outline and, develop strategies, and to establish baseline concepts for creation of the Comprehensive Plan and land use designations.

In July of 2007, the Board of County Commissioners hired Alliance Consulting Group to develop the background data, facilitate continued public participation, and bring together the necessary components of the Peshastin Urban Growth Area Plan. The Task Force met many times through April 17, 2008. Each meeting typically included 20 or more participants, and included considerable progress with additional meetings set to resolve time intensive and difficult issues. During this time, the Council also sponsored public outreach meetings, including an introduction of the project at the annual Peshastin Ice-cream Social in July of 2007, and an “Agencies Special Meeting” to discuss specific infrastructure (existing and proposed) needs with residents and service providers. The Task Force presented an initial full draft of the Peshastin Urban Growth Area Comprehensive Plan and implementing development regulations to the public at an Open House in May of 2008. Following this open house, the Task Force forwarded their recommendation to the Community Council, which held a public hearing on June 12, 2008. At this hearing, the Council made minor modifications to the Task Force recommendation, and forwarded the draft documents to Chelan County. In addition to the GMA-required 60-day review, the County Planning Commission conducted one public workshop and one public hearing to review and recommend a draft Peshastin Urban Growth Area Comprehensive Plan. The Board of County Commissioners conducted a public hearing in September of 2008, which was continued to October of 2008, at which time the plan was adopted.

Background Information and Land Use Analysis

The Peshastin Sub-Area and the proposed Urban Growth Area (UGA) are made up of the historical community of Peshastin along with the surrounding rural and agricultural areas. The boundary was developed through a community visioning process that included the Community Council, residents and staff from the Chelan County Community Development Department. Considerations included parcel lines, topography, special districts (particularly the water and sewer districts) and 2000 US Census boundaries.

The Peshastin Sub-Area is 1,285 acres in size and the proposed Urban Growth Area is 610 acres, including right of way and surface water (Wenatchee River). The following technical analysis includes descriptions of existing conditions, as well as analyzing population projections and future land use needs, based on the goals, policies and land use designations identified in this plan. Map P-1 shows the extent of the Peshastin Sub-area, and the proposed urban growth area within it, as well as showing the existing County Comprehensive Plan land use designations/zoning districts. (All maps referenced are provided at the end of this chapter.)

Geographically, the area is bounded by hills and divided by the Wenatchee River Valley. The area is primarily dependent on the surrounding agricultural activities and businesses for its base economy. There are recreational activities associated with the Wenatchee River, federal forest lands and open spaces. Agriculture, the predominant land use in this area, consists largely of irrigated orchards. Where land is undeveloped, it is typically dominated by shrub-steppe or dry ponderosa pine plant communities. The average annual precipitation ranges from 22 to 24 inches.

Existing Comprehensive Plan Land Use Designations & Zoning Districts

The existing Chelan County Comprehensive Plan land use designations and corresponding zoning districts within the sub-area and proposed UGA are detailed below in Table P-1 (also see Map P-1). Currently, the proposed Peshastin UGA is predominantly designated Rural Village with 25.5% of the area in this designation, followed by Rural Industrial at 19.5%, Rural Residential/Resource 2.5 at 19%, Rural Residential/Resource 5 at 13.2% and Rural Commercial at 12.5%. The remaining designations (see

Table P-1), and including right-of-way and surface water, comprise 10.3% of the total land area in the proposed UGA.

Table P-1. Existing County Land Use Designations/Zoning: Peshastin Study Area – 2007

| Zoning | Sub-Area | | Proposed UGA | |
|-------------------------------|--------------|-------------|--------------|-------------|
| | Acres | Percent | Acres | Percent |
| Commercial Agriculture | 499 | 38.8 | 0 | 0.0 |
| Peshastin Village Commercial | 3 | 0.2 | 2 | .3 |
| Public | 21 | 1.6 | 20 | 3.3 |
| Rural Commercial | 75 | 5.8 | 75 | 12.4 |
| Rural Industrial | 129 | 10 | 118 | 19.5 |
| Rural Residential 2.5 | 211 | 16.4 | 120 | 19 |
| Rural Residential/Resource 10 | 10 | 0.8 | 0.0 | 0.0 |
| Rural Residential/Resource 5 | 123 | 9.6 | 80 | 13.2 |
| Rural Village | 157 | 12.2 | 154 | 25.5 |
| Rural Waterfront | 14 | 1.1 | 14 | 2.3 |
| Sub-Total | 1242 | 96.5 | 583 | 95.5 |
| ROW/Surface Water* | 43 | 3.3 | 27 | 4.5 |
| Total | 1,285 | 100 | 610 | 100 |

*This category is approximate based on the overall area within the boundaries identified, less the land area contained within the polygons associated with all land use designations/zoning categories.

Existing Land Use Inventory

The Existing Land Use Inventory Map P-2 and Table P-2 demonstrate the distribution of existing land uses throughout the community, based on County Assessor data and an aerial photograph analysis conducted during the summer/fall of 2007. The data collected was initially categorized into a number of land use types, based primarily on the Assessor's land use classification system. Further refinement of the data resulted in the following land use categories being identified for purposes of this analysis:

- Agriculture includes parcels that are primarily devoted to agricultural activities, and may include residential uses as secondary activities.
- Forest includes heavily timbered areas that are part of the National Forest, and may include residential uses as secondary activities.
- Single Family Residential includes a single home (including manufactured homes) as the primary activity.
- Multi Family Residential includes apartments, duplexes, condominiums and mobile home parks.
- Commercial includes any retail and/or service activity, and may include residential uses as secondary activities.
- Industry encompasses industrial activities, including agriculture related industrial uses.
- Transportation/Utilities includes any transportation, utility and/or irrigation activities that are occurring on fee-owned land, and excluding any facilities within right-of-way corridors.
- Public/Quasi-Public includes public facilities such as fire stations, libraries, parks, school, etc.
- Vacant includes parcels that are currently unimproved and/or unused.

The "Residential" category represents a majority of the land used for traditional dwelling units, including single family, multi-family and manufactured/mobile home residences. Included in the "Public" classification are all of the parks, schools, play fields and federal, state and county owned facilities. The

commercial lands are located primarily along the historical Main Street adjacent to the railroad. Industrial activities occur between the railroad and the Wenatchee River.

Table P-2. Existing Land Use Inventory: Peshastin Sub Area – 2007

| Existing Land Use | Sub-Area | | | Proposed UGA | | |
|-----------------------------|--------------|--------------|-------------|--------------|------------|-------------|
| | # of Parcels | Acres | Percent | # of Parcels | Acres | Percent |
| Agriculture | 81 | 779 | 60.6 | 36 | 219 | 36.2 |
| Forest | 5 | 35 | 2.7 | 0 | 0 | 0.0 |
| Single Family Residential | 237 | 157 | 12.2 | 225 | 131 | 20.8 |
| Multi Family Residential | 15 | 2 | .2 | 15 | 2 | 0.3 |
| Commercial | 16 | 25 | 1.9 | 18 | 25 | 4.1 |
| Industry | 9 | 46 | 3.6 | 8 | 42 | 6.9 |
| Transportation/Utilities | 4 | 5 | .4 | 4 | 5 | .8 |
| Public/Quasi-Public | 6 | 21 | 1.6 | 6 | 21 | 3.5 |
| Vacant | 12 | 83 | 6.5 | 12 | 83 | 13.7 |
| Sub-Total of Parcels | 385 | 1153 | 89.7 | 316 | 528 | 86.4 |
| ROW/Surface Water* | n/a | 132 | 10.3 | n/a | 82 | 13.6 |
| Total | 385 | 1,285 | 100 | 315 | 610 | 100 |

*This category is approximate based on the overall area within the boundaries identified, less the land area contained within documented Assessor's parcel data.

Existing Population and Housing

Due to variations between the boundaries of the census blocks and the overall Study Area, the existing population and housing information is taken from the 2000 US Census, and is estimated for the Peshastin Sub Area boundary. In some cases information was available only for entire block groups instead of the individual census blocks. In these cases, the existing land use inventory, aerial photographs and available census data were used to estimate information for the study area.

Table P-3. Existing Population and Housing Units: Peshastin Sub Area – 2000 US Census

| Area | Population | Housing Units |
|----------------------|------------|---------------|
| Proposed UGA | 697 | 269 |
| Peshastin Study Area | 1060 | 409 |

According to the 2000 US Census, the average household size in the Peshastin Sub Area is 2.59 people. Of the total population in this area, 68.5% of the population marked "white alone" as their race, with 28% marking "hispanic or latino" (the remaining 3.5% were in other categories).

Future Land Use and Population Analysis

As part of the planning process, the Peshastin community has been working to identify desired future land uses, and to encourage those future land uses by implementing new comprehensive plan land use designations and corresponding zoning districts within their proposed urban growth area (UGA). During this particular process the remaining portions of the Peshastin Study Area, outside the proposed UGA, are anticipated to remain in the same land use designations that currently existing (Map P-1). As proposed, the community has identified a traditional balance of land uses between residential, commercial and industrial uses, although within those categories, there are some areas that will allow for a mixed variety of

activities. Map P-3 shows the distribution of the proposed land use designations identified below for the Peshastin UGA.

Table P-4. Proposed Land Use Designations: Peshastin UGA

| Proposed Land Use Designation | Acres | Percent | |
|----------------------------------|-------|---------|------------------|
| Low Density Residential (R-1) | 212 | 35.1 | 47% Residential |
| Medium Density Residential (R-2) | 62 | 10.2 | |
| High Density Residential (R-3) | 13 | 2.1 | |
| Downtown Commercial (C-D) | 29 | 4.8 | 17% Commercial |
| Highway Commercial (C-H) | 75 | 12.4 | |
| Campus Industrial (I-C) | 65 | 10.7 | 27% Industrial |
| Industrial (I) | 101 | 16.7 | |
| Public (PU) | 21 | 3.5 | |
| Sub-Total | 578 | 95.5 | |
| ROW/Surface Water* | 32 | 4.5 | 9% Miscellaneous |
| Total | 610 | 100 | |

*This category is approximate based on the overall area within the boundaries identified, less the land area contained within the polygons associated with all land use designations/zoning categories.

The Growth Management Act requires that urban growth areas include enough land at sufficient densities to accommodate projected population growth for the next 20 years. Future population for all counties is determined by the Washington State Office of Financial Management. The counties then allocate the expected population growth to different areas within the county. In 2002, Chelan County, in cooperation with the cities, developed a population allocation methodology that was first outlined in a draft Memorandum of Understanding, and subsequently adopted into the County Comprehensive Plan, that set out population allocations for the overall County. As part of that process, it was anticipated that a future urban growth area would be defined in the Peshastin area because there were existing urban services (transportation, public domestic water and public wastewater collection and treatment systems), and an allocation of 1,100 people (total) in the year 2025 was established for that future UGA. This is the number that has been used to plan for the Peshastin Urban Growth Area. Table P-5 identifies the projected growth of population in both the overall Peshastin Study Area, and in the proposed UGA.

Table P-5. Population Projections: Peshastin Study Area and Proposed UGA

| Year | 1980 | 1990 | 2000 | 2010 | 2015 | 2020 | 2025 |
|------------------------|------|------|-------|-------|-------|-------|-------|
| Proposed Peshastin UGA | 508 | 573 | 697 | 859 | 940 | 1,021 | 1,100 |
| <i>Housing</i> | 196 | 221 | 269 | 332 | 363 | 394 | 425 |
| Peshastin Sub-Area | 754 | 850 | 1,060 | 1,272 | 1,393 | 1,514 | 1,634 |
| <i>Housing</i> | 291 | 328 | 409 | 491 | 538 | 585 | 631 |

To determine the number of housing units, the population information was divided by the US Census “people per household” resulting in an estimated 269 homes within the proposed UGA in the year 2000. This is consistent with the land use inventory which indicates 224 single family residents and 15 multi-family parcels (containing an estimated 40-60 residential units). Using the population projection of 1,100 people, it is estimated that 425 housing units will be needed in the year 2025. This estimate should be expanded to provide for a natural vacancy rate and a market factor. A market supply factor is important to a community for the purposes of maintaining a choice and selection of residential locations, of maintaining a five year housing supply at all times and to build a reserve of residential land area. For the purposes of calculating the affect on land necessary for housing, a market factor of 20% percent is

used. The expected housing growth between 2000 and 2025 for the proposed UGA, based solely on population projections, is an additional 156 homes; however, when a vacancy rate and market factor are factored into the analysis, the projected additional housing units necessary for the Peshastin UGA is 203 homes by the year 2025.

Where there is currently vacant and agricultural land within the proposed UGA, it is anticipated that future development would occur most readily. As described in the table below, there are approximately 229 acres of agricultural land and 78 acres of vacant land available for various residential or mixed use residential developments in the proposed UGA. However, it is not anticipated that all of these lands will convert within the planning period, and is dependant upon a number of factors, including the availability of infrastructure, the productivity of the land and the owner’s desires. Table P-5 demonstrates the distribution of existing vacant lands and agricultural activities, based on the proposed comprehensive plan land use designations for the proposed Peshastin Urban Growth Area.

