

# ROCK ISLAND URBAN AREA COMPREHENSIVE PLAN

## 1995-2015

City of Rock Island  
5 North Garden  
Rock Island, WA 98850

The creation of Rock Island's Comprehensive Plan was the result of hard work by a number of individuals, whose efforts should be recognized:

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# INTRODUCTION

The City of Rock Island is a small recreational community located in the south central portion of Douglas County. The Rock Island Study Area, referred to as the “Rock Island Tea Cup” because of

its unique geographical shape, encompasses approximately 1,467 acres of land area. The topography in the Rock Island Tea Cup is characterized by relatively flat orchard land, with six ponds situated in a chain-like pattern paralleling the surrounding bluffs. The Rock Island Study Area is bordered by the bluffs on the west, north and east with the Columbia River designating it's southern border.

The City of Rock Island is located in the eastern portion of the Tea Cup and encompasses approximately 412 acres of land, 220 of which are made up of the local ponds. There are approximately 540 people that reside in the City, which supports fifteen commercial businesses.

The City of Rock Island presently offers recreational activities such as golfing and fishing to the traveling public. The Rock Island Public Golf Course is a presently a nine-hole golf course that is nestled between Putters Lake and Hammond Lake (five of the six ponds are publicly owned and open to public fishing at the public access points.

The City of Rock Island, incorporated as a 4th Class Town in 1931, became a Code City on December 22, 1988, with a Mayor-Council form of government. It experienced its first growth spurt during the construction of the Rock Island Dam, completed by Puget Power and Light in 1933. Since the completion of the dam, the City of Rock Island has experienced slow and steady growth to the present day.

The citizens of Rock Island have stated that they would like to promote Rock Island as a recreational destination to tomorrow's travelers. By capitalizing on the distinct natural amenities of the Rock Island Tea Cup, the community of Rock Island may reach that goal and will be able to grow into a unique and prosperous community.

## **FORWARD**

The City of Rock Island's Comprehensive Plan was produced by and for its citizens. It integrates their ideas, concerns and expressions of preference into statements of how the City should be developed, what development regulations should accomplish, what facilities and service levels are

needed, and how publicly funded improvements should support these objectives. The plan is intended to be reviewed regularly to consider possible changes in conditions or the vision of the Rock Island citizens.

### **WHAT IS A COMPREHENSIVE PLAN?**

The Comprehensive Plan is a guide to the orderly physical development of the City by outlining desirable community goals and stating policies to influence future community growth. Judgment and evaluation of community needs, as well as public and private development decisions, can therefore be made in a rational and consistent manner.

A city is a complex structure serving the many varied needs of its citizens. Each city is comprised of a variety of land uses tied together by a network of streets, utilities and communication channels. The purpose of the plan is to bring about coordinated land utilization in accordance with future requirements while at the same time protecting identified critical areas and resource lands. Also, it is intended to insure efficient expenditure of public funds and to promote the general health, safety and welfare of the area.

Achievement of a balanced, attractive urban environment is possible only if the plan is sensitive to present and prospective community needs and sentiment. If the plan is to be realistic, it must be based upon sound population and economic forecasts, and reflect present and potential financial resources.

As the basic frame of reference for all administrative and regulatory measures concerned with the city's physical development, the plan serves as a basis for the following activities: zoning ordinances and subdivision regulations, development guidelines and policies, financial balance of expenditures and revenues related to a program of public facilities improvements, and an inspirational source that promotes the civic interest essential to future development. Finally, an effective means of implementing the above activities is essential to achieve the desired concepts recommended by the plan.

## **AUTHORITY:**

The City of Rock Island Comprehensive Plan has been prepared in accordance with the requirements of RCW 36.70A, the Growth Management Act of 1990 (ESHB 2929 & ReESHB 1025). This Comprehensive Plan includes the Rock Island Areas 20 year vision from 1995 to 2015 and addresses all areas within the present City limits of Rock Island as well as the areas lying within the Rock Island Study Area.

## **GROWTH MANAGEMENT ACT GOALS:**

RCW 36.70A.020 , of the Growth Management Act, requires that Rock Island show how the adopted Comprehensive Plan meets the relevant planning goals contained within the Act. The following is a listing of the planning goals set forth in the Act, along with a brief description of the intent of each goal.

1. *Urban Growth.* Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
2. *Reduce Sprawl.* Reduce the inappropriate conversion of undeveloped land into sprawling, low density development.
3. *Transportation.* Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
4. *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.
5. *Economic Development.* Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
6. *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.
7. *Permits.* Applications for both State and local government permits should be processed in a timely and fair manner to ensure predictability.

8. *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.
9. *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.
10. *Environment.* Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
11. *Citizen Participation and Coordination.* Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
12. *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.
13. *Historic Preservation.* Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

### **DOUGLAS COUNTY REGIONAL POLICY PLAN:**

RCW 36.70A.210 of the Growth Management Act requires that comprehensive plans be consistent with adopted County-Wide policies.

The following is a brief description of how the comprehensive plan is consistent with the adopted Douglas County Regional Policy Plan.

- I Analysis of Fiscal Impact:* Fiscal impacts will be addressed through the Capital Facilities Plan. All elements of the comprehensive plan will be coordinated with said Capital Facilities Plan.
- II. Urban Growth Areas:* Planning for growth within the urban growth areas will take place through the joint planning process between the City of Rock Island and Douglas County. (See policy III.)
- III. Promotion of Contiguous & Orderly Development & Provision of Services:* The comprehensive plan contains goals, policies and rationales that encourage compact, efficient urban development and encourages urban growth to be phased outward from the urban core. The Land Use Element also proposes residential and mixed use land use

designations that will encourage the development of compact urban areas. The joint planning process will also address these issues.

*IV. Siting County-Wide & State-Wide Public Capital Facilities:* Appendix B addresses the siting of Essential Public Facilities through a process developed jointly with the County and other cities and towns in Douglas County.

*V. Transportation:* The Transportation Element of the comprehensive plan, in coordination with the other plan elements encourages land use designations and support services that will encourage multi-modal, transit oriented development.

*VI. Affordable Housing:* The Land Use and Housing Elements of the comprehensive plan include goals, policies and land use designations designed to ensure the provision of affordable housing.

*VII. Joint County & City Planning Within Urban Growth Areas:* Development applications for land areas located within the Urban Growth Boundary but are not within the corporate limits of the City shall be jointly reviewed by both jurisdictions to ensure consistent development.

*VIII. Economic Development and Employment:* The Comprehensive Plan ensures the provision of adequate land for commerce and industry in the City. Additionally, an Economic Development Plan was developed County-wide and includes the City of Rock Island. Said Economic Development Strategy has been made a part of this plan and can be found in the appendix.

*IX. Unique Resource Lands & Critical Areas:* The Environment Element in coordination with the other elements of the comprehensive plan contains specific policies relating to resource lands and critical area protection and conservation.

#### **ELEMENTS OF THE COMPREHENSIVE PLAN:**

The following is a list of the specific planning elements that this comprehensive plan addresses, along with a brief description of the intent of each element.

- \* Land Use Element - describes the ways in which the Comprehensive Plan will allocate land for different purposes, and would permit or encourage development at various intensities.
- \* Housing Element - describes the direction the city will take to influence the type, location and affordability of housing throughout Rock Island.
- \* Capital Facilities Element - describes the capacity and current levels of service of the existing public facilities and how these public facilities should be upgraded to serve future development.

- \* Utilities Element - describe City investments in public infrastructure, in support of the Land Use, Housing and Transportation Elements.
- \* Transportation Element - describes the way in which transit will serve people getting to jobs, services and activities; how goods movement through the city and the region will be assured, and how environmental and economic development goals will be achieved by the coordinated effects of the Transportation and Land Use Elements.
- \* Urban Growth Element - describes the areas that is designated for urban growth and how this area was derived.
- \* Environment Element - describe the criteria and methods in delineating and protecting sensitive and critical areas.
- \* Citizen Participation Element - describes the extensive and innovative measures used to involve the public in the Plan's development throughout the entire process.

### **ONGOING REVIEW:**

Rock Island will undertake a program of ongoing review in order to monitor the performance of the Comprehensive Plan. This will be done principally through tracking of the City's land use database, which is continually updated as new developments occur.

### **AMENDMENTS:**

This Comprehensive Plan is subject to amendment in order to ensure internal and inter-jurisdictional consistency and with the implementing regulations. An evaluation of new conditions will be an integral part of the amendment process.

State law does not allow more than one comprehensive plan amendment annually, except in cases of emergency. The amendment process will consider concurrently, all proposed changes to the document accumulated over time since the last amendment, in order to ascertain the cumulative impact of the proposed changes.

# URBAN GROWTH

## **INTRODUCTION:**

Growth management is an effort to coordinate growth with the common goals that express the public interest in the conservation and wise use of our lands. A specific technique to guide urban development to areas most able to support and service it, is the designation of an urban growth area (UGA). Urban growth is generally associated with mixed uses, higher densities, the conversion of land used for agriculture, forestry, and mineral extraction, as well as conversion of unprotected environmentally sensitive lands. Well-planned urban growth can provide for an intensity of development that supplies employment and housing needs in concentrated areas without destruction and conversion of important rural, resource and sensitive lands.

An Urban Growth Boundary is a line separating urban and rural areas. It represents a pre-designated limit to urban development and is usually designed to protect open space, resource lands and other natural amenities. It is important to realize that these areas, which need protection, are found both within and outside of the Urban Growth Boundary. The Urban Growth Boundary usually defines the limit within which the full range of urban services will be provided. No such services are provided beyond the growth boundary. The purpose is to promote compact urban development within and adjacent to existing urban areas to insure efficient utilization of land resources and to facilitate the economic provision of urban services. The Urban Growth Boundary should be reviewed every ten years to ensure that the boundary is adequate to contain the growth that a community experiences.