Table P-5: Existing Vacant and Agricultural Land: Peshastin UGA

| Proposed Land Use Designation | Actual Land Uses | | | | | | | Total* |
|--------------------------------|---------------------------|--------------------------|--------------|-------------|-------------|---------------------|-------------|--------------|
| | Single Family Residential | Multi-Family Residential | Agriculture | Commercial | Industry | Public/Quasi Public | Vacant | |
| Low Density Residential (R-1) | 60.4 | - | 131.5 | - | - | 0.3 | 2.2 | 194.4 |
| Med Density Residential (R-2) | 30.5 | - | 56.0 | - | - | - | 1.8 | 88.3 |
| High Density Residential (R-3) | 8.3 | 0.6 | - | 0.3 | - | - | - | 9.2 |
| Downtown Commercial (C-D) | 10.3 | 1.1 | - | 3.1 | - | - | - | 14.5 |
| Highway Commercial (C-H) | 16.1 | - | 17.3 | 7.8 | - | - | 0.6 | 41.8 |
| Campus Industrial (I-C) | - | - | - | - | - | - | 64.4 | 64.4 |
| Industrial (I) | 5.0 | - | 24.1 | 13.8 | 41.5 | 5.0 | 8.8 | 98.1 |
| Public (P-U) | - | - | - | - | - | 21.1 | - | 21.1 |
| <i>Total*</i> | <i>130.6</i> | <i>1.7</i> | <i>228.9</i> | <i>25.1</i> | <i>41.5</i> | <i>26.4</i> | <i>77.9</i> | <i>532.0</i> |

*Total acreage is based on parcels excluding right-of-way

Using the projected new housing units identified above and the following growth assumptions developed during the comprehensive planning process, it is possible to determine if the Peshastin UGA has enough land to support the expected population growth.

1. General lifestyles and living patterns will continue for the anticipated planning horizon of 20+ years, to the year 2025.
2. Current trends in orchard production have leveled out, and a portion of the farm worker population has take up permanent residence in the community. Additionally, some transient accommodations remain to support labor and seasonal needs.
3. Tourism and other non-resource based economic development and trends will continue.
4. Overall residential density within the community is expected to continue at 2.59 dwelling units per acre.

5. An average vacancy rate of 10% is expected throughout the planning area. A market factor of 20% is expected throughout the planning area.
6. Due to economic demand and historical use of land, it is expected that existing agricultural lands will develop at a slower rate (25%) than vacant lands (60%).
7. The percentage of land devoted to right-of-way, trails and infrastructure development is expected to be 30% of the overall developable land.
8. It is assumed that 5% of the planning area will remain un-built due to critical areas, especially related to steep slopes.
9. Housing densities are identified within the proposed comprehensive plan as follows:
 - Low Density Residential: 4 units per acre
 - Medium Density Residential: 8 units per acre
 - High Density Residential: 16 units per acre
10. The Highway Commercial, Downtown Commercial and Campus Industrial designations allow for residential mixed-use development. It is anticipated that these designations will allow 10% of all development as residential units.
11. It is not anticipated that any of the land owned by public entities will be available for residential development in the future.

Using the above assumptions about land uses, it is possible to calculate the amount of vacant and agricultural land expected to be available for future residential development. Table P-6 provides a representation of the analysis of land available to accommodate the projected 1,100 people in the Peshastin UGA in the year 2025.

Table P-6 Land Availability Analysis: Peshastin UGA

| Proposed Zoning | Agriculture | Conversion Rate | Right-of-way dedications | Critical Areas | Relative Housing Units |
|--------------------------------|-------------|-----------------|--------------------------|----------------|------------------------|
| Low Density Residential (R-1) | 131.5 | 32.9 | 23.0 | 21.9 | 87.4 |
| Med Density Residential (R-2) | 56.0 | 14.0 | 9.8 | 9.3 | 74.5 |
| High Density Residential (R-3) | 0.0 | 0.0 | 0.0 | 0.0 | |
| Downtown Commercial (C-D) | 0.0 | 0.0 | 0.0 | 0.0 | |
| Highway Commercial (C-H) | 17.3 | 4.3 | 3.0 | 2.9 | 2.3 |
| Campus Industrial (I-C) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Industrial (I) | 24.1 | 6.0 | 4.2 | 4.0 | 3.2 |
| | Vacant | | | | |
| Low Density Residential (R-1) | 2.2 | 1.3 | 0.9 | 0.9 | 3.6 |
| Med Density Residential (R-2) | 1.8 | 1.1 | 0.7 | 0.7 | 5.6 |
| High Density Residential (R-3) | 0.0 | 0.0 | 0.0 | 0.0 | |
| Downtown Commercial (C-D) | 0.0 | 0.0 | 0.0 | 0.0 | |
| Highway Commercial (C-H) | 0.6 | 0.4 | 0.3 | 0.2 | 0.2 |
| Campus Industrial (I-C)* | 64.4 | 64.4 | 45.1 | 33.8 | 27.0 |
| Industrial (I) | 8.8 | 5.3 | 3.7 | 3.5 | 2.8 |
| | | | | TOTAL | 206.7 |

*Due to current efforts it is expected that this site will develop within the 20 year planning horizon. Furthermore known critical areas on this site increase the assumed 5% ratio to 20%

Based on the population projections a demand for future housing was estimated at 203 units. The land availability indicates that there is adequate land, based on the assumptions, for future population projections.

Capital Facilities

Capital facilities include public water, public wastewater collection and treatment, public roads and streets, power, communication, police and fire protection, solid waste, and school systems serving the area. Emergency services consist of a volunteer fire department and County police protection. The post office, volunteer library, volunteer fire station, school and grange make up the public buildings. The elementary school offers some recreational opportunities with play, track and football fields. Maps P-4 through P-6 show the general location of the domestic water and wastewater systems in the area, as well as the transportation facilities that currently serve the community.

Peshastin Water District:

The Peshastin Water District water system was initially implemented as a private facility in the early 1900's. The Community Water Association took over managing the system in 1927. It became the public water system it is today in September 1999, after a district-wide vote. The purpose of forming the District was to assume the operation and maintenance of the financially failing Community Water Association. The Water District has three employees, a Certified Water Manager, a Certified Cross Connection Technician and a district secretary/bookkeeper. The District is governed by three water commissioners that are publicly voted into office. Regular public meetings are held the second Tuesday of each month at the Peshastin Public Library.

The Water District includes three active wells, one inactive well, and three reservoirs – two that store 250,000 gallons each and one smaller 30,000 gallon reservoir. There are approximately four miles of pipe serving 238 customers, including residential, commercial, and industrial uses, an elementary school and a day care center. In 2002 a water right transfer was approved allowing additional water withdrawals from four existing wells and two new wells that may be developed by the District to meet source protection and supply concerns. Currently, the Washington State Department of Health Water Facilities Inventory has approved 598 active connections.

In the summer of 2005, property owners from the Timberline Water Users Association, seven residential properties and a commercial business approached the Peshastin Water District requesting water to serve their small water system due to lack of water supply. The District applied for and received grant funding totaling \$108,500 from the Department of Ecology Emergency Drought Fund to install a temporary 2" water line across the Peshastin Bridge to serve these users.

Peshastin Domestic Water Users Association:

This water system serves both sides of the highway from the Peshastin Bridge to the intersection of US Highway 2 and 97 (Big Y). This association is drafting its first full comprehensive water system plan, due to be completed by 2009. An estimated 45 homes and 6 businesses are served by the system.

Chelan County Public Utility District Wastewater System – Peshastin:

The Peshastin wastewater system serves the community of Peshastin and is located along the north side of the Wenatchee River three miles east of Leavenworth. The system is a step tank, force main collection system with a secondary treatment plant that discharges to the Wenatchee River.

Currently, there are 125 residential connections, 4 commercial connections, 2 industrial connections and 6 institutional connections. The projected maximum demand is 110,000 gallons per day (GPD), through the year 2020, which is the design capacity of the system. The existing maximum month flows are around 60,000-70,000 gpd; however, the amount of phosphorous discharge may be reduced causing the system to be upgraded or limit the GPD.

In the future, upgrades will most likely be necessary to reach the projected population needs of the Urban Growth Area, as it is projected that an extra 30,000 gpd will be needed for the residential expansion and with the extra Industrial and Commercial growth, the 110,000 gpd will most likely be exceeded.

Transportation Facilities:

The existing circulation pattern in Peshastin is oriented to State Highway 2 and Main Street, which run perpendicular to each other, and to the Blewett Pass Interchange. The constraints associated with crossing the Wenatchee River and Burlington Northern Railroad include an existing bridge and underpass, respectively. The community is currently serviced by State Highway 2, Blewett Pass interchange, and many smaller arterials, that can serve the needs of the area with some restricted access off of State Highway 2 and Blewett Pass interchange. LINK transit provides bus service to Leavenworth and Wenatchee. Sidewalks are limited and patchy throughout the community. There are no bike lanes within the Peshastin area; however, many cyclists use the area to avoid highway travel and there are cycling competitions in the area every year.

The Blewett Pass Diamond Interchange (“Big Y”) is described by the Washington State Department of Transportation (WSDOT) as an improvement that includes realignment of US 97 to cross US 2 approximately 1100 feet west of the existing Blewett Junction intersection. A county road to the north will be constructed that roughly parallels US 2, creating a new T-intersection with the US 97 crossroad and connecting to Saunders Road and Jeske Road. Existing US 97, north of the Blewett Cutoff Road intersection, would become a dead-end, local access road. At-grade access to US 2 from Blewett Cutoff Road, Saunders Road, Doghouse Road, and Jeske Road would be closed but access would be provided via the proposed interchange. At the time this sub area plan is being developed, the County is completing a Countywide Transportation Element update that uses this plan as the baseline for analysis of necessary transportation improvements to serve the area for the next 20 years and beyond.

UGA Location

It is the position of the Peshastin community that the UGA identified in the comprehensive plan is consistent with the Growth Management Act and the Chelan County Regional Policy Plan. The UGA is located in such a manner that urban levels of services either already exist or can be extended. With sewer and water already located within the planned UGA, and with room to expand these services, the goals and policies of the Growth Management Act and the Chelan County Regional Policy Plan are satisfied.

Relationship to County-wide Plan

This document is a Sub-Area Plan that is consistent with the goals and policies of the Chelan County Comprehensive Plan. It is a free standing document that is meant to be used in conjunction with that of the County’s Comprehensive Plan. WAC 365-195-335 and the GMA allow for the creation of Urban Growth Areas that are supported by County-Wide planning policies. This Plan has been developed within the scope, framework and intent of the existing comprehensive plan, particularly with regard to the land use and population projections and the particular utility plans which are included in the existing plan by reference. This Plan will further the overall goals of the GMA, particularly as they pertain to realistic and feasible growth and development. Below are the County Wide Planning Policies that are furthered by the adoption of this sub area plan.

Policy #1 Policies To Implement RCW 36.70A Relating To The Establishment Of Urban Growth Areas.

- I. *Each city within Chelan County will be included within a designated urban growth area.*

According to RCW 36.70A.110, An urban growth area may include territory that is located outside of a city only if such territory already is characterized by urban growth whether or not the urban growth area includes a city, or is adjacent to territory already characterized by urban growth, or is a designated new fully contained community as defined by RCW 36.70A.350. The Peshastin community includes all of the necessary components to be deemed and demonstrate that it meets the characteristics for and of urban growth.

- II. *Designated urban growth areas should include an adequate amount of undeveloped area to adequately accommodate forecasted growth and development for the next 20 years.*

As demonstrated within Table P-5 and P-6 with associated narrative, the UGA can accommodate growth and development.

- III. *Designated urban growth areas should include those portions of our communities already characterized by urban growth that have existing public facilities and service capacities to serve such developments as well as those areas projected to accommodate future growth.*

The review of the capital facilities (above) demonstrates the existence of the urban services for the Peshastin community.

- IV. *The formal designation of urban growth areas should be accomplished as a part of the comprehensive planning process. The size of designated urban growth areas should be based on projected population, existing land use, the adequacy of existing and future utility and transportation systems, the impact of second home demand, viable economic development strategies and sufficient fiscal capacity within the capital facilities plan to adequately fund the appropriate infrastructure necessitated by growth and development. Consideration should also be given to regularize grossly irregular corporate boundaries during the process of designating urban growth boundaries.*

Analysis of population, growth, land use, and infrastructure has concluded that the established UGA boundary meets the above policy.

- V. *Communities should consider the development and use of ten and twenty-year population forecast to assist in the process of preparing plans for growth management. Such forecast would provide substantial benefit, particularly in the preparation of utility and transportation plans and for the capital improvement plans to implement the same.*

Table P-4 and associated narrative include 20-year forecasts for population and land use growth. The Chelan County Capital Facilities and Transportation Elements include necessary 20-year project improvements to meet the needs of the forecasted growth

- VI. *In recognition of the potential for the development of new fully contained communities Chelan County may reserve a portion of the twenty-year population project and offset urban growth areas accordingly for allocation to a new fully contained community.*

At the time of writing this document, the residents of Peshastin expressed no desire to become incorporated.

- VII. *Community comprehensive plans should contain annexation and/or incorporation elements. Areas for potential annexation or potential incorporation should be designated in portions of urban growth areas outside of cities.*

At the time of writing this document, the residents of Peshastin expressed no desire to become incorporated, and is separated from any municipality within proximity of the UGA. See Policy No. 1 (I) above regarding incorporation.

VIII. When the county has adopted a comprehensive plan and development regulations under the Growth Management Act, the Board of County Commissioners should evaluate any future need for the boundary review board.

The Peshastin Community Council recommends to the Board of County Commissioners approval of the UGA Comprehensive Plan, Boundary, Land Use Designation and supporting Development Regulations. Through the public participation process involving several years of outreach, residents of Peshastin have provided support for the UGA.

Policy #2 Policies For Promoting Contiguous And Orderly Development And The Provision Of Urban Governmental Services To Such Development.

- I. For proposed developments which are within the urban growth boundary, but beyond municipal boundaries, the following policies should be considered:*
 - A. Improvement standards for new developments proposed within urban growth areas should be jointly developed by the county and appropriate city. Standards should address such improvements as street alignment and grade, public road access, right-of-way, street improvements (which may include street width, curbs gutters, and sidewalks, etc.), sanitary sewer, storm water improvements, park and recreation facilities.*
 - B. All projects will be reviewed to ensure compatibility with urban density projections of the urban comprehensive plan.*
 - C. The timing of utility extensions into the urban growth area shall be consistent with the adopted capital facilities plan of the utility purveyor.*

In addition to the Sub Area Plan, development regulations were prepared to adopt the vision expressed in the plan. The development regulations are contained in Chapter 11.22 Peshastin Urban Growth Area, of the Chelan County Code. The land use regulations provide standards for the way development occurs for the Peshastin community that are consistent with, and implement the Peshastin Urban Growth Area Comprehensive Plan. These regulations are specific to the UGA, and activities and uses not specifically covered in this chapter are still subject to all other applicable provisions of the Chelan County Code, including, but not limited to, regulations governing development, design, procedures, land divisions, critical areas, etc. Unique aspects have been included, such as provisions to reduce glare, indoor commercial and industrial activity within the I-C area, dimensional standards for “big box” commercial activity, and a residential component (mixed use) for the I-C, C-D, and C-H areas. In addition, the use matrix was developed to ensure that activities and operations reduce or remove incompatibility within districts. The dimensional standards reflect an urban aspect that maintains the intent of the UGA. These new regulations provide clear, refined and defined standards for development.