## **DESIGNATION METHODOLOGIES:**

Three goals of the Growth Management Act are specific in the designation of Urban Growth Boundaries.

1. *Urban Growth:* “Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.” [ RCW 36.70A.020]
2. *Reduce Sprawl:* “Reduce the inappropriate conversion of underdeveloped land into sprawling, low density development.” [RCW 36.70A.020]
3. *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.” [RCW 36.70A.020]

The Growth Management Act requires that Douglas County and the City of Rock Island establish specific standards when designating the Urban Growth Boundary. These standards include:

- \* Each City that is located in the County shall be included within an Urban Growth Area.
- \* The Urban Growth Areas in the County shall include areas and densities sufficient to permit the urban growth that is projected to occur in the County for the succeeding twenty-year period.
- \* Urban Growth should be located first in areas already characterized by urban growth that have existing public facilities and service capacities to serve such development.
- \* Each County shall review, at least every ten years, its designated urban growth areas and the densities permitted within both the incorporated and unincorporated-incorporated portion of each urban growth area.
- \* Agricultural lands located within urban growth areas shall not be designated by the County or the City as agricultural land of long-term significance unless a program authorizing the transfer or purchase of development rights has been enacted.

Other considerations in designating the urban growth area are:

- \* Land with natural constraints, ie: geographical and topographical features.
- \* The location of agricultural lands or resource lands of long term commercial significance.
- \* Location of natural resource lands, geological hazard areas and critical areas.
- \* Green belts and open space.
- \* Maintain a sufficient supply of developable land to allow market forces to operate and precluding the possibility of land monopoly.
- \* Land use patterns created by subdivision or short plats.
- \* Build-out of existing development and of areas which are currently only partially built-out.
- \* The availability of public utilities and services.
- \* Location of existing jurisdictional boundaries including special purpose districts.

### **JOINT PLANNING WITHIN THE URBAN GROWTH BOUNDARY:**

Joint planning shall take place within the urban growth boundary particularly for the following activities:

- A) Zoning, subdivision and other land use ordinances as well as development approvals.
- B) Setting level of service standards for determining adequacy and availability of public facilities and services.
- C) The rate, timing and sequencing of boundary changes.

D) Coordination of capital improvements to an area.

**ASSUMPTIONS:**

The following assumptions were made in designating the location of the urban growth boundary.

1. The estimated population in 1995 is 540 residents in the City of Rock Island.
2. Over the next 20 year-period, the forecasted population for Douglas County is 46,063 residents. Approximately 1,022 of these residents are projected to reside in the City of Rock Island.
3. There are currently 260 acres of undeveloped land within the City Limits of Rock Island, 23 acres of which are available for development. The remaining 237 acres are either water bodies or utility easements.
4. Land for future right-of-way was taken into account for determining the size of the urban growth area.
5. The absence of a public sewer system was taken into account for determining land area needed for on-site septic systems for future development.

The following goal and policy statements were formulated to help guide Rock Island and Douglas County in development review and annexation decisions.

**GOAL:** Urban growth will occur within urban growth boundaries where adequate public utilities and services exist or can be provided in an efficient manner.

**GENERAL**

**POLICY 1:** Development proposals and public projects within the UGA shall be jointly reviewed by the County and the City of Rock Island with final approvals continuing to reside with the County for areas outside city limits. (DCRPP)

**URBAN GROWTH BOUNDARY**

**POLICY 2:** Include all incorporated areas within the Urban Growth Area. (GMA)

**POLICY 3:** Ensure that the urban growth boundary includes an adequate amount of land to accommodate projected growth over a twenty (20) year period.

POLICY 4: Periodically review the size of the urban growth boundary based on population projections, land use, the adequacy of existing and future utility and transportation systems, economic development strategies and capital facilities plans.

POLICY 5: Consideration shall be given to squaring up grossly irregular corporate boundaries in the development of the urban growth boundary.

POLICY 6: Ensure that growth occurring outside of the urban growth boundary is only non-urban in nature.

POLICY 7: The county shall review the designated urban growth boundary at least every ten years and revise it as necessary to accommodate the urban growth projected to occur over the succeeding twenty (20) year period. (GMA)

## **ANNEXATIONS**

POLICY 8: Do not allow annexations to occur outside the urban growth boundary once it is officially established by the Douglas County Board of Commissioners. (GMA)

POLICY 9: All lands identified within the Urban Growth Boundary are subject to annexation either at the request of the owner or by initiation from the Rock Island Planning Commission.

POLICY 10: Coordinate annexation activities with the Capital Facilities Plan Element to ensure that support infrastructure is available in a timely manner.

POLICY 11: No annexation may occur that will likely lead to a demand on the reserve capacity of any utility system that will cause the level of service to fall below those established by the comprehensive plan.

## **CONTIGUOUS AND ORDERLY DEVELOPMENT**

POLICY 12: Urban growth should be located first in areas already characterized by urban growth that have existing public facilities and service capacities to serve such development and second, in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources. (GMA)

POLICY 13: Develop improvement standards for new developments occurring within the Rock Island City limits that conform to the adopted level of service standards established for each public utility or facility affected as a result of the development.

POLICY 14: Develop improvement standards for new developments occurring outside the city limits but inside the urban growth boundary that are mutually acceptable to the county and the city.

POLICY 15: Review all proposed developments to ensure compatibility with the densities established in the comprehensive plan.

POLICY 16: Ensure that those utilities and services necessary to support development shall be adequate at the time development is available for occupancy or as otherwise specified in the comprehensive plan.

POLICY 17: Development of long range capital facilities plans shall anticipate the provision of full public services out to the urban growth boundary within the next twenty years.

## **LEVEL OF SERVICE**

POLICY 18: Establish levels of service for all public facilities and services below which levels further development will not be allowed.

POLICY 19: Analyze level of service options for their potential implications on capital budgets, development costs, impacts on the costs of housing and quality of life perceptions.

POLICY 20: Periodically update levels of service for all public facilities and services.

POLICY 21: Address in the Capital Facilities Plan any existing deficiencies in meeting the adopted levels of services and establish a firm financing plan to correct said deficiencies within six years of comprehensive plan adoption.

POLICY 22: Allow levels of service to vary within a jurisdiction on a service area basis.

POLICY 23: Coordinate level of service standards with adjacent jurisdictions wherever an interface exists.

POLICY 24: Calculate and monitor excess or reserve capacities of public facilities and services to avoid over-commitments.

POLICY 25: Ensure that any commitment of excess system capacity to potential developers includes a developer obligation to use the allocated capacity within a certain time period or be faced with the loss of the commitment. (GMA)

POLICY 26: Ensure that the adopted level of service standards will be maintained and adequately financed, if and when establishing impact fee schedules.

# LAND USE

## **INTRODUCTION:**

As an element of the Rock Island Urban Area Plan, the Land Use Element includes the City's 20 year vision for land use. The Land Use Map represents a general future of land use patterns that are desired for the Rock Island Urban Area within the 20 year planning period. They are a graphic expression of the policies found in the following pages. The designations and policy recommendations for areas on the Map are based on a number of factors, including:

- \* The unique physical and social/economic characteristics in the area.
- \* The type of existing development.
- \* Existing zoning regulations.
- \* Ownership patterns.
- \* The condition of existing structures.

The Land Use Maps are intended to indicate the type of future development that is desired for the area, while allowing flexibility for previously approved development. It is important to keep in mind that this plan addresses a twenty-year time period. The changes that result from the policy recommendations in this plan will likely take place slowly over time and will result in incremental changes. In other words these policy recommendations will not result in drastic changes overnight.

The Land Use Maps and accompanying policy recommendations are meant to be used to evaluate individual land use proposals. They are intended to be a guide for both public and private actions affecting the growth and development in the Area.

These Maps are NOT zoning maps. In many cases, more than one zoning district would be consistent with the policy recommendations of a particular land use designation.

## **EXISTING POPULATION:**

The City of Rock Island contains approximately 2% of the total population of Douglas County. According to the U.S. Census Bureau, the 1990 population for the City of Rock Island was 524 residents. This is a 6.2% increase from the 1980 population of 491.

The overall population of Douglas County grew by 15.4% from a population of 22,144 in 1980 to 26,205 residents in 1990. During the same time period, the City of Rock Island experienced a 6.2% growth in population. These figures are presented below in Table # 1.

**TABLE # 1: POPULATION TRENDS FROM 1970 TO 1995**

	1970	1980	1990	1995 (est.)
<b>Rock Island</b>	302	491	524	540
<b>Douglas County</b>	16,787	22,144	26,205	29,880

(U.S. Census Bureau, 1995)

The population trends that have occurred over the past 30 years are expected to continue through the twenty-year planning period that is covered by this comprehensive plan.

**FORECASTED POPULATION:**

Although the official 1990 U.S. Census population figure for Rock Island was 524, the Washington State Office of Financial Management (OFM) estimated Rock Islands population at 530 in 1991, 540 in 1992, 550 in 1993 and 555 in 1994. Expected population figures for the City of Rock Island in the years 2,000, 2010 and 2015 can be seen in Table 2 below. The Growth Management Act requires that the designated urban growth area include areas and densities sufficient to accommodate the growth projected to occur in the County for the next 20 years according to population projections developed by the OFM.