Policy #4 Policies For County Wide Transportation Facilities And Strategies.

Chelan County is updating the Transportation Element of the Chelan County Comprehensive Plan, which was initially developed in 2000. First, transportation-related data will be collected from all of the cities and agencies in the county to establish comprehensive baseline information. Next, existing transportation policies will be revised to match current community values and land-use policies and to ensure compliance with all applicable regulations. Then, 20-year forecasts will be analyzed to identify aspects of the system that would benefit most from improvements. Next, potential project costs will be

estimated and financial projections will be studied to determine when the highest priority projects should be built. Finally, the Transportation Element Update is scheduled to be adopted by the Chelan County Board of Commissioners in December 2008. The growing population and changing nature of the regional economy requires us to realign our transportation needs with current and projected land use patterns. The 20-year plan will identify needed improvements to the county's roadways, bridges, bike, pedestrian, aviation and rail facilities. As required by the Growth Management Act, a prioritized transportation project list, financing strategies and implementation measures will be included in the plan.

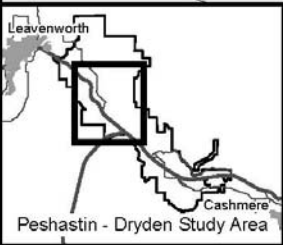
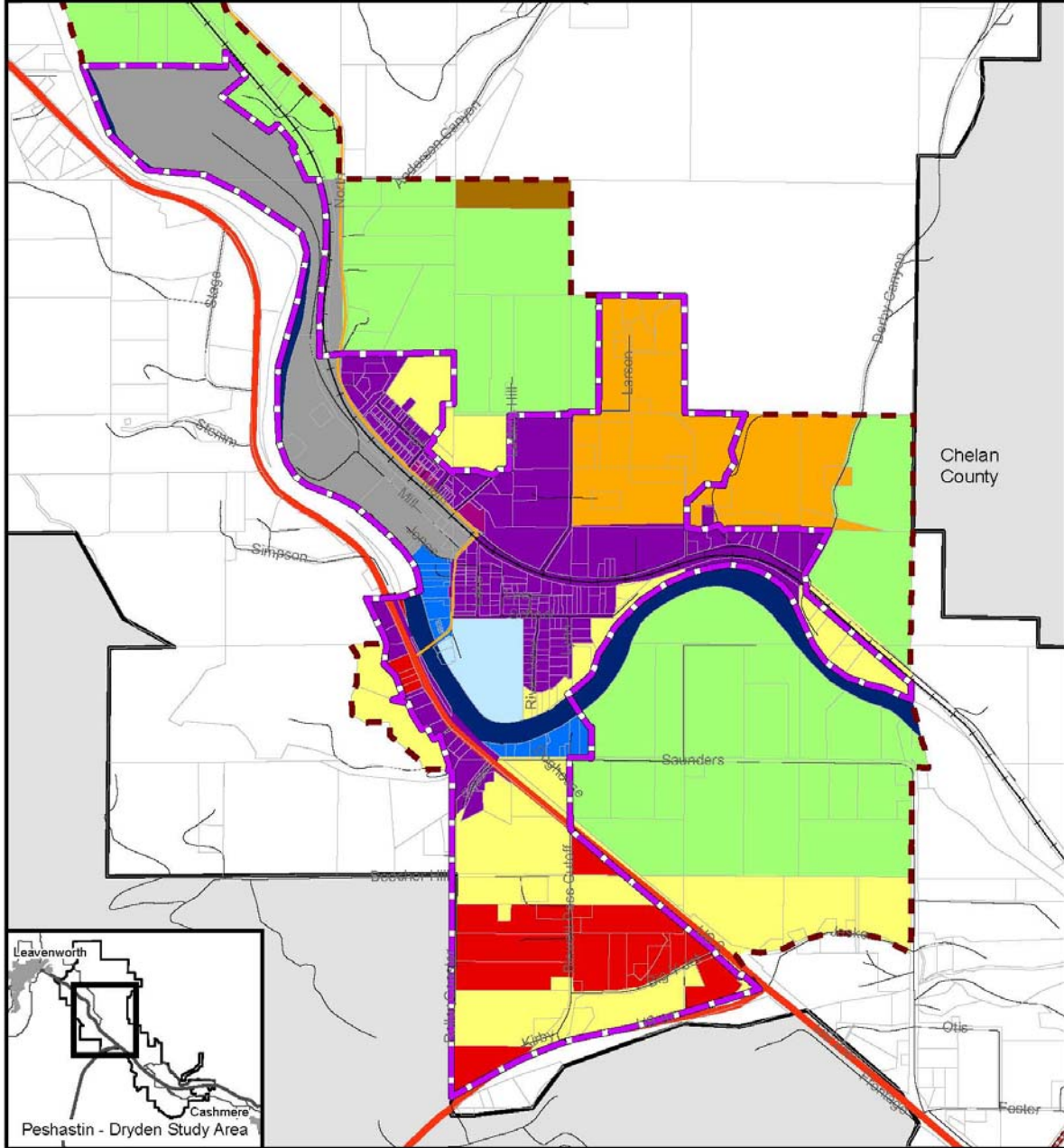
Policy #5 Policies Addressing The Need For Affordable Housing For All Economic Segments Of The Population And The Adoption Of Parameters For The Distribution Of Affordable Housing.

This Peshastin Comprehensive Plan includes a housing element which reflects the existing Goals and Policies of the Chelan County Comprehensive Plan while maintaining a uniquely Peshastin oriented perspective.

Policy #7 Policies For County Wide Economic Development And Employment.

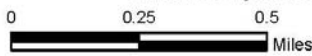
This Peshastin Comprehensive Plan includes an economic development element which reflects the existing Goals and Policies of the Chelan County Comprehensive Plan while maintaining a uniquely Peshastin oriented perspective. In addition, attention has been given to the land use and development regulations that meet and are consistent with the Goals and Policies of both this and the Chelan County Plans.

Map P-1 Peshastin Existing 2007 County Land Use/Zoning



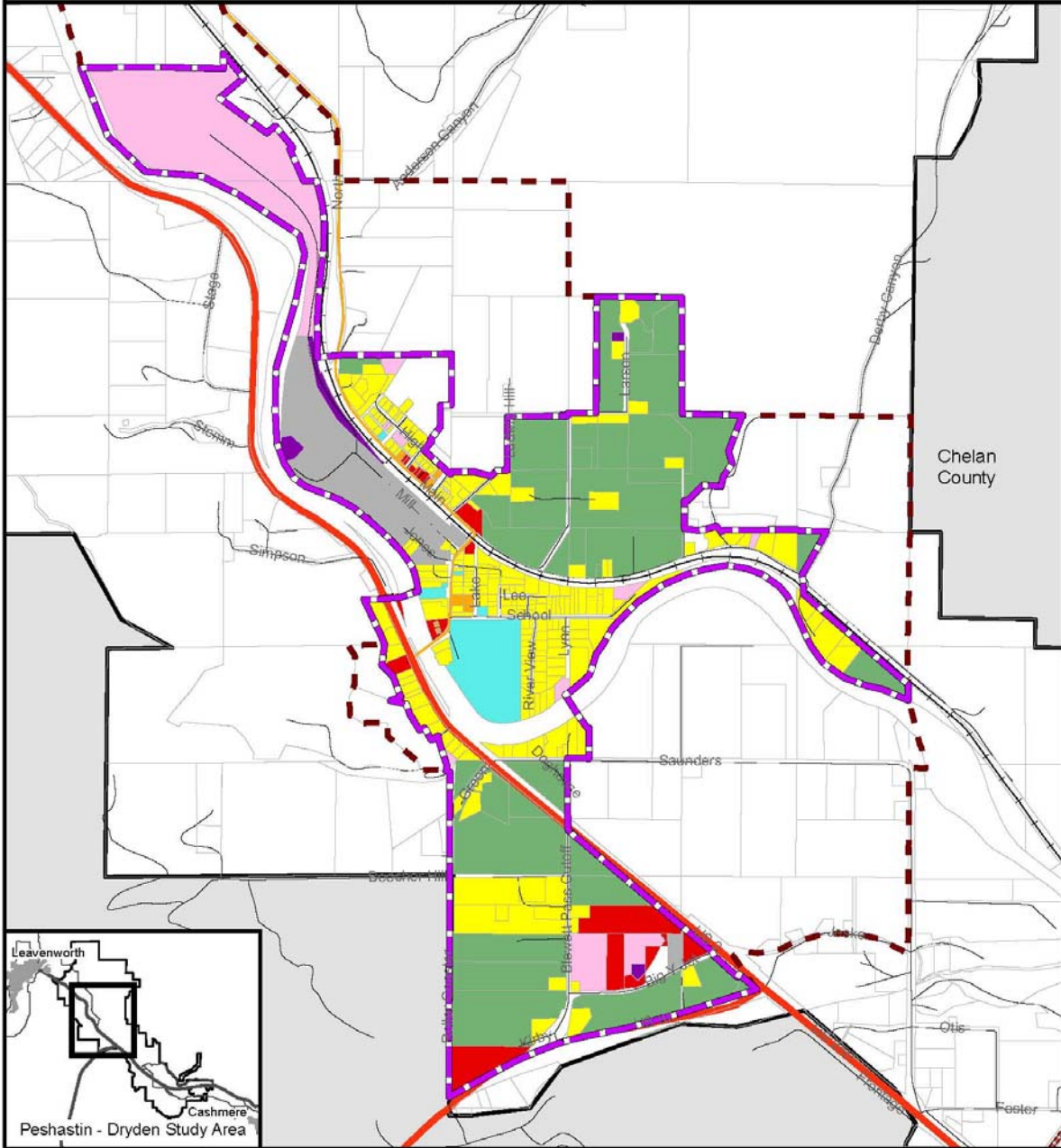
Existing County Zoning

Disclaimer: While the latest available data has been used it is not intended to be an accurate measurement. Contact the governing jurisdiction for legal descriptions. Created October 2008 by Alliance Consulting Group, Inc.



- | | |
|------------------------------|-------------------------------|
| Peshastin Planning Area | Rural Commercial |
| Peshastin Proposed UGA | Rural Industrial |
| Commercial Agriculture | Rural Residential 2.5 |
| Commercial Forest | Rural Residential/Resource 5 |
| Peshastin Village Commercial | Rural Residential/Resource 10 |
| Rural Village | Rural Residential/Resource 20 |
| Rural Waterfront | Water |
| Public | |

Map P-2 Peshastin Existing Land Use Inventory



Existing Land Use Inventory

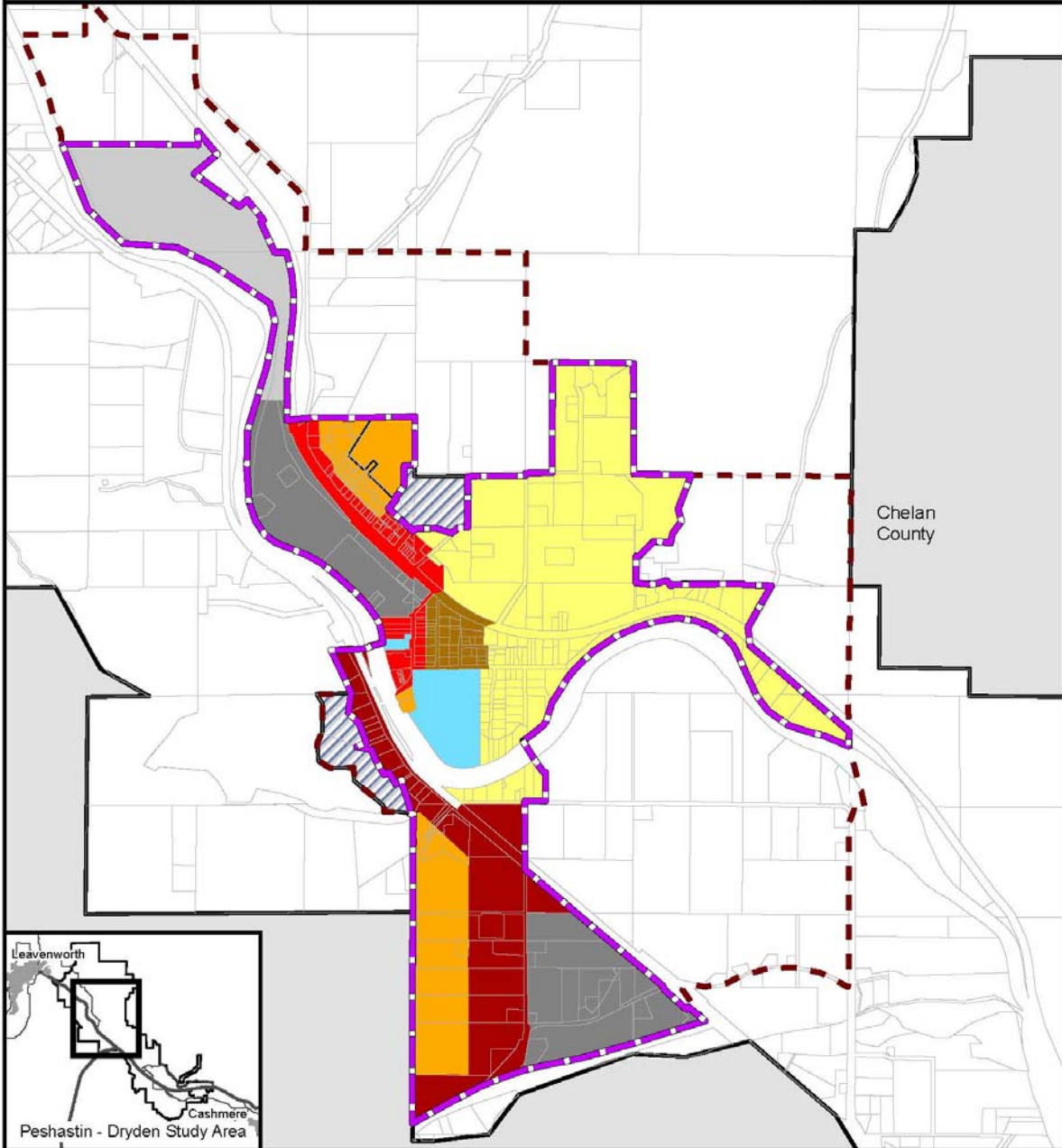
Disclaimer: While the latest available data has been used it is not intended to be an accurate measurement. Contact the governing jurisdiction for legal descriptions. Created October 2008 by Alliance Consulting Group, Inc.