**TABLE # 2: 20 YEAR POPULATION FORECAST**

	2000	2005	2010	2020
<b>Rock Island</b>				
<b>*Low</b>	623	793	902	1,022
<b>*High</b>	692	876	993	1,074
<b>Douglas County</b>				
<b>+Low</b>	31,046	33,378	35,891	38,692
<b>*High</b>	32,756	36,850	40,945	46,063

(+ Office of Financial Management, 1994)

(\* Douglas County Land Services Department, 1994)

**EXISTING LAND USE:**

The existing land use pattern plays an important part in the comprehensive plan preparation process. The location and extent of residential, commercial, industrial, agriculture, institutional and open space provide both constraints and opportunities in guiding future growth.

The Existing Land Use Map on the following page, as well as Table 3, demonstrate the distribution of land uses throughout the Rock Island Study Area, based on a land use inventory conducted in August of 1994 by the Douglas County Land Services Department. The land uses are broken down into 8 categories, as seen in Table 3, below:

**TABLE # 3: ROCK ISLAND STUDY AREA LAND USE ACREAGE'S**

LAND USE	ACRES	PERCENTAGE
<b>Agriculture</b>	637	43%
<b>Surface Water</b>	386	26%
<b>Residential</b>	96	7%
<b>Undeveloped</b>	88	6%
<b>Recreational</b>	90	6%
<b>Underdeveloped</b>	109	7%
<b>Industrial</b>	57	4%
<b>Commercial</b>	4	1%
<b>TOTAL</b>	1467	

(Douglas County Land Services Department, Spring of 1995)

See following page for existing land use map.

In studying the land uses in the Rock Island Study Area, it became obvious that the characteristics of the land uses located within the city limits were substantially different than those uses located in the rural portion of the Tea Cup. Therefore, the following analysis is broken down into 2 parts, the incorporated and unincorporated portions.

**UNINCORPORATED AREA:**

Of the 1,467 acres in the Rock Island Study Area, approximately 997 acres (67%) are located outside of the Rock Island City Limits. Of this 997 acres, approximately 637 are presently used for agricultural purposes. The surface waters (ponds) make up approximately 166 acres. The rest of the land uses are comprised of 54 acres residential, 65 acres undeveloped/vacant land and 75 acres of underdeveloped property. (See Table 4).

**TABLE # 4: LAND USE ACREAGE IN COUNTY**

LAND USE	ACRES	PERCENTAGE
<b>Agriculture</b>	637	64%
<b>Water Bodies</b>	166	17%
<b>Residential</b>	54	5%
<b>Undeveloped</b>	65	6%
<b>Underdeveloped</b>	75	8%
<b>TOTAL</b>	997	

(Douglas County Land Services Department, Spring of 1995)

### **INCORPORATED AREA:**

The City of Rock Island is comprised of 470 acres or 33% of the total study area. Of this 470 acres the most predominate feature is the surface waters, which total approximately 220 acres. The rest of the City land uses are recreational lands which total 86 acres, residential land totaling 42 acres, industrial land comprising of 57 acres, undeveloped land totaling 56 acres, agricultural activities on 5 acres and a commercial area totaling 4 acres. (See table 5)

**TABLE # 5: LAND USE ACREAGE IN CITY**

LAND USE	ACRES	PERCENTAGE
<b>Agriculture</b>	5	1%
<b>Water Bodies</b>	220	47%
<b>Residential</b>	42	10%
<b>Undeveloped</b>	56	11%
<b>Recreational</b>	86	18%
<b>Industrial</b>	57	12%
<b>Commercial</b>	4	1%
<b>TOTAL</b>	470	

(Douglas County Land Services Department, Spring of 1995)

### **ASSUMPTIONS:**

The following section forecasts projected land use need for the Rock Island Study Area for the next twenty years. The combination of current land use consumption patterns, forecasted population, economic considerations and current attributes of the area were used to project the future land base. Generally, projected land uses allow for intensification of development and greater economic stability of the area's economy. Land allocations and capacity analysis are estimates for the twenty-year period and it is assumed that:

### **General-**

1. In practice, not every new development project achieves the maximum density.
2. Not all parcels identified as theoretically available will be available for the development during the 20 year horizon of the Comprehensive Plan. In fact, some parcels may never be developed.
3. Land may be undevelopable due to environmental constraints such as geological hazard, steep slopes, resource lands, critical areas or flood hazard areas. Approximately 260 acres of land were identified as hazard/critical areas and right-of-way within the urban area.
4. Utilities will be available as development occurs within the Urban Growth Boundary.

### **Residential-**

5. The number of dwelling units forecasted was determined by a 2.99 person per household ratio.
6. General lifestyles and living patterns will continue for the anticipated twenty year planning horizon.
7. The overall land density is expected to decrease due to the lack of a public sewer system. Residential uses will be required to maintain a 1/2 acre lot size as per the Chelan/Douglas Health District requirements.
8. Cluster developing will provide the only means of achieving higher densities by providing community septic systems and community open space.

### **Commercial\Industrial-**

9. Only average economic conditions were considered, as opposed to trying to predict the timing of any potential business cycles.
10. Commercial and industrial development will require large lot sizes due to the absence of a public sewer system.

### **Recreation-**

11. There are currently 4 ponds comprising of 220 acres located in the City of Rock Island. These ponds provide fishing and swimming opportunities.

12. The ponds that are located in the Rock Island Tea Cup provide habitat to water fowl and scenic beauty to pedestrians.

### **FORECASTED LAND USE:**

By examining the past population figures and trends for the City of Rock Island, it is anticipated that the City will nearly double its present population; from 524 to 1,022 residents by the year 2015.

The unincorporated portion of the Rock Island Tea Cup currently has a population of 402 residents. Due to the rural nature of the unincorporated area and the absence of utilities it is assumed that this area will not grow at the same rate as the designated urban growth area of the City of Rock Island. The population forecast for the unincorporated portion of the study area is approximately 575 residents by the year 2015.

Because there has not been any previous land use surveys conducted in the Rock Island Area and because of its relatively small size, it is difficult to look at past trends to accurately formulate the rate of change and future land use needs. The following land use projections are based on present trends and assumptions by the Douglas County Land Services Department.

### **RESIDENTIAL:**

The "Residential" category represents a total number of acres used for traditional dwelling units, including single-family and manufactured home residences. A dwelling unit is a building or portion thereof designed exclusively for residential purposes on a permanent basis, to be used, rented, leased, or hired out to be occupied for living purposes having independent living facilities, including permanent provisions for living, sleeping, eating, cooking, and sanitation.

Currently, the residential land uses within the City of Rock Island constitute approximately 42 acres or 10% of the municipal land area. Since a public sewer system is not available in the City of Rock Island at this time, the average lot size should be at least a 1/2 acre per single family residence. This lot size will provide the necessary space for adequate drain fields and percolation rates for on-site septic systems. Keeping that in mind, with the total increase in population to 1,022 by the year 2015, the additional residential land needed is approximately 207 acres. This figure is derived by the 2015 population divided by 2.99 (average family size as determined by Washington State OFM) to get the total amount of dwelling units needed (341.8). The number of units needed is then multiplied by 21,780 (1/2 acre) to come up with the projected acreage needed for residential land. The existing residential acreage is then subtracted from the total figure to give the additional acreage that is needed to accommodate the population growth of the 20 year planning period.

To include enough land area for future right-of-way, the total acreage needed was then multiplied by 20% (average percentage of developments use for infrastructure). Then a 40% market factor was figured into the total acreage needed to prevent land prices from escalating as allocated lands are developed. By factoring these last two items into the equation, it gives you the total amount of residential land needed for the 20 year growth period.

$$1,022 \text{ proj. pop} / 2.99 \text{ ppl per household} = 341.8 \text{ total units needed}$$

$$341.8 \text{ units} \times 21,780 \text{ sq. ft. (1/2 acre)} = 7,444,404 \text{ sq. ft.}$$

$$7,444,404 \text{ sq. ft.} / 43,560 \text{ sq. ft in an acre} = 171 \text{ total acres}$$

$$171 \text{ total acres} - 42 \text{ existing acres} = \mathbf{129 \text{ additional acreage needed.}}$$

$$128.9 \times .20 \text{ (future R-O-W)} = 26$$

$$128.9 \times .40 \text{ (market factor)} = 52$$

$$129 + 78 = \mathbf{207 \text{ total acreage needed for residential land.}}$$

### **COMMERCIAL:**

The existing commercial uses within the City of Rock Island provide basic services to the residents and the traveling public, as well as to people using the Rock Island Golf Course. With the City located in close proximity to East Wenatchee and Wenatchee (approximately 8 miles) and with the lack of a public sewer system, it is safe to assume that the commercial areas will continue to provide uses that coincide with the residential and recreational land uses of the immediate area. In examining the existing 4 acres (1%) of commercial land, we found that the City of Rock Island is well below the national average for communities of equal size. The American Planning Association conducted a survey in 1992 of land use ratios in 66 municipalities. The results of the survey showed the average ratio of commercial lands for communities the size of Rock Island range from 8% to 15%.

Because the City of Rock Island has expressed the desire to promote the Rock Island Tea Cup as a recreational destination, the percentage of commercial lands to be designated for the next 20 years was increased from the present trend to 9%. 18 acres of the commercial lands will be classified as General Commercial allowing for general commercial uses that cater to the residents. 22 acres will be classified Tourist Commercial, which promote uses that are related to recreational activities and the traveling public. These may include hotels/motels, restaurants, golf driving ranges and specialty shops.