0 0.25 0.5 Miles

- | | |
|-------------------------|---------------------------|
| Peshastin Planning Area | Single Family Residential |
| Peshastin Proposed UGA | Multi-Family Residential |
| Agriculture | Public/Quasi Public |
| Commercial | Transportation/Utilities |
| Industry | Vacant |

Map P-3 Peshastin UGA Land Use Designations



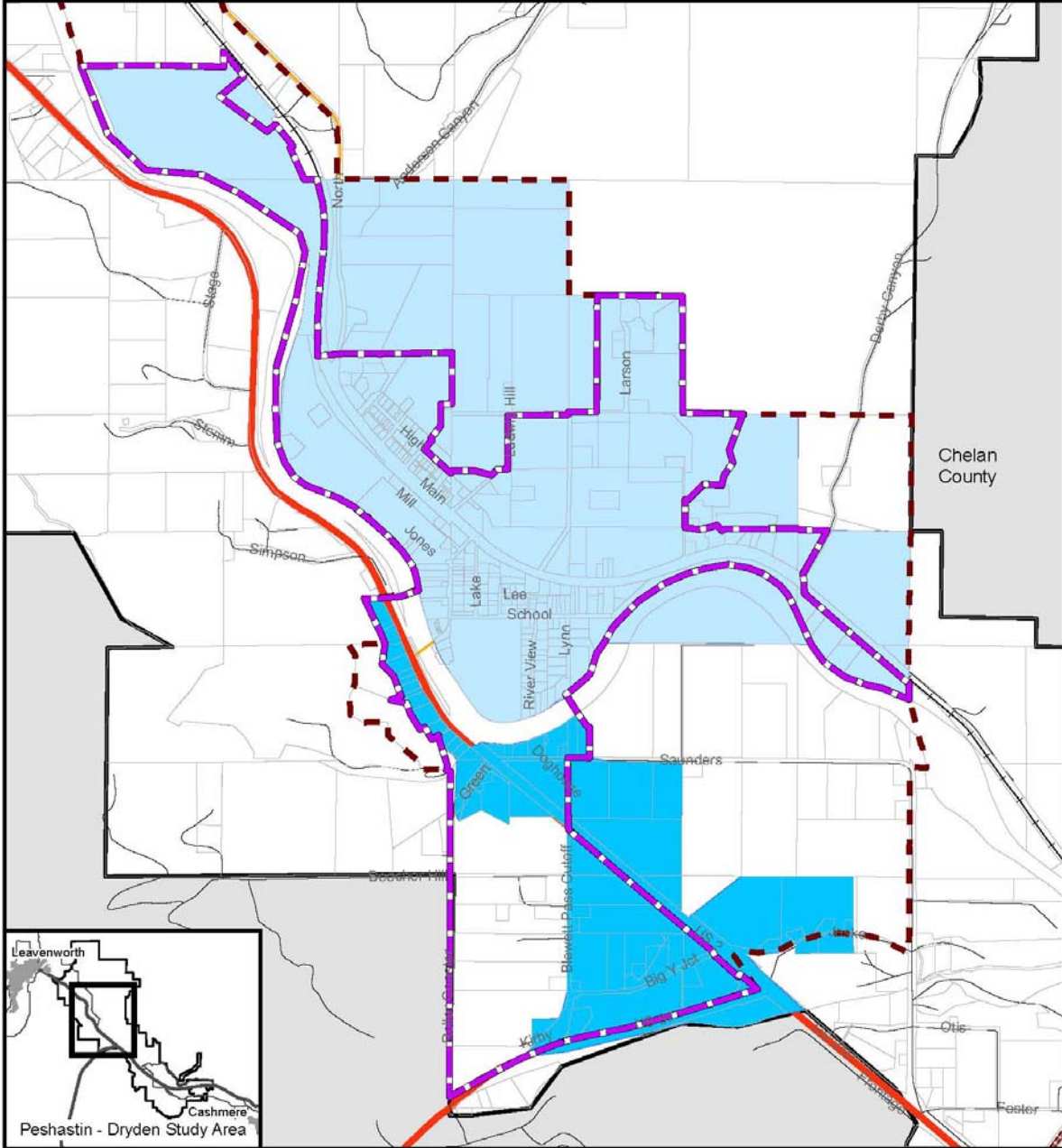
UGA Land Use Designations

Disclaimer: While the latest available data has been used it is not intended to be an accurate measurement. Contact the governing jurisdiction for legal descriptions. Created October 2008 by Alliance Consulting Group, Inc.

0 0.25 0.5 Miles





| | |
|---------------------------|--------------------------------|
| Peshastin UGA | Low Density Residential (R-1) |
| Campus Industrial (I-C) | Med Density Residential (R-2) |
| Industrial (I) | High Density Residential (R-3) |
| Downtown Commercial (C-D) | Public (P-U) |
| Highway Commercial (C-H) | Possible Future Expansion |

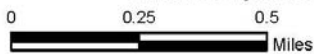
Map P-4 Peshastin Water Service Areas



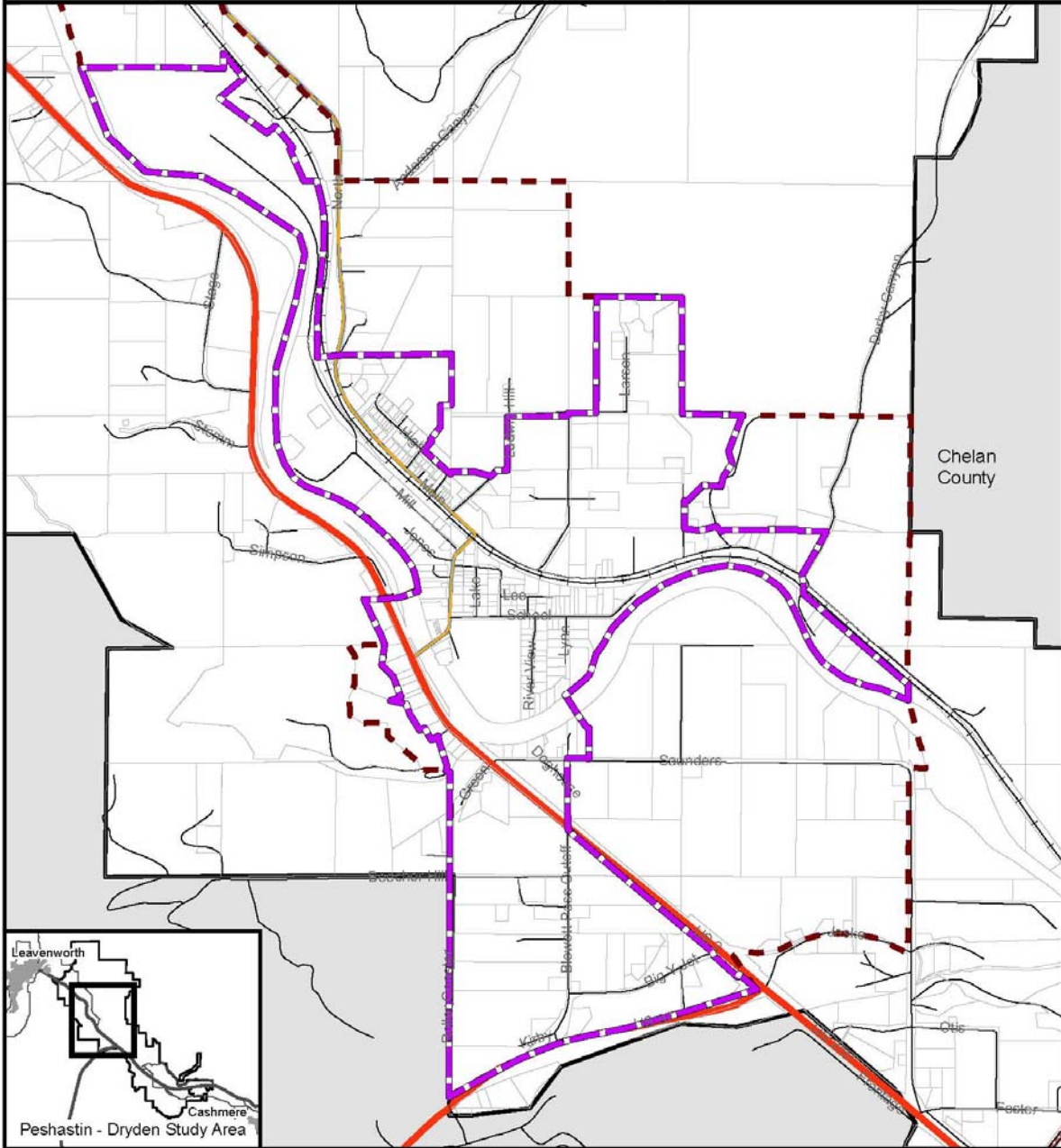
Water Service Areas

Disclaimer: While the latest available data has been used it is not intended to be an accurate measurement. Contact the governing jurisdiction for legal descriptions. Created October 2008 by Alliance Consulting Group, Inc.

-  Peshastin Planning Area
-  Peshastin Proposed UGA
-  Peshastin Dom Wtr Users Assn
-  Peshastin Water District



Map P-6 Peshastin Existing Transportation Facilities



Existing Transportation Facilities

Disclaimer: While the latest available data has been used it is not intended to be an accurate measurement. Contact the governing jurisdiction for legal descriptions. Created October 2008 by Alliance Consulting Group, Inc.

| | |
|-------------------------|--------------------------|
| Peshastin Planning Area | Rural Principal Arterial |
| Peshastin Proposed UGA | Local Access |
| Rural Major Collector | Urban Collector |
| Rural Minor Arterial | Urban Minor Arterial |
| Rural Minor Collector | Urban Principal Arterial |

0 0.25 0.5 Miles

Chapter 2: Land Use

Introduction

The Land Use Element of the Comprehensive Sub-area Plan is intended to promote orderly community growth by providing for planned land use areas which consider environmental, economic, and human factors. The Sub-Area Plan is designed to meet both present and future needs of the community and to serve as a guide to decision makers when presented with options for developing and redeveloping the Peshastin Urban Growth Area (UGA). This Element also helps retain the basic form and pattern of the community while creating opportunities for an orderly expansion. In general, the following Comprehensive Plan Land Use Designations Map shows the locations of the different land use categories, as well as the Urban Growth Boundary which defines the UGA.

Goals & Policies...

GOAL: Maintain and enhance the existing pattern of uses by further defining the uses and the pattern; and by providing incentives that encourage the refurbishing of existing structures and the in-filling of vacant properties to the appropriate uses, where feasible.

POLICY: The following land use categories, and subsequent densities, are to be implemented through the zoning ordinance and other implementing regulations, as necessary:

Low Density Residential...Is characterized by low-density residential uses, particularly single family homes and duplex units. Density is four units per acre.

Medium Density Residential...Is characterized by medium density residential uses such as duplex and apartment units, as well as single family homes. Density is eight units per acre.

High Density Residential...Is characterized by high density residential uses such as condominiums and apartment units, in addition to single family residences. Density is sixteen units per acre.

Downtown Commercial...Is intended to allow for a variety of businesses, including retail, professional and community services, permitting above street-level residential development.

Highway Commercial...Provides an area suitable for present and future retail commercial activities, including tourist commercial and multi-family residential.

General Industrial ...Provides an area for existing and future industrial uses and activities to operate.

Campus Industrial...Provides an area for existing and future industrial uses where activities, including outside storage can be fully enclosed. Residential uses are permitted provided the area of the building dedicated to residential use is limited to ten percent of gross floor area.

Residential...

The following goals, policies, and rationale provide direction for not only the development of implementing ordinances, but also during the review of specific projects. Their purpose is to help provide continuity between existing and potential residential uses. It is also their intent to equip the implementing ordinances with the needed background and authority to help maintain the quality of life within the sub-area.

GOAL: Maintain a sufficient number and variety of safe, aesthetically pleasing/attractive, housing units by encouraging new housing and enhancement and refurbishment of existing housing in a variety of neighborhoods that are served by adequate public facilities and utilities for people of all income levels.

POLICY A: The community will continue their primary role in the conservation of housing by publicly investing in the infrastructure servicing the area, such as storm drainage, street paving, and recreation, and will provide zoning to prevent incompatible land uses and depreciation of property values.

Rationale: Preservation of property values can be maintained by providing predictability in what is going to happen in the surrounding areas. Zoning is one tool to accomplish that end. The County in cooperation with the community has a program of improving infrastructure which should be continued within the available Capital Facilities Plan.

POLICY B: Ensure that urban development will not be permitted outside of UGA's except in master planned resorts or commercial development in planned/designated rural service centers.