## **INDUSTRIAL:**

The existing industrial land uses consist primarily of the American Metal Silicon Tech Mill, Bethlehem Sand and Gravel operations and various vehicle repair and storage yards. With the absence of a domestic sewer system, it would be safe to assume that the future industrial land needs will continue with the existing trend. Of the 788 acres of industrial lands available in Douglas County, 443 are currently undeveloped (Baker Flats and around Pangborn Memorial Airport). These lands need to be taken into account when determining the industrial land needs of Rock Island. Currently, of the 57 acres of industrial zoned land in Rock Island, 10 acres are currently undeveloped. There is also an additional 58 acres of industrial zoned land adjacent to the City Limits that is currently undeveloped. It is assumed that this amount will be adequate to serve the City of Rock Island through the year 2015.

## **RECREATION:**

Rock Island and its surrounding area have the potential of offering many recreational opportunities for the citizens and traveling public. However, the number of recreational facilities currently located in the planning area are limited.

The City of Rock Island presently maintains one 3-acre park. This park, located directly adjacent to the Rock Island City Hall, provides a tennis court, basketball court and other traditional playground equipment. The Rock Island Elementary School, which provides an outdoor tennis court, basketball court and other traditional playground equipment, is located approximately one 1/2 mile west of the City Limits. Rock Island also owns and leases out the Rock Island Public Golf Course. The nine-hole course is situated on approximately 80 acres east of the present commercial core. The ponds located in and around Rock Island are open to public fishing, providing recreation to the outdoor enthusiast.

With the population forecasted to almost double by the year 2015, the need for additional recreational opportunities will also increase. The following table shows an average size of facility per capita that is needed for recreational activities, based on information provided by the Douglas County Parks Department.

**TABLE # 6: AVERAGE RECREATIONAL FACILITIES PER CAPITA**

Type of Facility	Needs/Pop.	Current LOS*	Existing Sites	Deficiency	Future Needs (2015)
<b>Micro Park .5-5 acre park</b>	1 site per 750 residents	1	2	0	0
<b>Connecting Trail--Sidewalk, Bike trail, Crosswalk, or Trail, hard surface</b>	2 miles/school, 1 mile/micro park	3 miles	0	3 miles	4 miles
<b>Hiking/Mt. Biking Trail</b>	1.2 miles/1,000 Residents	.8 miles	0	.8 miles	2 miles
<b>Shoreline Access</b>	10 acres/1,000 Residents	8 acres	10	0	0

(\*LOS-Level of Service)  
(Douglas County Parks Department, 1994)

This table reflects the recreational facilities in relation to the present population. As shown above, the City of Rock Island currently has deficiencies in trail system facilities. Also, with future population growth almost doubling, now is the time to start allocating land and preparing to provide additional micro-park facilities.

The City of Rock Island has indicated that they would like to develop a trail system throughout the Rock Island Tea Cup. This system would provide a recreational walkway connecting the public ponds to the residential and commercial cores of Rock Island. The trail system would provide an outlet for walkers, joggers and bikers to exercise and enjoy the natural environment without being endangered by vehicular traffic.

Table 7 represents the forecasted land use alternative for the Rock Island Study Area. These figures were derived from the population forecast, forecasted housing unit needs and from the above assumptions. These figures represent Rock Islands twenty-year land use allocation needs for residential, commercial, recreational, industrial, and agricultural uses for the Rock Island Tea Cup.

**TABLE 7: LAND USE ALLOCATION IN ACRES**

<b>TYPE OF LAND USE</b>	<b>LAND USE ALLOCATION</b>	<b>TOTAL ACRES</b>	<b>PERCENTAGE</b>
<b>RESIDENTIAL</b>	158	200	48%
<b>GENERAL COMMERCIAL</b>	14	18	4%
<b>TOURIST COMMERCIAL</b>	22	22	5%
<b>GENERAL INDUSTRIAL</b>	115	115	14%
<b>RECREATION</b>	60	60	12%
<b>PARKS/OPEN SPACE</b>	86	86	16%
<b>PUBLIC</b>	7	7	1%
<b>TOTAL</b>	464	510	

(Douglas County Land Services, 1995)

The following Proposed Land Use Alternative Map illustrates the City's intended future land use pattern in the Rock Island Study Area. The maps are a result of analysis of the previously discussed growth and development concepts, existing land use patterns, and desirable growth and development goals of the community.

# RESIDENTIAL

## INTRODUCTION:

The quality and integrity of residential neighborhoods are what define and characterize the community, thus making it unique. Maintaining these neighborhoods is important in keeping a community stable and vital.

Due to the absence of a public sewer system, the Rock Island community is limited to single family residential units on one-half acre lots (5 acres). The one-half acre single-family lot size minimum will not affect existing lots of record. Existing lots that are less than one-half acre will need innovative on-site septic systems approved by the Chelan Douglas County Health District in order to be developed.

To provide opportunities for innovative, diverse multi-family and affordable housing, the promotion of cluster developments is vital. Cluster developments will meet specific criteria such as community wells and septic systems, provisions for open space and access to pedestrian trails and walkways.

The design criteria for the residential land use designation will promote the extension of pedestrian trails and walkways, maintaining residential characteristics and promote open space.

The goals and policies outlined below , will provide a broad range of housing choices, development criteria and protect the residential districts from non-residential land uses that will meet the needs of all people in the community.

**GOAL:** Encourage a sufficient number and variety of safe, attractive residences in a variety of neighborhoods with adequate public utilities and services for people of all incomes.

## **URBAN GROWTH**

**POLICY 1:** Encourage residential development to locate within the urban growth boundary consistent with the comprehensive plan.

**POLICY 2:** Urban development requiring urban governmental services should not be permitted outside UGA's except in master planned communities, or commercial development in planned/designated rural service centers. (Regional Policy Plan)

## **COORDINATION**

POLICY 3: Development proposals and public projects within the UGA's shall be jointly reviewed by the county and each municipality, with final approvals continuing to reside with the county for areas outside city limits. (Regional Policy Plan)

## **ENVIRONMENT**

POLICY 4: Protect residential districts from excessive noise, visual, air and water pollution caused by other land uses.

## **RESIDENTIAL CHARACTER**

POLICY 5: Establish criteria for housing and home sites that enhance the compatibility of standard residential developments.

POLICY 6: Determine the density of all types of residential development that are compatible with surrounding residential uses.

POLICY 7: Provide for multi-family uses near business centers that are adequately serviced by multi-modal transportation systems and utilities.

POLICY 8: Encourage new development to occur in such a manner as to promote neighborhood identity and pride, an attractive living environment, and minimizing land use conflicts.

## **CLUSTERING**

POLICY 9: Support increased cluster development, particularly to meet multi-family housing needs, that provide for community water and septic systems, open space and access to pedestrian walkways upon development.

# COMMERCIAL

## **INTRODUCTION:**

The City of Rock Island would like to promote commercial uses that will serve both the citizens of the Rock Island Area and the traveling public. By creating a commercial district that will cater to tourism and recreation, the City of Rock Island will promote itself as a recreational destination. This will provide the citizens of Rock Island the economical base to implement such amenities as trails and parks.

## **General Commercial:**

The General Commercial land use designation will promote commercial uses that provide services to the residents of Rock Island. These uses can include, but are not limited to grocery stores, beauty salons, restaurants, video stores, etc.

## **Tourist Commercial:**

The Tourist Commercial land use designation will promote commercial uses that will provide services to the traveling public and support the recreational opportunities located in Rock Island. These uses can include but are not limited to motels/hotels, restaurants, novelty stores, recreational activities, etc.

Design criteria should be implemented for both commercial designations outlining a common theme that would tie commercial development to the community as a whole. The design criteria can include landscaping, street trees, linkages to pedestrian trails and open space.

The following goal and policies 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 residential uses. By using the direction these goals and policy statements provide, the type of atmosphere the people of Rock Island desire for their commercial areas will be maintained and enhanced.

**GOAL:** Create opportunities for safe, attractive and accessible commercial district that will provide for diverse economical development and contribute to a sound economical base for the Rock Island Area while maintaining a quality environment and ensuring adequate public facilities are provided.

## **GENERAL CHARACTERISTICS**

**POLICY 1:** Promote continued use, development, revitalization and historical preservation within established commercial areas.

POLICY 2: The expansion of commercial uses will occur adjacent to existing similarly developed areas in conformance with the comprehensive plan and in a manner sensitive to less intensive residential neighborhoods.

POLICY 3: Promote the development of commercial activities oriented to the recreation and open space opportunities of the lake system.

POLICY 4: Discourage the expansion of commercial development outside the City Center except for those expansions that will serve the traveling public.

POLICY 5: Encourage multiple-use centers.

POLICY 6: Encourage the clustering of commercial uses that are oriented toward the rural urban and regional market.

POLICY 7: Light industry should be allowed to locate in well designed cluster areas with commercial activities when they are compatible.

POLICY 8: Promote improvement of the area economy through diversification.

POLICY 9: Promote commercial areas to be pedestrian friendly by providing benches, landscaping, sidewalks, plazas and other such amenities.

POLICY 10: Encourage business districts in scale with the needs of the population throughout the city.

POLICY 11: Promote the image of the City Center as a location for family oriented businesses, cultural, and recreational activities.

POLICY 12: Encourage new business that will, through excellence of design and the nature of the use, provide long-term benefits to the people of Rock Island.

## **PUBLIC FACILITIES/CONCURRENCY**

POLICY 13: Support commercial areas with adequate streets, parking, utilities and access to public transportation.

POLICY 14: Encourage adequate circulation patterns in commercial areas and provide linkages to other land use activities.

# INDUSTRIAL

## **INTRODUCTION:**

Industrial development is a necessary component in solidifying a community's economical base. However, with new industrial development a number of negative impacts can be absorbed by the community. The following goal and policies were developed to provide a guideline for alleviating and internalizing these impacts with the effect of creating an attractive center for industrial activities.

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

## **GENERAL**

**POLICY 1:** Actively support economical development measures that serve to revitalize and promote the growth of existing industrial locations.

**POLICY 2:** Encourage small, light industries to locate in Rock Island.

## **AGRICULTURE**

**POLICY 3:** Encourage the continued development of light industries that are agriculturally related.

## **LOCATION**

**POLICY 4:** Encourage industrial development to locate in industrial/business park areas adjacent to major street arterials, preferably on lands not suited for agricultural or residential uses.

**POLICY 5:** Identify lands best suited for industrial activity through the development and application of location and design criteria.

## **PUBLIC FACILITIES**

**POLICY 6:** Encourage, whenever possible, the extension of support facilities, infrastructure and services for industrial activity.

## **CHARACTER**

**POLICY 7:** Encourage variety and innovative design in industrial site development and encourage an attractive, high quality environment for industrial activities through good landscaping, parking and building design where land uses of distinctive character or intensities adjoin.

## **ENVIRONMENT**

POLICY 8: Encourage clean industrial development that is compatible with the quality of the city and natural environment (air, water, noise, visual).

## **MINING**

POLICY 9: Recognize mining of precious minerals, sand and gravel extraction and processing as a temporary use and develop criteria for the location, compatibility, and aesthetics to surrounding land uses and reclamation in a manner consistent with the Land Use map.

# AGRICULTURE

## **INTRODUCTION:**

Agricultural activities in the Rock Island Tea Cup are primarily small orchards that are 2 to 10 acres in size. These agricultural activities are important as they provide income and scenic character to the community. Thus, these activities need to be preserved and protected outside the Urban Growth Area from encroachment of incompatible land uses that make agricultural activities difficult.

In order to protect the orchard operations within the Rock Island Tea Cup, the Suburban Agricultural zone will maintain a minimum 2 acre lot size. The 2 acre lot size will allow orchardist to continue their operations without having difficulties related to growing practices next to incompatible land uses. It is envisioned that land owners within the Suburban Agricultural designation will be able to separate the residential unit from the orchard at such time the land owner retires from active farming. This division of the property should be reviewed administratively to assure that it meets the applicable requirements for this type of division.

The following goal and policies provide a framework for preserving agricultural lands from encroaching development until such time the land owners decide to develop their property to a different use.

**GOAL:** Recognize agricultural land uses as a viable, permanent land use and a significant economical activity within the community.

## **GENERAL**

**POLICY 1:** Protect and retain agricultural uses in designated areas from conflicting non-farm uses and influences.

**POLICY 2:** Provide for an orderly and efficient transition from rural to urban land uses based on population demands and infrastructure availability as determined in the Capital Facilities Plan.

**POLICY 3:** Maintain and promote agricultural support and processing services within designated industrial areas.

**POLICY 4:** Urban growth boundaries shall be established to identify and separate urbanized lands from rural lands.

# RECREATION/OPEN SPACE

## **INTRODUCTION:**

The City of Rock Island and the Rock Island Tea Cup Area presently offer a variety of recreational opportunities. This planning area has the potential of offering the local citizens as well as the traveling public, a destination to experience outdoor life in a rural setting.

The residents of Rock Island in planning for the future would like to create a friendly outdoor atmosphere that would develop the City of Rock Island and the surrounding area into a destination area for tourist and recreationalists. They envision the development of a trail system that would connect the existing ponds to the downtown area. Developing public fishing and swimming out of the publicly owned ponds. Expanding the current nine hole golf course into an eighteen hole golf course, and developing a multi-purpose sports complex that would cater to softball and soccer games.

The development and expansion of these recreational activities, including the compatible tourist commercial uses, can be used to expand the economical base of the community. This can be achieved by capitalizing on the available natural resources and beauty of the area to entice a certain amount of tourist/recreational activity.

## **Recreation:**

The recreation land use designation will promote private or public recreational land uses along with the supporting accessory development. Activities that would be allowed within the recreation designation include but are not limited to golf courses, multi-sports complex's and R.V. parks. The accessory developments that would coincide with the recreational use are tourist commercial uses and residential development.

## **Open Space:**

Open space and recreational needs can be met in part by preserving areas that are not suitable for development due to physical limitations or other substantial public interest reasons. The transmission corridor for the Bonneville Power Association and the Chelan County PUD power lines (see Land Use Designations Map) is one area that is not suitable for development due to easement restrictions placed on those properties by the utility purveyors.

Also, if an area is determined to be environmentally sensitive, intensive recreational use may not be compatible, while passive uses such as viewing platforms or interpretive sites can be educationally beneficial.

As residential development expands, those sensitive areas may be subjected to further encroachment. By providing buffer areas between the two, impacts to the sensitive areas may be

minimized. The buffer area can also be used to the advantage of the development in that it can provide open space and/or low-intensity recreational opportunities for the surrounding residents, and generally enhance the amenities of the development.

By carefully considering the design of development proposals, the community can be better served by designs that appear to be consistent and inter-connected (i.e., connecting parks/public use lands by pedestrian/bicycle trails). Development proposals will strive to achieve consistency and consider existing and potential surrounding land uses.

It is the City of Rock Island's goal to achieve quality facilities while keeping costs down. One way to accomplish this is to keep the facilities simple, by maintaining the natural environment as much as possible.

Effectively implementing an awareness for positive change requires dedication to the program by local citizens. By utilizing grass-roots organizations, the level of involvement automatically involves a core of local citizens to keep the programs in the public eye. Often, strong organizations or committees can accomplish far more than government staff alone.

The following goal, policies and recreational designation map, provide the citizens of Rock Island the tools necessary to implement a recreational network that will enhance the natural beauty of the area. These proposed recreational opportunities will provide the citizens of Rock Island and the traveling public destinations to enjoy outdoor sport and leisure activities in a friendly, rural atmosphere.

**GOAL:** Preserve, maintain and enhance the natural beauty of the area by ensuring the provision of sufficient quantities of equitably distributed parks, open spaces and recreational facilities for all age groups and income levels; and to encourage those areas that are environmentally sensitive to be maintained as open space.

## **CHARACTER**

**POLICY 1:** Recreational facilities will be designed so as to have no substantial adverse effect on unique cultural, environmentally sensitive or geologic features. They should be signed so as to promote responsible use of the facilities.

**POLICY 2:** Recommend pedestrian and equestrian amenities such as benches, planters, plazas, drinking fountains, water features, exercise stations, hitching rails and waste receptacles along park/trail development.

## **BUFFERS**

POLICY 3: In all cases of residential development adjacent to sensitive areas and the shoreline environment, landscape buffering, berms, and/or natural features will be used to mitigate potential impacts.

## **ACCESS**

POLICY 4: Enhance site access to recreation facilities by linking walkways, bikeways, equestrian trails, and parking areas to adjoining land uses and to transit systems where feasible.

POLICY 5: Encourage development of support programs for senior citizens that will improve access to recreational facilities.

## **MAINTENANCE**

POLICY 6: Encourage low-maintenance designs for parks and recreational facilities.

## **OPEN SPACE**

POLICY 7: Allow for the long term acquisition, dedication and management of open space as well as passive and active recreational uses.

## **CITIZEN PARTICIPATION**

POLICY 10: Encourage grass-roots citizen organizations/committees to become actively involved in encouraging, promoting and providing for the recreational opportunities in the area.

## **RECREATIONAL ACTIVITIES**

POLICY 11: Recognize activities such as hang gliding, para-sailing, non-motorized boating, fishing and other similar activities as viable recreational uses where feasible.

# HOUSING

## **INTRODUCTION:**

The Housing Element, has been prepared in response to the Growth Management Act of 1990 (ESHB 2929), which requires:

*"...housing element recognizing the vitality and character of established residential neighborhoods that: (a) Includes an inventory and analysis of existing and projected housing needs; (b) includes a statement of goals, policies, and objectives for the preservation, improvement, and development of housing; (c) identifies sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities; and (d) makes adequate provision for existing and projected needs of all economic segments of the population."*

## **AFFORDABLE HOUSING DEFINITION:**

WAC 365-195-230 requires that the Comprehensive Plan include a definition of "affordable housing." This is a difficult definition to arrive at, because what is affordable for one family can be drastically different from what is affordable for another family. A higher income family may be looking to purchase a larger home, while a lower income family may be struggling to pay the rent on an apartment that is too small for their needs. Because of this possible disparity, lending institutions use a definition of affordability that is based on a percentage of gross income. Most banks now consider 28% of a family's gross income to be available for mortgage payments or rent, including utility payments. This element will use the same definition of "affordable housing."

In practice, the median family income for a family of four in Douglas County is \$33,604.00 in 1995. For this family, affordable housing would be any housing that costs \$585.00 per month or less, including utilities. Similarly, a family of four that earns 80% of the median income, \$26,883.00, could afford \$475.00 a month in mortgage/rent and utilities.

This definition of affordable housing can work well over time because the median income level is updated annually.

The following goal and policies are set up to provide the opportunities for a variety of housing types that will cater to all income levels.

**GOAL:** The Rock Island Area recognizes the need for a variety of housing types and densities, and the need for a range of affordable housing. The Area will strive to set conditions that encourage such development, to provide public facilities that will encourage such development, and to explore public mechanisms to address the shortfalls in the market.