Rationale: Within UGA's there will be sufficient, urban-type services either already available, or at least planned for, which can handle urban densities. Similarly, master planned communities must demonstrate at the planning stages how these types of services will be provided to their "community", which in turn helps determine the density they will be allowed to incorporate into the development.

POLICY C: Prior to expansion of the UGA for residential purposes, redevelopment and in-fill will be encouraged within the Peshastin sub-area, where feasible.

Rationale: Redevelopment and in-fill of areas with existing infrastructure helps to lower the cost of development and provide more efficient use of existing public utilities by reducing the cost of providing these services. In-fill also eliminates a significant number of vacant lots that contribute to fire hazards and accumulation of junk materials, which may be a detriment to surrounding property values.

POLICY D: Determine the density of development which is compatible with adjacent residential development.

Rationale: Urban densities should be determined by services available, the road network, and adjacent land uses. Where a full range of urban utilities are available and adjacent land uses dictate a need for buffering. Adjacent to existing, well-established neighborhoods, lower densities should be reflected, such as four units per acre. Several different zoning classifications should be developed to allow for properly adjusted densities and mixed use development.

POLICY E: Maintain high standards for residential development, construction and maintenance. Develop standards that include a diverse choice of housing types, quantities and designs including those for senior citizens, physically challenged and low-income persons.

Rationale: High standards for all development will help provide long-term stability to the community by ensuring the continuance of a durable housing stock. However, such standards are not meant to preclude the development of housing units to serve all income levels and special needs populations because of higher costs.

POLICY F: Encourage residential growth to occur in areas where public utilities exist or may be provided at reasonable costs.

Rationale: Promoting developments in or close to areas with existing public utilities saves not only possible future public expenditures, but should lower the initial cost of development, thereby providing more reasonably priced housing.

POLICY G: Develop incentives that help encourage residential development to locate within the urban growth boundary, consistent with the comprehensive plans.

Rationale: The Urban Growth Area (UGA) assists in delineating an orderly, efficient transition from rural to urban land uses. To capitalize on the public expenditures associated with the existing provision of services such as sewer, water, streets, etc. within UGA's, in-filling of these areas and ones adjacent to these services should occur first. The net result is prevention of urban sprawl and a decrease in public expenditures.

POLICY H: Protect residential districts from excessive noise, visual, air, water and light pollution generated by other land uses.

Rationale: In order to ensure the quality environment for residences in the Peshastin area is preserved, provisions should be made to discourage incompatible land uses. The use of innovative techniques such as down-lighting and buffering for activities of a commercial or industrial nature, and/or other high intensity uses inside and adjacent to neighborhood areas, should help alleviate some possible conflicts.

POLICY I: Provide appropriate measures to regulate the keeping of livestock and animals other than domestic pets, including performance standards for maintenance of pastures, shelters, and feeding areas.

Rationale: While domestic pets are generally not a problem within residential areas, other types of animals and livestock can be considered incompatible with residential uses and create conflicts. By considering the existing densities of residential areas and regulating the keeping and maintenance of these animals accordingly, most of the conflicts can be mitigated. Temporary animals and livestock for the purposes of 4-H projects should be allowed; however, if they become long-term they need to meet the necessary provisions of the district in which they are located.

POLICY J: Develop building height standards for all types of structures to be limited to what is appropriate in residential areas.

Rationale: Many existing and future home/development sites have views of the surrounding area. While the Community may not be able to maintain totally unobstructed views, a consistent standard should be set in all zoning districts to preserve, to the extent possible the view amenity.

POLICY K: Provide innovative and flexible design for residential developments, especially for multi-family units, by establishing and encouraging planned developments.

Rationale: Planned developments can provide flexibility which allows the community to encourage the maximum use of new concepts in land development that might otherwise be inhibited by the strict application of the zoning ordinance. It can also encourage the enhancement of the natural characteristics of the land, help create permanent open space, and help utilize, more efficiently, the public facilities required of residential developments.

POLICY L: Allow primarily residential development within residential districts, with the exception of home occupations, subject to the appropriate hearing procedures.

Rationale: To preserve and enhance the quality of life in Peshastin, it is important to take all possible steps to avoid incompatible uses within residential districts. Prohibiting higher intensity uses, such as commercial or industrial ones, in established residential areas, could avoid numerous conflicts.

POLICY M: According to the density and intensity of residential uses in an area, provide appropriate types/levels of day care facilities.

Rationale: It is increasingly necessary for households to have two incomes in order to maintain their standard of living, thereby creating a need for adequate day care facilities. Because of the convenience to working families and depending on the density of an area, day care facilities are appropriate in residential areas and should be allowed accordingly.

POLICY N: The County in cooperation with the Community Council will develop regulations and procedures to require owners of vacant parcels and/or structures within all land use classifications to maintain said, parcels in a manner which does not promote or create fire hazards, and which does not detract from the quality of the neighborhood.

Rationale: Because of the arid climate, vacant lots that are overgrown with weeds and brush, and buildings that are left in a dangerous state of disrepair, cause a significant fire hazard and potentially dangerous accident situations, and may be a detriment to surrounding property values.

POLICY O: Establish criteria for housing and home sites that enhance the compatibility of standard residential developments.

Rationale: Criteria helps assure that uses and/or types of development which may have the potential to be inconsistent with residential neighborhoods are either precluded from a zoning district or are conducted in such a way as to be compatible. Construction and lot maintenance standards within the different zoning categories will reduce the chance of incompatible adjacent development or vacant lot neglect.

POLICY P: Review and alter land use regulations as necessary to ensure provisions are made for locating manufactured/mobile housing in appropriate locations, subject to special criteria, including state standards, designed to protect the integrity of established residential neighborhoods.

Rationale: Manufactured/mobile homes are sometimes seen as a detriment to residential neighborhoods. However, with special location and placement criteria provided to protect the integrity of these areas, these units can be compatible with residential development. It is also

important to ensure that mobile homes are of a quality that protects the health and safety of the residents utilizing this option and that promotes further the compatibility with conventional, stick-frame structures.

POLICY Q: Ensure manufactured/mobile home parks are provided urban governmental facilities and services, and are provided appropriate locations within urban growth areas.

Rationale: Manufactured/mobile home parks generally maintain densities that are more characteristic of urban areas than rural ones. Consequently, they need to be serviced by urban facilities and services which are to be provided only within UGAs.

Commercial...

The following goals, policies, and rationales create the ability to provide a quality environment for commercial development. They help define the scope of future development while still assuring compatibility with surrounding uses. By using the direction these goal and policy statements provide, the type of atmosphere the people of Peshastin desire for their downtown area will be maintained and enhanced.

GOAL: Provide and create opportunities for safe, aesthetically pleasing, and accessible commercial districts that allow diverse economic development and which contribute to a sound economic base for the community while maintaining a quality environment.

POLICY A: Promote the development of incentive programs that reward the continued use, maintenance, development, and revitalization of land and buildings within established commercial areas, consistent with the land use map.

Rationale: Existing commercial areas generally represent a substantial public and private investment in buildings and infrastructure. By maintaining and revitalizing the existing stock of land and buildings, the community can begin to in-fill the existing commercial areas with appropriate uses, thereby preserving that investment. This strategy also helps maintain the existing pattern of uses within the community, including residential districts.

POLICY B: Maintain existing commercial structures and zoning for commercial uses and protect them from conversion to other uses.

Rationale: In order to facilitate economic growth in the community, sufficient lands must be available for new businesses to come into the area. It is therefore important to have a clear representation of what lands are available, and some assurances that those areas will remain available in the future. Areas which are designated for commercial use should include criteria and regulations which discourage uses that could eventually conflict with commercial development.

POLICY C: Encourage the expansion of commercial districts/uses that occur adjacent to existing, similarly developed areas in conformance with the comprehensive plan when there is a demonstrated need for additional commercial land.

Rationale: This strategy will help maintain the existing commercial areas and promote the logical, orderly expansion of commercial uses adjacent to or near existing services, as the need arises.

Similarly, residential districts will be preserved as long as possible, without having to deal with piecemeal, premature commercial designations.

POLICY D: Encourage the development of commercial land in a manner which is complimentary and compatible with adjacent land uses and the surrounding environment.

Rationale: By making adjacent land uses complimentary and compatible, the continuation of commercial uses is insured, less resistance to additional growth will be expressed, and both land uses can co-exist without undue hardships to either.

POLICY E: Support commercial areas with adequate streets, parking, lighting, and utilities, including provision of pedestrian and non-motorized access to and within those areas, consistent with the Americans with Disabilities Act regulations.

Rationale: Commercial activities will generate greater traffic volumes, and will have greater service needs than a residential area. It is important to adequately provide for these needs in order to maintain the areas' viability and safety, and to prevent congestion and barriers to accessibility to the areas.

POLICY F: Develop adequate standards for off-street parking sensitive to the diverse needs of commercial uses.

Rationale: Inadequate parking areas can lead to congestion problems in both the street circulation system and the parking lots. Standards need to be developed that recognize the direct link between parking availability and efficient traffic circulation, and the diversity in parking needs for different types of commercial uses.

POLICY G: Recognize pedestrian needs in commercial areas by providing a more pleasant and comfortable environment through intense landscaping, buffering of vehicular traffic, and pedestrian amenities.

Rationale: To maximize the use of commercial areas, the atmosphere should be as inviting as possible for the consumer. Additionally, attractive, vibrant commercial areas will encourage additional merchants to locate close by, enhancing the commercial areas.

POLICY H: Encourage landscaping which provides unity to commercial developments and which screens or softens parking lots and unsightly areas, particularly in the transition areas between commercial and residential land uses.

Rationale: Landscaping helps provide continuity and definition to a commercial area, while also providing amenities to parking areas that break up the total paved look, cool them down, provide storm water retention areas, and make the area more inviting.

POLICY I: Ensure that on-site commercial preparation, i.e. road access, parking, surface drainage, utilities, water systems and sewer systems, be provided by private developers or appropriate public/private partnerships.

Rationale: By developing a piece of property for commercial use, the owner and/or operator of that business is directly benefited. There are also direct impacts to the existing infrastructure, such as the water, sewer and storm water drainage systems, already in place. It should therefore be the

developer's responsibility to contribute extensively to that development. Likewise, the community as a whole benefits from a quality commercial core, and should, through some means and in some instances, work with the developer to achieve the high level of development desired.

POLICY J: Ensure that commercial uses are not used in a manner which creates dangerous, injurious, noxious or similar conditions which would adversely affect the use or value of adjacent areas or properties. Ensure that commercial activities do not emit dangerous or objectionable noise, light, odors, radioactivity, vibrations or glare.

Rationale: Activities which may be commercial in nature but have the above characteristics would detract from the appeal of the commercial areas, and could be detrimental to the health and safety of the users and to the value of adjacent properties. Standards should be established, such as requiring downward directed lighting, buffers, appropriate scale and screening, in order to prevent objectionable activities from locating in the commercial areas of the community and which direct these uses to a more appropriate, less incompatible area.

POLICY K: According to the density and intensity of commercial uses, provide appropriate types/levels of day care facilities.

Rationale: It is increasingly necessary for households to have two incomes to maintain their standard of living, thereby creating a need for adequate day care facilities. Because of the convenience to employees and shoppers, day care facilities are appropriate in commercial areas and should be allowed according to the intensity of the commercial use.

POLICY L: Encourage future development to locate in clustered, attractive centers in designated commercial areas, as opposed to strip commercial development.

Rationale: Strip development can lead to increased public expenditures by inefficient and untimely expansion of services, or development in areas where services are not designed to meet commercial needs. It may also lead to a degradation of the existing core as new businesses continue to move further away. A central, compact commercial core provides greater pedestrian access, and helps maintain and support the existing downtown's viability and identity.

POLICY M: Encourage adequate circulation patterns in commercial areas and provide linkages to other land use activities where practical.

Rationale: To maximize the efficient utilization of commercial development by consumers, ease in moving from one place to another is essential. The circulation patterns for not only motorized traffic, but also for pedestrian and transit traffic must provide linkages between the two existing pockets of commercial uses, and within each area as well. This is particularly important in maintaining the viability of each existing area, until such time as they can be connected to become one.

POLICY N: Encourage new businesses that will, through excellence of design and the nature of the use, provide long term benefits to the people of Peshastin.

Rationale: The stability of a community can be directly tied to the vitality of its commercial areas. By encouraging an inviting, aesthetically pleasing commercial environment through design criteria, that stability is strengthened. The future of Peshastin and the quality of life its residents enjoy can be enhanced and expressed through a quality commercial district.

POLICY O: Promote the development of commercial activities oriented to the recreational and open space opportunities of the area.

Rationale: The natural environment and associated recreation opportunities are valuable recreational resources for both tourists and the residents of Peshastin. The development of related commercial activities, such as restaurants, lodging facilities, and recreational services that capitalize on this resource, in appropriate areas, will expand the economic opportunities of the area.

POLICY P: Prohibit the further conversion of existing commercial structures into residential uses, and limit new residential development in the central business district to residences that are located on a second story, above the street-level commercial use.

POLICY Q: Promote the development of “Big Box Retail” in areas designated for commercial activities.

Rationale: To maximize the efficient use of commercial development while maintaining the unique qualities of the community, the tourist industry and the natural environment.

Industrial...

New industrial development is necessary and desirable to help stabilize the local economy. However, there can be a number of negative impacts associated with various industrial uses. The following goals, policies, and rationales help to provide a framework for alleviating and internalizing some of these impacts with the subsequent goal being to create attractive centers for conducting industrial activities.

GOAL: Promote industrial development which contributes to the economic diversification, growth, and stability of the community without degrading its natural systems or residential living environment.

POLICY A: Industries with undesirable environmental effects will be required to conform and comply with all applicable Federal, State and Local standards for water, air, noise, odor, light and visual pollution, and will not negatively impact compliance with the state waste discharge permit.