## **GENERAL**

POLICY 1: Require the construction of sound, safe and sanitary dwelling units.

POLICY 2: Maintain high standards for residential development, construction and maintenance. Such standards will include a diverse choice of housing types, quantities and designs, including those for senior citizens, physically challenged and low income persons.

## **AFFORDABLE HOUSING**

POLICY 3: Promote the construction of affordable housing to meet the needs of the low and moderate income and elderly segments of the population.

POLICY 4: Encourage cooperation with developers and provide incentives that will add to the increased production of low and moderate priced housing.

## **SPECIAL NEEDS POPULATIONS**

POLICY 5: Recognize and accommodate special need 's populations, such as those requiring nursing home care, congregate care, emergency shelter or supervised environments within the development codes.

POLICY 6: Disperse throughout the area publicly assisted housing, group homes and quasi-residential uses such as day-care centers in residential neighborhoods.

## **MIGRANT WORKER HOUSING**

POLICY 7: Allow individual property owners to meet the special needs of migrant agricultural workers to mitigate against public health and sanitation problems and to recognize the areas agricultural dependence on this labor pool, as determined by that individual's agricultural need.

## **HOUSING REHABILITATION**

POLICY 8: Encourage the rehabilitation of older housing stock where the continuation of existing residential use is appropriate.

POLICY 9: Encourage the area's housing agencies to fully utilize available housing rehabilitation grant and loan programs as they may be available through local, state and federal agencies.

## **MANUFACTURED HOUSING**

**POLICY 10:** Recognize that manufactured/modular homes are a viable housing option and the most accessible private market housing opportunity available to potential homeowners. The Low Residential District should allow for manufactured/modular home placements under specific conditions.

**POLICY 11:** Review and alter land use regulations as necessary to ensure provisions are made for locating manufactured/modular housing, group homes and foster care facilities in appropriate locations and under necessary conditions designed to protect the integrity of established residential neighborhoods.

## **AUXILIARY UNITS**

**POLICY 12:** Provide for accessory apartments in residential zones for low to moderate income, small family, single person, or seasonal occupant, as long as the unit maintains the appropriate residential character and quality living environment.

# CAPITAL FACILITIES

## **INTRODUCTION:**

The Capital Facilities Plan (CFP) is one of the elements of Rock Island's comprehensive plan required by Washington'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.

The CFP is a 6-year plan for capital improvements that supports the City's current and future population and economy. Funding for capital improvements can be obtained from several sources including grants, loans, and current expense budgets. One of the principle criteria's for identifying needed capital improvements are standards for levels of service (LOS). The CFP contains LOS standards for each public facility, and requires that new development be served by adequate facilities that meet these established standards of service (i.e., the "concurrency" requirement). The CFP also contains goals, policies and rationales that guide and implement the provision of adequate facilities.

The purpose of the CFP is to use sound fiscal policies to provide adequate public facilities consistent with the Land Use Element and concurrent with, or prior to, the impacts of development in order to achieve and maintain adopted standards for levels of service.

## **WHY PLAN FOR CAPITAL FACILITIES?**

There are at least three reasons to plan for capital facilities: 1) growth management, 2) quality of life and 3) eligibility for grants and loans.

Capital facilities plans are required in a comprehensive plan to:

- 1) Provide capital facilities for land development that is envisioned or authorized by the land use element of the comprehensive plan.
- 2) Maintain the quality of life for existing and future development by establishing and maintaining standards for the level of service of capital facilities.

- 3) Coordinate and provide consistency among the many plans for capital improvements, including:
  - \* Other elements of the comprehensive plan (i.e., transportation and utilities elements);
  - \* Master plans and other studies of the local government;
  - \* The plans for capital facilities of state and/or regional significance;
  - \* The plans of other adjacent local governments; and
  - \* The plans of special districts.
- 4) Insure the timely provision of adequate facilities as required in the GMA.
- 5) Document all capital projects and their financing (including projects to be financed by impact fees and/or real estate excise taxes that are authorized by GMA).

The CFP is the element that makes the rest of the comprehensive plan real. By establishing levels of service as the basis for providing capital facilities and for achieving concurrency, the CFP determines the quality of life in the community. The requirement to fully finance the CFP (or else revise the land use plan) provides a reality check on the vision set forth in the comprehensive plan. The capacity of capital facilities that are provided in the CFP affect the size and configuration of the urban growth area.

The following goal and policy statements will provide the City of Rock Island a guideline for implementing their Capital Facilities Plan. These policies should be used to provide consistent and logical decisions during the twenty-year planning period.

**GOAL:** The Rock Island Area shall endeavor to adequately provide needed public facilities to all residents within its jurisdiction in a manner that protects investments in existing facilities, maximizes the use of existing facilities, and promotes orderly, compact urban growth.

## **CONCURRENCY**

**POLICY 1:** Encourage the location and expansion of public facilities in accordance with growth and development in those areas located within the designated urban growth boundary.

**POLICY 2:** Ensure that the location and design of public facilities create minimal adverse impacts on surrounding land use.

**POLICY 3:** Encourage the phasing of development consistent with the provision of utilities, streets, parks and other community facilities.

POLICY 4: Encourage the compatible multiple use of utility corridors and all publicly-owned facilities.

### **CONSISTENCY**

POLICY 5: Ensure that public facility planning is consistent with the comprehensive plan.

### **ENVIRONMENT/CONSERVATION**

POLICY 6: Encourage water conservation practices for new building construction.

POLICY 7: Encourage the preservation of natural drainage channels for storm water runoff.

POLICY 8: Control runoff during construction to limit erosion, siltation, and stream channel scouring.

POLICY 9: Public facilities should ensure the efficient collection of water runoff at the point of introduction into major watercourses.

POLICY 10: Allow storm water retention areas to be used as partial fulfillment of open space requirements.

POLICY 11: Encourage the use of the capabilities and expertise of private industry and encourage volunteer efforts in accomplishing the purpose of recycling.

### **FIRE/POLICE**

POLICY 12: Provide fire and police services and facilities adequate to ensure the safety and protection of citizens and property and encourage training programs.

POLICY 13: Assure an adequate water supply and distribution system for fire protection.

### **CAPITAL IMPROVEMENT PROGRAM (CIP)**

POLICY 14: Develop a Capital Improvement Program that would include information developed in the neighborhood planning process that will provide a phased and orderly development of public services and facilities within the defined urban growth boundary.

POLICY 15: Allow developers to participate in the provision of public facilities and services prior to the phased schedule as outlined in the Capital Improvement Plan. If the development is consistent with the goals and policies related to growth and impacts to the community services can be fully mitigated.

POLICY 16: Use the phasing schedule for public facilities and services defined in the Capital Improvement Program as a basis for land use, development approval and annexation decisions.

## **SCHOOLS**

POLICY 17: Work toward the placement of educational facilities in urban and suburban locations that require minimal extensions of municipal services.

POLICY 18: Encourage the Eastmont School District to work with the City in recognizing the future population growth of this area and the provision of services accordingly.

POLICY 19: Encourage the continued use of the neighborhood school concept as a focal point for educational and community facilities.

## **COMMUNITY FACILITIES**

POLICY 20: New public facilities shall be encourage to provide multi-use facilities such as multi-purpose rooms, resource rooms, and recreational facilities that can be operated for various community uses.

## **SOLID WASTE**

POLICY 21: Work toward regional management of solid waste.

## **FINANCING:**

There are numerous potential financing options the City of Rock Island will need to consider to implement the Capital Facilities Plan. The plan presumes that funding for needed capital improvements will be obtained from a variety of sources, including private, local, state and federal agencies.

### **Local Funding**

Local funding for projects will come primarily from the City of Rock Island's General Fund, or from specific reserves built from utility rate revenues. The city may also need to consider bonds, levies and other revenue sources as needed for specific projects. The City's ability to finance identified improvements through many funding sources, will depend partly on its current indebtedness. Revising the rate structures for utilities will also help provide the revenue needed to generate local match for state and/or federal dollars.

### **State/Federal Funding**

Funding from the following sources, as well as others, may be available to provide portions of the funding necessary to implement improvements contemplated in this plan. Timely and up-front contact with the appropriate agencies should be made early in the planning process for a project. This is to determine the applicability of the proposed funding source. This plan has been prepared with the understanding that the City will most likely be unable to finance significant infrastructure improvements without state and/or federal assistance. To obtain this type of funding it is important for the community to attempt to fund projects on its own to document the need for this assistance, as well as demonstrating an ability to at least generate some revenues for local matching funds.

**TABLE # 8: PARTIAL FUNDING LIST**

<b>SOURCE</b>	<b>PROGRAM</b>	<b>DESCRIPTION</b>
Washington State Department of Community Trade and Economic Development	1) Public Works Trust Fund	1) Variable rate low interest loans for water, waste water, storm water, streets and bridges.
	2) Community Economic Revitalization Board	2) Grant and loan program for infrastructure items tied primarily to industrial development.
	3) Community Development Block Grant	3) Grants for a variety of need related to low and moderate income citizens.
	4) Local Development Matching Fund	4) Grants for planning, including economic development, infrastructure needs and feasibility assessments.
Washington State Department of Natural Resources	1) Aquatic Lands Enhancement Account	1) Grants for water access and interpretive projects.
	2) Urban Forestry	2) Grant and/or Loan to provide urban forestry along community circulation corridors.
Washington State Interagency Committee for Outdoor Recreation		Grants for outdoor recreation projects, such as trails, rest rooms, picnic areas, playgrounds, etc.
Washington State Transportation Improvement Board	Transportation Improvement Account	Grants and technical assistance for construction of and improvements to arterial streets.