Rationale: The quality of the environment is recognized as an important asset to any community. Standards have been established by Federal, State and Local agencies which protect not only the quality of the environment, but also the health and safety of the residents in an area. It is essential that these standards be adhered to, both in development and operation of any industrial uses.

POLICY B: Encourage industrial site planning that internalizes negative effects by incorporating greenbelt buffers/open space; landscaping; adequate utilities; noise, air, and water pollution control devices; and attractive fencing or similar measures.

Rationale: Because they are an asset to the economic stability and development, industrial uses should be an integral part of the physical make up of the community. By mitigating any possible negative affects through quality landscaping and buffering techniques, industrial users can be made more compatible with adjacent uses.

POLICY C: Encourage new industry to be located in planned industrial parks which afford neighboring properties protection from noise, off-site light, vibration, drainage, dust, excessive traffic and view blockage.

Rationale: Clustering multiple industrial users in one area not only increases the efficient utilization of needed services, such as water and sewer systems and storm water drainage, it is easier and less costly to each user to provide the necessary buffers.

POLICY D: Encourage planned industrial parks to be located in areas adjacent to major street arterials, preferably on lands not suited for agricultural or residential uses.

Rationale: The materials needed for production, and the end product itself, must be transported to and from the industrial site to the consumer. This movement of goods generally takes numerous trips by large, tractor/trailer combination rigs that can be extremely detrimental to road conditions and traffic circulation. By locating the industrial parks adjacent to major arterials of sufficient design, not only is the transport of materials made more efficient for the industrial user, the longevity of the road is extended.

POLICY E: Identify lands best suited for industrial activity through the development and application of location and design criteria.

Rationale: Industrial development, and the subsequent economic benefits to the community, is contingent upon appropriate lands being designated for intensive activities such as manufacturing, warehousing, wholesaling and repair. Location and design criteria that consider the present uses of the land as well as those of the surrounding lands, the availability and adequacy of the transportation network and supporting utilities, physical constraints, ownership patterns, and community concerns will make the tough location decisions less difficult.

POLICY F: Encourage variety and innovative design in industrial site development, and promote an attractive, high quality environment for industrial activities through good landscaping, parking, and building designs, particularly where land uses of distinct character or intensity adjoin.

Rationale: With well-designed sites, encouraging new firms to locate in the area will be easier. The provisions for landscaping, parking, and innovation in building designs will help to decrease conflicts in land use and make industrial areas easier to locate.

POLICY G: Encourage, whenever possible, the extension of support facilities and services for industrial activity.

Rationale: It is generally necessary to have a full range of services and utilities available to encourage industrial development. Capital improvement programs for all purveyors should be reviewed jointly, assuring the timely and coordinated provision of these services.

POLICY H: According to the density and intensity of industrial uses in an area, provide appropriate types/levels of day care facilities.

Rationale: It is increasingly necessary for households to have two incomes in order to maintain their standard of living, thereby creating a need for adequate day care facilities. Because of the convenience to employees, day care facilities should be provided in industrial areas, but only with careful consideration to the health and safety of the children.

POLICY I: Encourage the continued development of light industries that are related to the agriculture or recreation/tourism industries

Rationale: The primary industries in and around the Peshastin area are agriculture and tourism related. Emphasis should be placed on maintaining and enhancing those industries to include processing, packing, storage, and shipment of agricultural commodities, and manufacturing of recreational equipment within the planned industrial areas.

POLICY J: Encourage clean industrial development which is compatible with the quality of life in Peshastin and with the natural environment (air, water, noise, & visual).

Rationale: Industrial development should be compatible with and not detract from the quality of life enjoyed by area residents. Development and operation of industrial uses should be sensitive to not only the physical environment of the community, but also to the expectations of the citizens.

POLICY K: Prohibit the development of 'Big Box Retail' in areas that are Industrial in nature, to ensure the proper use of designated Industrial Parks.

Rationale: It is necessary to ensure that Industrial development will happen in those areas identified as Industrial zones. This will maintain the compatibility of the areas Industrial needs, while keeping the in mind the protection of the environment and the well-being of the citizens.

Agriculture...

Agriculture and the associated support facilities are the primary economic base in the Peshastin area. It is important to maintain these existing uses by providing a cushion from situations that make agricultural activities difficult. Agriculture not only plays an important role in sustaining the economic viability of the Peshastin area, primarily as the area's major industry and employer, but it also affords a certain identity to the community. By retaining existing agricultural uses within the UGA the agriculturists are able to have some assurances that they will be able to continue operating without being subject to premature growth pressures until they decide to convert their property to a more urban type of use. The following goals, policies, and rationale provide a means of protection for farmers of existing agricultural parcels until such time as they decide to develop their property to a different use.

GOAL: Preserve and encourage existing and future agricultural land uses as viable and as a significant economic activity within the community.

POLICY A: Support land owners in developing land consistent with local land use policies.

Rationale: Within the UGA, when the owner of existing agricultural parcels decides to change the use of the property to a more urban land use, the community will support and encourage land owners to develop the land according to the designations of the comprehensive plan.

POLICY B: Support and encourage the maintenance of agricultural lands in open space designations; current use property tax classifications consistent with RCW Chapter 84.34 (Open Space), and/or other tax benefits that help retain the economic viability of farming practices.

Rationale: The open space and current use property tax program makes agriculture a more viable operation on lands that, because of their proximity to residential and/or recreational developments, might be assessed at a much higher rate than agricultural lands in the outer portions of the County. Owners of existing agricultural uses within and/or in close proximity to the UGB are encouraged to investigate the possibility of participation in this program.

POLICY C: Ensure that public service and facility expansions and non-agricultural development do not impair the viability of current agricultural activities within Peshastin and the immediate surrounding areas, until such time as it is apparent that more land base for urban uses is needed.

Rationale: The availability of public services and facilities will promote the development of non-agricultural uses, which in turn raises the assessment of property taxes. Until the owner of existing agriculture lands wishes to convert to other types of development, development of appropriate utility expansions should be limited to residentially designated areas only, to help preserve the existing agricultural activities.

POLICY D: Encourage the control of noxious weeds and fruit pests in all affected areas.

Rationale: Noxious weeds pose a threat not only to an agriculturalist's productivity, but if left unattended to grow and dry out on a vacant lot they can also create a dangerous fire hazard. Fruit trees left unattended provide breeding ground for pests. By requiring removal of fruit trees at time of subdivision, the orchard industry will be given an extra measure of protection from pests.

POLICY E: Adopt a "right-to-farm" attitude whereby the Peshastin Community recognizes that the lands and uses in existing agricultural areas enjoy historical or prescriptive rights to normal farm practices such as early and late hours of operation, noise, dust generation, crop dusting, odors, slow moving vehicles and livestock on rural roads. In the event of a conflict between these and residential uses, community support shall be in favor of the existing agricultural use.

Rationale: A major deterrent to farming practices in areas near residential developments are the nuisance complaints from residents in the area who are unaccustomed to normal agricultural activities. By adopting a "right-to-farm" attitude, the Community will establish its support against complaints for normal agricultural activities taking place in existing agricultural areas.

POLICY F: Ensure that public actions are managed to minimize disruption of agricultural activity.

Rationale: Disruption to agricultural practices can come from all facets of society, including the public sector. When reviewing public policy/practices in areas designated for agriculture, careful consideration should be given to the affect of that action on farming practices in the area.

POLICY G: Ensure that all development permits, including short and long subdivisions, issued for development activities on, or within 500 feet of a designated agricultural or forest resource areas contain notice, such as a note placed on the face of the plat and on the title report, stating that the property is in an area that may be subject to a variety of activities associated with best management of agricultural lands, such as spray drift, noise, odors, early and late hours of operation, etc.

Environment and Critical Areas Conservation...

The Peshastin Sub Area plan relies upon and adopts by reference the existing Chelan County Comprehensive plan and implementing regulations related to critical areas protections, as required by the Growth Management Act.

Chapter 3: Housing

Introduction

The appeal of a community can be attributed to many factors; however, the quality of its housing stock and residential neighborhoods is probably the best indicator of its viability in the long run. It is necessary therefore, to have an adequate stock of housing for all income types, while still recognizing the vitality and character of established residential neighborhoods. It is the intent of the community, through this comprehensive plan, to provide a range and alternative of housing types and affordable housing opportunities. The goals and policies contained in this section are designed to maintain the current quality of existing housing developments as well as assuring that any new development is compatible with the character of the Community of Peshastin.

Goals & Policies

GOAL: Encourage housing development for all income levels by defining the different types of housing and densities allowed, and by providing a balance of those types throughout the community.

POLICY A: Support and encourage the retention and rehabilitation of existing housing units, thereby more efficiently utilizing older housing stock.

Rationale: Maintaining and rehabilitating the older housing stock should help to preserve existing neighborhoods, as well as providing housing units at a cost somewhat less than that for new construction, in the moderate income range.

POLICY B: Promote the retro-fitting and weatherization of existing housing for improved energy efficiency by encouraging the continued use of existing programs and the development of new and innovative programs.

Rationale: It is important to recognize that energy efficient homes are essential, and that there is some responsibility on the part of the public sector, particularly with the Chelan County PUD, to continue the existing programs already available to homeowners, while also exploring the possibility of new ones.

POLICY C: Develop incentives that work to preserve and protect historic sites and buildings.

Rationale: The quality of life of the community is expressed and sustained in its history. By preserving and protecting historic sites and buildings, not only is this quality maintained, but the long-term viability of the community is enhanced.

POLICY D: Provide a diversification of housing types and densities that can satisfy various lifestyles and economic capabilities.

Rationale: All segments of a community's population must have adequate shelter, and by assuring that a diverse inventory of safe and sanitary housing types exist in the community, these segments can choose which one best suits their lifestyle and budget capabilities, without having to compromise their safety and that of their families.

POLICY E: Develop incentives that promote the construction of affordable housing to meet the needs of all segments of the population, particularly those in a moderate income range.

Rationale: It is important to recognize that some segments of the community live on a low or fixed incomes whose needs should be met, as well as those in the moderate income range; but it is also important to provide incentives that make quality moderate and low income housing unit construction feasible and/or lucrative for the developer.

POLICY F: Recognize and accommodate special needs populations, such as those requiring group home and/or foster care facilities, nursing home care, congregate care, emergency shelter, or supervised environments within the development codes.

Rationale: These populations are an increasing portion of each community's demographic "make-up". Their needs can be met within existing residential neighborhoods provided development criteria is established which protects adjacent properties' quality of life and associated values.

POLICY G: Provide for long-term residential foster care for youths and the elderly in all density designations.

Rationale: Foster care that provides nurturing and sustenance to both youthful and elderly clients within a "family" setting is appropriate in all density designations and should be allowed, according to the intensity of use, within the different zoning classifications.

POLICY H: Recognize that manufactured homes are a viable housing option and the most accessible private market housing opportunity available to potential homeowners.

Rationale: Manufactured homes will continue to be an affordable option for people wanting to purchase instead of rent their housing accommodations. Therefore, they will continue to be an important element of the community's development, and appropriate standards should be established to assure their compatibility with existing residential development.

Chapter 4: Utilities

Introduction

For the purposes of this Comprehensive Plan, utilities shall include power, phone, cable/television service and fiber optics. All of these are similar in that they are delivered on a parcel by parcel basis and generally entail the payment of a monthly bill to the service provider. They are generally provided by public and/or private entities other than the County or Peshastin Community. The intent of the following goals and policies is to provide direction to decision makers involved in the process of planning for and expanding these utilities. The general theme is to 1) encourage the provision of these services at levels appropriate to the intensity and density of development in an area; and 2) encourage coordinated planning efforts between the different agencies and purveyors to more efficiently provide these services. Maps of Utilities can be found in correlating plans and documents held by the service providers and the Department of Community Development at Chelan County.

Goals & Policies

GOAL: Ensure that development occur in conjunction with availability of utilities, including power, telephone, cable and/or television service, and fiber optics; and encourage incentives be developed to expedite the appropriate extension of said, utilities.

POLICY A: Ensure that development takes into account the timely provision of adequate and efficient utility systems.

POLICY B: Provide utilities at levels of service appropriate to the specific area, thereby avoiding excess capacities which may encourage growth beyond the designated density in an area.

POLICY C: Encourage development of vacant properties adjacent to established utility systems, where feasible, according to the appropriate zoning classification and/or land use designation.

Rationale: Within UGA's, all development should be provided with urban-type levels of utilities services. By encouraging new developments to locate adjacent to existing facilities, the costs incurred by the developer, property owner, and tax payer will be minimized. At the planning stages for new development, the availability of these utilities and the consistency of the development with the capital improvement plan, shall be a determining factor in approving that development.

POLICY D: Promote multi-jurisdictional cooperation between the County, the Peshastin Community and special service purveyors for utility planning and implementation.

POLICY E: Encourage the coordinated development, review, update and implementation of utility purveyors' capital facilities programs, consistent with the Community's comprehensive plan.

POLICY F: Promote the planned development and phasing of utility construction consistent with capital facilities programs.

POLICY G: Encourage utility planning activities include an on-going analysis of a system's overall physical condition.

Rationale: Coordinated utility planning opens lines of communication between individual purveyors and local governments which allows for concurrent scheduling for new facilities as well as maintenance of existing ones. This discourages repetitive construction delays and, more importantly, alleviates the instances of one purveyor damaging or destroying another purveyor's recent construction activities, thereby reducing costs. The availability of urban utility services, and the predictability associated with advance expansion planning, is directly related to the growth and development of the community.

POLICY H: Ensure that utility installations and system upgrades be done in a manner sensitive to the environment.

POLICY I: Ensure that the cost of on-site utility improvements or site preparation for developments be the responsibility of private enterprise whenever possible.

Rationale: As with all aspects of any kind of development, environmental concerns should be considered during the planning and implementation of construction activities. Because new development will be the only direct beneficiary of the new systems needed on-site, it should carry the cost of developing said services. However, a system should be established to allow cost recovery by a developer through transfer of connection fees and late-comer agreements. Upgrading system inadequacies that currently exist should not be a responsibility of new developments, unless it is the development that causes carrying capacities to be exceeded.