Washington State Department of Transportation	1) Aeronautics Division  2) ISTEA State-wide Competitive Funds	1) Grants for airport improvements, such as slurry coating, runway extensions, lighting, etc. 2) Local match grant program for a wide range of transportation related projects, including those for non-traditional enhancement and safety activities, transit, bridge replacement, etc.
Douglas County Region	ISTEA Surface Transportation Program	Local match grant program for reconstruction, rehabilitation, resurfacing and restoration of any road federally classified as a minor collector (at least).
Washington State Department of Ecology		Variety of grant and loan programs and technical assistance for water, waste water, storm water, air and water quality and solid waste projects.
Washington State Department of Health		Several types of grants and loan programs for water and waste water.
Washington State Energy Office		Grants and loans and technical assistance for energy efficiency projects.
Bonneville Power Administration		Grants, loans and technical assistance for energy efficiency projects.
United States Farm Home Administration		Variety of grant and low interest loan programs for water, waste water and other infrastructure items.
United States Department of Housing and Urban Development		Grant and loan programs for a variety of needs related to low and moderate income citizens.

United States Environmental Protection Agency		Grant and loan programs for water and waste water projects.
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## **AMENDMENT PROCESS:**

Because the CFP is not intended to be a static and unchanging document, amendments to it should occur on an annual basis in response to changing conditions within the community. The most appropriate time for it to be amended is during the City's annual budget process, however should the need arise it can be changed at any point in time. Amendments can be in many forms, such as the addition of projects that arise as result of unique opportunities or the unexpected availability of special funding; or deleting projects that are deemed unnecessary. The amendments can be proposed by individual citizens, City staff, the Planning Commission or City Council, but amendments must be formally adopted by the City Council through the same process as the initial CFP.

Each year during the budget process the City Council should adopt a new capital budget based on their updates to the CFP. Ideally, the Council will move each year's scheduled projects ahead by one year, while also adding projects that should be completed within 5 years. This would move the second year's projects into the priority position for the coming year's budget. Regardless of the list of projects, the CFP should have an annual capital budget as well as a schedule of projects that extends over a 5 year period at a minimum.

Because there will almost always be more projects than available funding, a rating system is proposed that projects can be evaluated against in determining their priority. A project's status should be based on a combination of things, primarily the goals and policies of the comprehensive plan, identified deficiencies in the existing systems, citizen input, and the feasibility of obtaining funding. The following criteria and rating system are intended to provide at least a beginning quantification of these factors that can be used to initiate discussions on a project's merits.

**TABLE # 9: CFP PRIORITIZING TEST**

<b>CRITERIA</b>	<b>TEST</b>	<b>RATING</b>
Justification	The project is supported by the adopted comprehensive plan.	0 to 5
Basic Infrastructure Requirement	Project is necessary to provide essential municipal services to the community.	0 to 5
Facility Needs	Project is a planned phase of an existing or previously committed project or service.	0 to 5
Service Needs	Project is necessary to maintain and operate an existing or previously committed project or service.	0 to 5
Special Needs	Community obligation to serve a special need or segment of the City's population.	0 to 5
Coordination	Coordination with other public or private projects or facilities (programs that can be treated simultaneously).	0 to 5
Mandate	The project is mandated by local, state, or federal law, or required by binding contracts.	Yes or No

**WATER SYSTEM:**

The City of Rock Island owns and operates a major water supply system, which has been in operation since the year 1930. The system is the main supplier for approximately 555 residents (274 households and commercial establishments) located throughout the city limits and to households located by the Rock Island Elementary School.

The first well was dug in 1930, with Well #2 and the standpipe being added in 1962. The water system was transferred to the East Wenatchee Water District in June of 1976, but was returned to the City of Rock Island in 1977. Well # 3 was put into service in 1977 by the East Wenatchee Water District, principally because of the problems associated with pumping sand from Wells # 1 and # 2. Well #1 was then put on standby, then was brought back on line for providing irrigation water in 1995.

The City of Rock Island has made gradual improvements to the water system over the years. Presently, there are approximately 33,854 lineal feet of water lines within the system. There are

approximately 4,600 lineal feet of 12" trunk main serving the 100,000 gallon concrete standpipe. The rest of the water system is made up of 15,900 feet of 8" water mains, 7,300 lineal feet of 6" water lines and 5,600 lineal feet of 4" feeder lines. Wells # 2 and # 3 have a 30 horsepower pump that can pump up to 500 gallons per minute (gpm).

See the following tables for a complete inventory of the existing water system, non-residential customers, and suggested fire flows and access.

**NON-RESIDENTIAL CUSTOMERS**

U.S. Post Office	Rock Island Tavern
Nancy's Cafe	Dad's Grocery
Rock Island Community Church	Douglas County Fire Station
General Telephone Company	Rock Island Golf Course
Rock Island School	Washington State Shop
BJ's Food and Fuel	Steve's Truck Stop
EZ Auto Wrecking	Bethlehem Sand and Gravel
Marina Golf Driving Range	

**TABLE # 10: INVENTORY OF ROCK ISLAND WATER SYSTEM**

Well #1 (1930)	Presently on standby. 44" diameter, 66' depth, 175 gpm with sanding for short periods only.
Well #2 (1962)	12" diameter, 111' depth, 350-500 gpm
Well #3 (1977)	10" diameter, 76' depth, 350-500 gpm
Standpipe (1962)	100,000 gallons, 20' diameter, 42.5' height, over flow elevation 773'
Meters	274
Fire Hydrants	18
Valves	20
Water Lines	
12"	4,600 lineal feet
8"	15,900 lineal feet
6"	7,300 lineal feet
4"	6,000 lineal feet

**TABLE # 11: SUGGESTED FIRE FLOWS AND ACCESS WIDTHS (1)**

Use Districts (2)	Side Yard	Rear Yard	Fire Flow (3) (gpm at 20 psi)
R-1	5'	15'	1,000
R-2	5'	15'	1,500
S-R	5'	15'	1,000
A-CA, A-SR, A-R	5'	15'	1,000
C-N	5'	15'	1,500
C-G	5'	5'	1,500
T-R	5'	15'	1,000
L-I	5'	5'	3,500
H-I	5'	5'	5,000
School's			2,500

- (1) Based on Insurance Services Office, N.Y., 1974 guidelines (3) Required duration's are:  
 (2) Comprehensive Plan Land Use Designations  
 1,000-2,500 gpm for 2 hours  
 3,500 gpm for 3 hours  
 5,000 gpm for 5 hours

Future improvements to the water system of Rock Island should include the completion of schedule "C" of the Rock Island Water System Plan (prepared by Forsgren-Perkins Engineering), continuing to loop existing lines to delete dead ends in the system and the location of another well and reservoir for reserve purposes. The future extension of water lines should be a cost to developers as they develop property in the Rock Island area.

**SEWAGE DISPOSAL:**

The City of Rock Island lies on a river deposited sand and gravel bench bordered on the South by the Columbia River. At this time the City of Rock Island does not have a domestic sewer system, therefore all sewage disposal must be handled by on-site septic disposal systems approved by the Chelan/Douglas County Health District.

The soils in the Study Area (Rock Island Tea Cup), are classified as Type 1A Soils by the Chelan/Douglas County Health District. Type 1A Soils are very gravely coarse sands, all of which are extremely gravely soils. Due to the high permeable nature of Soil Type 1A, the Chelan/Douglas County Health District requires, at a minimum, 1/2 acre lot sizes for single family residences that are on public water supplies. These guidelines came into affect on January 1, 1995, so all new residential development will need to comply with the 21,780 sq. foot lot size.

Currently, there are numerous residential lots within the town limits of Rock Island that do not meet the 1/2 acre lot minimum. This is due to small lot sizes (7,000 sq. feet) in the original Rock Island Town Plat, and pre-1995 development of the Rock Island Tea Cup (before the present regulations set forth by the Washington State Department of Health).

All future residential development will be restricted to the 0.5 acre lot size per single-family residence until such time that a domestic sewer system and sewage treatment plant are developed and implemented. The development of a domestic sewer system should be a priority for the next 5 years due to the soil types and high water table in the Rock Island Study area.

### **TRANSPORTATION:**

The existing transportation circulation pattern in the Rock Island Tea Cup is centered on Rock Island Road and Highway 28. Highway 28 bisects the city limits of Rock Island separating the existing industrial lands to the South from residential and commercial development to the North.

Rock Island Road intersects with Highway 28 within the city limits of Rock Island, then runs North to the commercial core of the city, then turning West and running through the Tea Cup area until it again intersects with Highway 28 approximately 2 1/2 miles West of Rock Island's city limits.

That portion of Rock Island Road that is within the County jurisdiction is designated as a Major Collector by the Washington State Department of Transportation (DOT) Functional Classification of Public Roads (April 1, 1994). All other roads in the Rock Island Tea Cup are classified as Local Access Roads.

The public roads that are located within the City of Rock Island are classified similar to the County roads, with some discrepancies. Rock Island Road within the city is classified as a Major Arterial, as is Saunders Street and Garden Avenue. Second, Third and Douglas Street are classified as Secondary Arterials. With the rest of the public streets being classified as Local Access. These classifications were designated by the City of Rock Island through the adoption of Title 12 of the Rock Island City Code (see the table # 11 for a detailed inventory of existing streets).