POLICY J: Ensure the adequate sizing of utility trunk lines and main lines, consistent with the utility plan recommendations.

POLICY K: Encourage that utilities be installed within or adjacent to existing utility or transportation corridors/easements whenever possible.

POLICY L: Promote continued use, maintenance, development, and revitalization of existing utilities whenever possible.

Rationale: The above policies work to promote cost effective system upgrades and maintenance in the logical progression laid out in the capital facilities plans of all agencies. Adequate maintenance and utilization of existing facilities, as well as appropriate sizing of new facilities, helps the community prepare for projected future needs. This advanced preparation should protect against sudden, costly system upgrades and expansions due to haphazard, unplanned growth.

POLICY M: Support State agencies with streamlining their requirements for provision of services by including flexible standards that are based on specific situations in specific areas, as opposed to strict application of state-wide standards.

POLICY N: The policies and regulations of the many different State agencies need to consider and reflect local issues and situations.

Rationale: Many times the strict adherence to state-wide requirements can discourage or even prohibit development that the community has encouraged after extensive study. By including some flexibility into state requirements, local issues and concerns can be more adequately addressed while still meeting the intent of the policy and/or regulation.

Chapter 5: Capital Facilities Element

Introduction

The Capital Facilities Element (CFE) of the comprehensive plan is required by Washington State's Growth Management Act (GMA). Capital facilities and services are those things necessary to maintain the livelihood of a community. These services are, in general, provided by local government agencies and are available to all citizens of the community. Capital facilities play a large role in determining what kind, where, when and how much development will occur. Maps showing the locations and types of capital facilities can be found in correlated plans and documents held at the County.

Within the Peshastin community there are a series of purveyors that provide capital facilities to residents. Other than local transportation facilities, Chelan County currently does not operate or finance the facilities and services identified in this plan. It is imperative that the County, in cooperation with the Peshastin community and the applicable utility and capital facility purveyors work together to identify, fund and implement needed infrastructure improvements to serve the area. The other purveyors are encouraged to utilize and capitalize on both the technical information and the vision of the community, as expressed in this comprehensive plan. The following goal and policy statements will provide the Peshastin Community a guideline for implementing their Capital Facilities Plan. These policies should be referenced to provide consistent and logical decisions during the twenty-year planning period.

Goals & Policies

GOAL: Ensure that adequate capital facilities and services are planned for, located, designed, and maintained to accommodate the changing needs of all residents within the Peshastin urban area.

POLICY A: Promote multi-jurisdictional cooperation between the county and special service providers for public facility and services planning and development.

POLICY B: Develop a Capital Facilities Plan, based on existing and future growth and development, which will provide a guide for phased and orderly development of public services and facilities, including expansion and location, within the urban growth boundary.

POLICY C: Use the phasing schedule for public facilities and services defined in the Capital Facilities Plan as a basis for land use, development approval and annexation decisions.

Rationale: A coordinated approach to capital facility planning among agencies and departments eliminates costly duplication of not only data collection and analysis, but also development and construction schedules. With a comprehensive capital facilities plan as a guide, local government decisions for extension of public facilities and services can be based on accurate, consistent information. This capital facilities plan can also aide developers by providing predictability in the anticipated location and timing of expansions, and what general contributions they may be asked to make when they develop in a specific area.

POLICY D: Provide needed public facilities in a manner which protects investments in and maximizes the use of existing facilities, and which promotes orderly compact urban growth.

POLICY E: Promote continued use, maintenance, development, and revitalization of existing public facilities and services whenever possible.

POLICY F: The timing of implementation actions under the comprehensive plans and elements shall be based in part on the available financial resources to provide the necessary public facilities.

POLICY G: Encourage compatible, multiple uses of public facilities such as schools and parks, thereby increasing their value and cost effectiveness.

Rationale: As more responsibility for public facilities and services is handed down to local government, it has become increasingly necessary to find more efficient and cost effective ways for providing said services and facilities. By using and maintaining existing facilities, and by combining different uses into one facility, public expenditures are spent more competently.

POLICY H: Provide public facilities and services at levels of service appropriate to the specific area. Where it becomes apparent that probable funding for required capital facility projects falls short, the community should consider reassessing the land use element.

POLICY I: Ensure that the location and design of public facilities does not adversely impact the environment or surrounding land uses.

Rationale: If services and facilities are provided with capacities in excess of what is necessary, development will usually grow to that capacity. It is important, therefore, to only plan for and provide the facilities and services at levels appropriate for the designated density in an area to avoid adverse impacts on the environment and to maintain compatibility among land uses.

POLICY J: Within the Urban Growth Area, ensure that all existing residences and developments be connected to public water and public sanitary sewer systems, as necessary. Ensure that all new construction that is within the sewer service area (as it exists and/or as it may be amended in the future), connect to the Peshastin sewer system. Additionally, ensure that any new multi family, commercial, industrial and/or new land division that creates any lot or lots that are one acre in size and smaller connect to the Peshastin sewer system.

Utilities and Capital Facilities & Services

The following table demonstrates the definition of which items are "utilities" and which are "capital facilities/services", according to the Community of Peshastin. To establish a Level of Service standard the following list shows which of these items the citizens of Peshastin feel should be concurrently provided for residential (R), commercial (C), and industrial (I) areas, within the urban growth area. If these things cannot be adequately provided for a specific development immediately, either by the proponent or by joint venture with the proponent and the Community, that development will not be allowed. However, it is possible to phase in development as these items become available, provided that all items are available within 6 years of construction commencing.

| | UTILITY | PUBLIC FACILITY | | | |
|-----------------------------------|---------|-----------------|---|---|---|
| 1. Public Sewer | | X | R | C | I |
| 2. Public Water | | X | R | C | I |
| 3. Power | X | | R | C | I |
| 4. Phone | X | | R | C | I |
| 5. Individual Garbage Disposal | | X | R | C | I |
| 6. Cable/Television Service | X | | R | | |
| 7. Streets/Roads/Bridges/Airports | | X | R | C | I |
| 8. Curbs & Gutters | | X | R | C | I |
| 9. Sidewalks &/Or Pathways | | X | R | C | I |
| 10. Stormwater Drainage | | X | R | C | I |
| 11. Law Enforcement | | X | R | C | I |
| 12. Fire/EMT Protection | | X | R | C | I |
| 13. Government Services | | X | R | C | I |
| 14. Solid Waste Disposal | | X | R | C | I |
| 15. Animal Control | | X | R | C | I |
| 16. Schools (Primary & Secondary) | | X | R | C | |
| 17. Higher/Adult Education | | X | R | C | I |
| 18. Cemeteries | | X | R | C | |
| 19. Disaster Planning | | X | R | C | I |
| 20. Mental Health/Social Services | | X | R | C | |
| 21. Fiber Optics (when available) | X | | R | C | I |

Chapter 6: Transportation

Introduction

Transportation networks tie a community together as well as linking it to the outside world. Local streets and roadways should provide a safe, reliable access to work, schools, shopping and residences.

Transportation networks to the outside area are important to the economic growth of the community in providing needed access for goods and services into and out of the area. For the purposes of this Comprehensive Plan, transportation encompasses several modes of travel, including air, motorized, transit and non-motorized. The intent of the transportation element is to be consistent with the land use element as well as continuing the idea of coordinated planning efforts between the different agencies responsible for providing the different modes of transportation, such as County-wide Planning Policies and the North Central Regional Transportation Planning Organization.

Chelan County is in the process of completing a Regional Transportation Plan and its Findings and Conclusions may be used at a later date to give more up to date information on the Level of Service and detailed information about the future transportation needs and compatibilities of the community.

Level of service (LOS)

The levels of service standards adopted in this plan will be maintained through upkeep of the existing circulation system, expansion of transportation services, and/or traffic demand management strategies. The community has adopted the Link (A-F) LOS standards for its roadways. These standards are regionally coordinated through the North Central Regional Transportation Planning Organization Certification process.

LOS standards provide measurable criteria to judge the adequacy of service. Future transit facilities should be linked to established LOS standards. Analysis of LOS was done subjectively rather than using the Volume/Capacity Ratios. As specified in the Growth Management Act new development will be prohibited unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development.

LINK A- Primarily free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delays at intersections are minimal. Volume/Capacity Ratio less than or equal to 0.60

LINK B- Reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions. Volume/Capacity Ratio greater than 0.60 and less than or equal to 0.70

LINK C- Stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds. Motorists will experience appreciable tension while driving. Volume/Capacity Ratio greater than 0.70 and less than or equal to 0.80

LINK D- Small increases in traffic flow may cause substantial increases in approach delays and, hence, decreases in speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these factors. Volume/Capacity Ratio greater than 0.80 and less than or equal to 0.90

LINK E- Significant delays in traffic flow operations and lower operating speeds. Conditions are caused by some combination or adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing. Volume/Capacity Ratio greater than 0.90 and less than or equal to 1.00

LINK F- Traffic flow operations at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse signal progression is frequently a contributor to this condition. Volume/Capacity Ratio greater than 1.00

Transportation Demand Management (TDM) Strategies

TDM strategies have are a proven way to reduce traffic congestion in communities of all sizes. Individuals within the community currently work together to help provide ride or car sharing as needed. Additional TDM's that may work in Peshastin include:

- *Public education and promotion*
- *Custom Transit Services*
- *Non-motorized Mode Support*
- *Park & Ride Lots*

Pedestrian & Bike (non-motor transportation)

The benefits of walking and bicycling go beyond an individual's enjoyment and health benefits; having fewer vehicles on the road will result in less pollution and a healthier environment. There is also a positive economic impact seen in increased property values and marketability for property located near trails and open space (Economic Impacts of Protecting Rivers, Trails and Greenway Corridors). Beyond property values businesses located in pedestrian friendly downtowns or centers encourage visitors to stop and shop. Additionally, the community benefits from the lower cost and maintenance of bicycle and pedestrian facilities. Design standards for pedestrian and bicycles are available through the WSDOT.

Forecasting

Forecasting traffic patterns related to land use and population growth is an important tool to most communities. Peshastin recognizes the importance of informed and thoughtful development and its many impacts on transportation. Currently there is no data regarding road counts to base a forecasted travel model on. When funding is available the community will seek to expand the transportation plan to include: Travel demand analysis, land use impacts, traffic counts, and forecasting, when development or population increase warrant.

Goals & Policies

GOAL: Provide a multi-modal transportation network, including air traffic, which adequately links State, County and City systems in a safe, efficient and economical manner. Provide a year-round network for the transit of agricultural commodities, public transit, and movement of goods and services.

POLICY A: Encourage that State and County facilities, including roads and bridges, that help transport people and goods into the community be improved to adequately handle circulation, either through design, load capacities and weight limits, or through total re-alignment. Where re-alignment of roads is not feasible, more lanes of adequate length should be provided to accommodate the many different types of vehicles utilizing the system, thereby improving maneuverability and movement.

POLICY B: Public transit is needed to link all the developed cities, communities and unincorporated centers in the outlying areas of Chelan County. Encourage the active pursuit of public transit as a viable option for

providing mobility to the extensive population in need of transportation other than single occupancy vehicles.

Rationale: Circulation patterns and transportation needs are not limited or affected by jurisdictional boundaries. The systems that move people and commodities into and out of an area have a significant impact on that area, particularly in smaller communities, where the trend to abandon rail lines has increased. It is essential to the viability of Peshastin that State and County agencies, as well as public transit, consider input from the citizens of Peshastin for all projects and services (or lack thereof) in the Chelan County Region.

POLICY C: Provide for an inter-modal transportation infrastructure that ensures adequate and safe access to property via a variety of travel modes; and adopt levels of service for said infrastructure that reflects the preference and needs of the community.

POLICY D: Encourage the development of a road classification system as a means of providing for the orderly and efficient flow of vehicular traffic, and as an aide in continuous evaluation and modification of the circulation systems in response to the current needs and desires of the public.

Rationale: It is important to the vitality of a community to have a transportation infrastructure that at least addresses the minimum requirements of that community, including the provision of alternate modes of travel. A classification system helps in identifying existing and future travel needs within the area, while a level of service standard establishes the communities' wishes regarding the performance of that system. These two organizational tools aide in monitoring and measuring the circulation system, and provide a consistent data base from which decisions can be made regarding expansions, improvements, etc.

POLICY E: Ensure that economic and residential growth decisions be tied to the ability of the existing transportation system to accommodate the increased demand, or ensure that new transportation facilities be provided concurrently with the proposed development.

POLICY F: Ensure that during the review of land use proposals, provisions for adequate walkways and rights-of-way, as well as a full range of improvements to serve the area, be considered and appropriate installations made.

POLICY G: Encourage detailed planning and feasibility studies in the very near future to help identify future non-motorized trail corridors that provide linkages throughout the different areas of the community.

POLICY H: In order to maintain efficient transportation options, at a minimal cost to the Community, TDM strategies will be utilized as demand and opportunity warrant.

POLICY I: Design transportation facilities within the Urban Growth Area to minimize adverse environmental impacts resulting from both their construction and operation; and ensure that said facilities are compatible with and minimize potential conflicts between adjacent land uses.

POLICY J: Encourage that streets and roads be well-designed, and consider terrain as well as connections to existing street systems and/or adjacent sites.

POLICY K: Promote safety by encouraging street design that provides adequate sight distance, channelization, separation of vehicles and pedestrian/non-motorized traffic, and avoids difficult turning and merging patterns.

Rationale: Careful consideration of environmental and natural factors, the existing system, and adequate safety features provides a comprehensive look at the impacts of needed transportation facilities. This all-encompassing review helps decision makers reach the most agreeable decision for all interested agencies and individuals regarding the location of these facilities.

POLICY L: Provide a safe, coordinated system of bikeways, walkways, and trails, including through-routes, to meet existing and anticipated needs for non-motorized traffic.

POLICY M: Encourage accommodations for transit, such as providing park-and-ride facilities, shelters, benches, and turnout lanes, particularly when high levels of rider-ship are evident.

POLICY N: Encourage the development of beautification programs along major and minor arterials, including city, county and state routes, to promote the quality of the area.

Rationale: The above policies reflect the desire of the citizens of Peshastin to expand and enhance their existing circulation system. By making the existing facilities more aesthetically pleasing, and by providing multi-modal alternatives, the overall viability and appeal of the Peshastin area is supported and enhanced.

POLICY O: Provide maintenance activities related to traffic control devices.

POLICY P: Maintain needed traffic data such as traffic counts and accident data to support studies, planning and operational activities.

POLICY Q: Coordinate the community's planning efforts with on-going state-wide and regional transportation planning efforts by identifying these facilities and recognizing the established levels of service.

POLICY R: Highway 2 is recognized as a "State-owned Transportation Facility", as identified by the Washington State Department of Transportation.

POLICY S: The level of service standard for state-owned facilities is established by the North Central Regional Transportation Organization in the Regional Transportation Plan.

POLICY T: The level of service standard for community-owned arterials is LOS C.

POLICY U: Ensure that any transportation improvements or strategies required to mitigate impacts are constructed or financed concurrent with development.

POLICY Y: Ensure that the cost of on-site transportation improvements or site preparation for developments, such as road access and improvements, sidewalks, curbs and gutters, be the responsibility of private enterprise whenever possible.

POLICY W: Coordinate planning, expansion, location, construction, and operations of major utility and transportation corridors, as well as improvements to existing facilities, between all service purveyors.

POLICY X: Work with other area jurisdictions to plan and coordinate joint road projects, and to develop a funding base to support transportation projects of mutual benefit.

Rationale: Coordination helps support and complements the transportation functions of the State, Counties, neighboring cities, LINK, and other entities responsible for transportation facilities and services. The increased communication that results from cooperative planning for new systems as well as improvements to existing ones promotes efficiency and decreases public expenditures. It also expands the funding base for mutual projects by combining the resources of the different agencies into one effort.

POLICY Y: The community will strive to develop a pavement preservation program to assist with the maintenance and upkeep of the community's existing roadways.

POLICY Z: Develop an incentive program to reward developments for significant contributions to maintaining the operation of the existing circulation system(s).

Rationale: The orderly growth and expansion of a community depends on the logical, adequate provision of transportation corridors, at or prior to further development. To foster this development it is necessary to evaluate each development on a site specific basis, as well as on an area-wide basis, prior to granting approval of said, development. Because the primary beneficiary of the needed improvements is the development, it is appropriate that the development bear the cost of the improvements. However, to ensure that this cost doesn't prohibit new development, incentive programs should be developed that provide flexibility and bonuses to those projects that significantly improve the existing systems.

Chapter 7: Optional Elements

Recreation

The recreational opportunities in and around Peshastin are many and varied. These activities can be used to help expand the economic base of the community. Capitalizing on the available natural resources and beauty of the area will entice a certain amount of tourist/recreational activity. These goals and policies seek to provide a framework to guide the development of this industry in a manner that is sensitive not only to the resource that makes it appealing, but also to the people of the community and their quality of life.

GOAL: The many and varied existing resources available for recreational activities in and around Peshastin can be utilized and enhanced, but only within their capacities so as to prevent degradation of the resources and the quality of life already in place.

POLICY A: Encourage development of natural, outdoor, informal types of recreation facilities, such as fishing, hunting, camping, biking, hiking, snowmobiling or cross-country skiing.

POLICY B: Provide tourist activities that are geared toward a balanced, year-round, continuous stream of activity, as opposed to an overload of activity during a brief period of time.

POLICY C: Ensure that the scale, type, and area of recreational development be well defined so as to maintain the carrying capacity of the resource, as well as being designed to not have any adverse effects on the environment in which it is located.

Rationale: The lands surrounding the Peshastin urban area offer a beneficial, natural resource for recreational activities. Promoting their development as such will stabilize and support the Peshastin economic base as people come into the community to utilize the available activities. It is important, however, to manage the growth of these types of uses so as to not degrade the quality of the resource to the point of being undesirable.

POLICY D: Establish criteria for developing, siting and locating recreational vehicle parks and hook-ups.

POLICY E: Provide a wide range of passive and active park facilities and recreational programs responsive to the needs, interests and abilities of users of all ages and types.

POLICY F: Encourage that where appropriate, new residential and commercial development be encouraged to provide land for parks, trails, walkways, and open space in relation to the density of development and where consistent with adopted plans.

Rationale: The provision of recreation facilities should address a variety of user interests and should accommodate changing needs. By designing a wide range of facilities, tourism would be promoted, which in turn enhances job opportunities and economic development. As residential and commercial developments begin to tax the capacity of existing facilities, some of the demand for new recreation areas should be supplied by these developments.

POLICY G: Encourage low maintenance designs for parks and recreational facilities.

POLICY H: Enhance recreational site access by linking parking areas, adjoining developments, transit systems and other recreation facilities with walkways and/or bikeways.

Rationale: Public expenditures and out-lays can be reduced by utilizing lower maintenance designs for parks. It is also possible to lower the cost of establishing new parks, or even eliminate the need for them, by utilizing facilities more efficiently through enhanced access and connections.

POLICY I: Encourage recreation planning that involves participation by all interested individuals, agencies, clubs and groups involved in providing, utilizing and benefiting from recreational activities.

POLICY J: Encourage citizen organizations, committees, and/or businesses to become actively involved in encouraging and promoting the recreational opportunities in the area.

Rationale: A major issue to contend with when discussing the provision of recreational facilities is the associated costs, which can be extensive. By ensuring that all interest groups and individuals are involved in the planning process, their interests and needs will more likely be adequately addressed. This will enhance their ownership and support for the facilities, thereby increasing their support for funding needs, either locally or at a federal or state level.

Economic Development

Economic Development entails actions by the community that will directly or indirectly result in the increase of trading activity within the community. Through good policy direction, a community can determine which economic activities will be pursued in order to stimulate steady, beneficial growth over the long run. The following goals and policies help define that direction by indicating where businesses and industries should be encouraged, how public investment in infrastructure can induce private investment, and what kind of new businesses and industries should be promoted and recruited.

GOAL: To establish a multi-use land development strategy to attract and support local economic growth while enhancing, maintaining, and protecting the integrity and tranquility of residential neighborhoods and the natural environment.

POLICY A: Recognize future potential for development of economic resources while still maintaining the viability of the existing resources.

POLICY B: Provide guidelines and a framework for development which recognizes that the quality of the environment makes an important contribution to economic value.

Rationale: By recognizing the potential for future economic development and providing a guide and framework within which development will be considered, the Community will be providing predictability to all types of industry considering Peshastin for a location.

POLICY C: Encourage the location of business and industry that provide jobs for local residents, including the youth.

POLICY D: Actively support efforts to promote trade and tourism by participating in regional economic development programs.

POLICY E: Promote the growth of tourism-related businesses and services, particularly for recreational-type uses that capitalize on the natural amenities of the area, while still recognizing the importance of diversification to the stability of the economy of the community.

Rationale: The competition for new types of industry, as well as expansion of the agricultural industry, can be very intense. It is therefore very important to Peshastin to be involved in economic development at a regional level to stay current on who has expressed an interest in the region. Outside of the agricultural industry, tourism is the most likely area of economic development available to Peshastin. However, it should be recognized that the tourist industry can, at times, be unstable and unpredictable. Additionally, the overuse of an amenity can sometimes destroy the very qualities that make it a desirable thing. Given these factors, other types of industry should be actively pursued when the opportunity arises.

POLICY F: Develop and maintain an attractive and high quality environment for economic activities through good design, landscaping, and control of impacts which detract from the environment or which create hazards.

POLICY G: Establish standards for site planning and design that provide for efficient and safe function while contributing to an aesthetically pleasing development.

POLICY H: Develop a variety of buffering techniques, including landscaping, fencing, and berming, to be employed to protect the integrity of areas of less intensive land uses.

Rationale: Industrial and commercial developments which are designed in aesthetically pleasing, high quality environments will have a tendency to attract further developments. By assuring this high quality through design standards, Peshastin will be creating an environment that will help it compete more aggressively with other communities that may be under consideration by a company for location. This quality design will also lessen any impacts that may be associated with existing, adjacent land uses.

POLICY I: Allocate land for commercial and industrial uses based on appropriate site characteristics, market demand, community need, adequacy of facilities and services, and proximity to housing, consistent with the Comprehensive Plan.

POLICY J: Create a special development permit review and approval for all commercial and industrial development to promote uniformity and consistency within the community, and to assure adequate infrastructure availability.

Rationale: Prior to allocating land for commercial and industrial uses, extensive review and study takes place as to what makes an area appropriate for certain uses. By providing this initial research, and by developing a review process that reflects and considers all the important factors involved in the research, the potential development is provided some measure of predictability. If a developer knows what to expect as far as land and utility availability and permitting processes, Peshastin will be more appealing than a community without those things.

POLICY K: Ensure that commercial and industrial development be designed to enhance vehicular circulation and pedestrian safety to provide a quality living environment for the shopper and nearby residents.

POLICY L: Ensure that interior and exterior parking lots be landscaped to break up large expanses of paved areas, reduce thermal heating by shading pavement, and reduce negative visual impacts.

POLICY M: Orient buildings to encourage pedestrian circulation, enhance the appearance of buildings, and provide unified design elements to offset architectural styles.

POLICY N: Promote the development of a “Community Mall” that incorporates multiple commercial users into a single building or buildings consistently designed and developed in a coordinated manner.

POLICY O: Promote the development of a museum at the old bank building on Main Street to help promote tourism and economic development that capitalizes on the rich history of the Peshastin area.

Appendix A

Meeting notes from March 26, 2008 meeting with utility, capital facilities and service purveyors.

Wastewater –

- TMDL for Wenatchee River
 - Regulatory Strategy Group
 - Leavenworth, PUD, Cashmere, DOE, CCDNR
 - Regionalization Study to look at consolidated Wastewater
 - Alternatives
 - Individual Efforts
 - Regional Alternatives
 - December of 2008 – Target Completion
 - Will help each purveyor decide whether of not to go forward with individual plans or a regional plan/effort
 - Prepare general wastewater plan
 - 10 years to finish studies, complete construction
 - Have to balance providing sewer to only urban areas, but have to be economically feasible
 - Need to involve state, soon
 - Potential WAC limitations
 - Grant money from Ecology is good news – difficult to get that for planning projects
- What is Peshastin's System operating at?
 - Doing just right now, 60-65% capacity
 - Will have new permit re: phosphorous reduction within 10 years
- Lifespan of this system right now?
 - Eventually have to upgrade to meet projected need
- Timeframe? 10 years? Perhaps
 - Will expansion be limited by meeting phosphorous? Maybe optimistic they won't before the 10 year timeline is up
 - Capacity trigger is 85% - have to start panning for growth at that point
- Estimate of Capacity based on plan?
 - Would exceed that – Permit is 110,000 gallons, currently at 60,000 – 70,000 gallons with residential projected in plan to add an additional 30,000, so with the Commercial and Industrial growth we would most likely exceed our current permitted use of gallons
 - Bigger issue is phosphorous, not capacity
- Would Dryden connection impact?
 - Older system
 - If they were to be pumped, would add capacity so don't take Peshastin's capacity
- Current system doesn't address Phosphorous?
 - Slightly – biological plants take phosphorous out, so take approx. 10% off
- Other ways to solve it?
 - Pump it out
 - Treat it to irrigation standards
- Who contributes to phosphorous?
 - Point sources – WWTP, permitted by Ecology, so take it on through that
 - Non-point sources – no permit

Peshastin Water District

- Serves water on east side of the Sub-Area, consistent with sewer
- 250 units of residential currently served
- Can double that. So could serve it but may need more in the future
- Some water across the River to Timberline System
 - Wholesale water only
- Water rights policy in district? Have them all for domestic in this area
 - Peshastin Water Users Association
 - Has most of the other side of Highway (Big Y area)
 - Capacity? Not sure? May not be able to expand
 - May require those who join the district to bring their own water rights
 - May need additional water rights
 - Pumping/storage capacity for now, but have to upgrade
- Pressure zones serve it all?
 - Yes, on this side of the River – Mill site does need some work

WSDOT

- Inclusive Plan
- Highway is paramount to maintain capacity
- New Interchange under construction
 - County will come to Community Council re: Transportation Element that is getting started
- Bridge – difficult for trucks to turn in – Any talks of expanding the Bridge?
 - Yes, there has been dialogue, but not sure the current state of plans
- Second Bridge has been discussed, including at the County's initial Transportation discussions
- Discussion of Big Y interchange and the draft plan's impact to it

Port

- Campus Industrial
 - Looks good
- Economic Development? Look at services/goods made here and go out to bring wealth back in
- Want to get Port and PUD involved in Economic Development
 - Focus groups developing in the next year
 - If have anything there, add it to the plan?
 - Spend time at sub-committee talking about economic development

Power/Fiber

- Existing Sub-Station at 85% capacity, so will need a new one
- Fiber is not here yet, starting on the other side of tracks and may be here within a year

Fire District #6 and Sheriff's Office

- Monitor/address needs, add people and facilities
- Make some adjustments
 - Weights and measure, hulk vehicles
 - Marine patrol
- Recent turnover because of retirement
 - Sit okay for numbers countywide
- Growth changes everything
 - Bad guy targets
 - Traffic, Etc.

- Doesn't change services responsible for, just have to figure out how to provide it
- No direct effect services?
 - No, just have to plan for staffing and capital – County-wide
- 65 commissioned, 4 squads of 40
- Response time is usually 1st impact – Staffing levels
 - Have to prioritize services

Map P-7: "Big Y Interchange", March 2008 draft land use designations – WSDOT