### **TABLE # 12: EXISTING ROAD CONDITIONS**

ROAD	COUNTY/ CITY	ROW	MILES/FEET	SURFACE	CONDITION
ROCK ISLAND DRIVE	CITY	100'	.05/3,050	BITUMINOUS	GOOD
SAUNDERS STREET	CITY	60'	.81/4,324	BITUMINOUS	GOOD
GARDEN AVENUE	CITY	60'	.24/1,315	BITUMINOUS	GOOD
SECOND STREET	CITY	45'	.30/1,350	GRAVEL/OIL	POOR
THIRD STREET	CITY	45'	.40/2,120	GRAVEL/OIL	POOR
DOUGLAS STREET	CITY	60'	.7/3,703	BITUMINOUS	GOOD
JEFFERSON AVENUE	CITY	60'	.12/650	GRAVEL/OIL	POOR
INDIANA AVENUE	CITY	60'	.12/650	GRAVEL/OIL	POOR
HANNA AVENUE	CITY	60'	.12/650	GRAVEL/OIL	FAIR
ELGIN AVENUE	CITY	60'	.20/1,083	GRAVEL/OIL	FAIR
PARKWAY DRIVE	CITY	60'	.37/1,960	GRAVEL/OIL	FAIR
CAMBRIDGE	CITY	60'	.17/950	GRAVEL/OIL	FAIR
FREMONT AVENUE	CITY	60'	.14/960	GRAVEL/OIL	FAIR
DELAWARE AVENUE	CITY	60'	.17/935	GRAVEL/OIL	FAIR
HANNA PLACE	CITY	60'	.12/650	GRAVEL/OIL	FAIR
AKRON AVENUE	CITY	60'	.10/575	GRAVEL/OIL	POOR
BAKER AVENUE	CITY	60'	.08/450	GRAVEL/OIL	POOR
KEANE AVENUE	CITY	30'	.11/630	GRAVEL/OIL	POOR
FIRST STREET	CITY	30'	.24/1,300	BITUMINOUS	GOOD

ROCK ISLAND ROAD	COUNTY	40'	1.62/8,590	BITUMINOUS	FAIR
PEAR LANE	COUNTY	30'	.71/3,800	GRAVEL/OIL	GOOD
RIVERSIDE DRIVE	COUNTY	30'	1.17/6,185	GRAVEL/OIL	GOOD
OHIO STREET	COUNTY	30'	.19/1,040	GRAVEL/OIL	GOOD
PENN AVENUE	COUNTY	30'	1.00/5,280	GRAVEL/OIL	GOOD
CENTER STREET	COUNTY	40'	.68/3,600	GRAVEL/OIL	GOOD
DEMAR AVENUE	COUNTY	50'	.10/550	GRAVEL/OIL	GOOD

LINK Transit serves Rock Island with a regularly scheduled bus service. The bus route currently is Rock Island Road with a major stop and turn-around at the BJ'S Auto and Truck Plaza at the intersection of Rock Island Road and Highway 28, then returning along Rock Island Road.

The primary transportation improvements needed in the near future include resurfacing and repairing streets that are listed in poor condition on the above table and the widening and installation of curbs, gutters and sidewalks along Rock Island Road (currently being done). The installation of curbs, gutters and sidewalks on streets listed as major or secondary arterials should also be completed in the future.

The community has a couple of circulation related projects identified for the long term. The first of these projects would be to extend Keane Avenue and Jefferson Streets north to Rock Island Road. Secondly, plant landscaping along both sides of Highway 28 as it runs through the city limits, thereby creating a scenic entry feature into the City of Rock Island.

The classification of the public roads located in the Rock Island Planning Area is important for receiving funding for upgrading and improving the circulation system within the Tea Cup. The City of Rock Island and Douglas County should jointly review and classify the road system and agree on design standards to provide consistent and uniform standards for local developers. The suggested classifications on the following table, are based on present and forecasted land uses, as well as, present road classifications, and use.

**TABLE # 13: ROAD CLASSIFICATIONS**

<b>STREET</b>	<b>JURISDICTION</b>	<b>CLASSIFICATION</b>
ROCK ISLAND ROAD	CITY	MAJOR ARTERIAL
ROCK ISLAND ROAD	COUNTY	MAJOR ARTERIAL
SAUNDERS STREET	CITY	MAJOR ARTERIAL
GARDEN AVENUE	CITY	MAJOR ARTERIAL
PARKWAY DRIVE	CITY	SECONDARY ARTERIAL
THIRD STREET	CITY	SECONDARY ARTERIAL
DOUGLAS STREET	CITY	SECONDARY ARTERIAL
SECOND STREET	CITY	LOCAL ACCESS
JEFFERSON STREET	CITY	LOCAL ACCESS
INDIANA STREET	CITY	LOCAL ACCESS
HANNA AVENUE	CITY	LOCAL ACCESS
ELGIN AVENUE	CITY	LOCAL ACCESS
CAMBRIDGE AVENUE	CITY	LOCAL ACCESS
FREEMONT STREET	CITY	LOCAL ACCESS
DELAWARE STREET	CITY	LOCAL ACCESS
HANNA PLACE	CITY	LOCAL ACCESS
AKRON AVENUE	CITY	LOCAL ACCESS
BAKER AVENUE	CITY	LOCAL ACCESS
KEANE AVENUE	CITY	LOCAL ACCESS
FIRST STREET	CITY	LOCAL ACCESS
PEAR LANE	COUNTY	LOCAL ACCESS
RIVERSIDE DRIVE	COUNTY	LOCAL ACCESS
OHIO STREET	COUNTY	LOCAL ACCESS
PENN AVENUE	COUNTY	LOCAL ACCESS
CENTER STREET	COUNTY	LOCAL ACCESS
DEMAR PLACE	COUNTY	LOCAL ACCESS

## **COMMUNITY FACILITIES:**

### **PARKS:**

Rock Island and the surrounding area have the potential of offering many recreational opportunities for the citizens and traveling public. However, Rock Island is currently limited in the number of recreational facilities located in the planning area.

The City of Rock Island presently maintains one 3-acre park. This park, which is located directly adjacent to the Rock Island City Hall, provides a tennis court, basketball court and other traditional playground equipment. The Rock Island Elementary School, which provides an outdoor tennis court, basketball court and other traditional playground equipment is located approximately one 1/2 mile west of the Rock Island City Limits. The City of Rock Island also owns the Rock Island Public Golf Course, a nine-hole course situated on approximately 80 acres east of the present commercial core. The ponds that are located in and around Rock Island are open to public fishing, providing recreation to the outdoor enthusiast.

The City of Rock Island has indicated that they would like to develop a trail system throughout the Rock Island Tea Cup. This system would provide a recreational path that would connect the public ponds to the residential and commercial cores of Rock Island. The trail system would provide an outlet for walkers, joggers and bikers to exercise and enjoy the natural environment, without being endangered by vehicular traffic.

With the population forecasted to almost double by the year 2015, the need for additional recreational parks will also increase. The following table shows an average size of facility per capita that is needed for recreational activities. This table was generated by the Douglas County Parks Department.

**TABLE # 14: AVERAGE RECREATIONAL FACILITIES PER CAPITA**

Type of Facility	Needs/Pop.	Current LOS*	Existing Sites	Deficiency	Future needs (2015)
Micro Park .5-5 acre park	1 site per 750 residents	1	1	0	1
Connecting Trail-- Sidewalk, Bike trail, Crosswalk, or Trail, hard surface	2 miles/school, 1 mile/micro park	3 miles	0	3 miles	4 miles
Hiking/Mt. Biking Trail	1.2 miles/1,000 Residents	.8 miles	0	.8 miles	2 miles
Shoreline Access	10 acres/1,000 Residents	8 acres	10	0	0

\*LOS-Level of Service

This table reflects the recreational facilities in relation to the present population. As shown above, the City of Rock Island currently has deficiencies in trail system facilities. Also, with future population growth almost doubling, now is the time to start allocating land and preparing to provide additional micro-park facilities.

**PUBLIC WORKS EQUIPMENT:**

The following is a list of existing maintenance equipment owned by the City of Rock Island:

- \*1 Backhoe
- \*1 Dump Truck
- \*1 Grader
- \*1 Street Sweeper
- \*1 Riding Lawnmower
- \*2 Pick Up Trucks
- \*1 Car

Currently, the City of Rock Island employs one full time and one part-time public works employees. After discussions with City personal, it appears that there will be a few equipment upgrades within the next five years. The most costly of these items will be upgrading the current street sweeper.

## **EDUCATIONAL FACILITIES:**

The Rock Island Area public education service is provided by the Eastmont School District. Eastmont became a district of the first class on July 1, 1968. Rock Island Elementary School is situated on 10 acres, and has a capacity of 250 students. The estimated student population for the 1996/1997 school year is 200 students.

The Eastmont School District has formed a District Facilities Advisory Committee whose task is to review all available information regarding the district's long-range student housing needs, and to make recommendations to the Eastmont School Board in regard to the district's prioritized facility needs.

## **FIRE PROTECTION:**

Fire protection for the City of Rock Island is provided by the Douglas County Fire District #2. The fire station is located on Rock Island Drive, adjacent to the Rock Island City Hall. The fire equipment located in Rock Island includes one engine that carries 1,000 gallons of water and one brush truck that carries 300 gallons of water. The fire station is operated by one resident and one volunteer.

Douglas County Fire District #2 provides support coverage for fires from their stations located in East Wenatchee and Pangborn Memorial Airport. Response times from these two stations are approximately 10 minutes.

The fire equipment located in Rock Island is adequate for the City's future needs. However, the number of volunteers in the Rock Island Area is a concern for Douglas County Fire Officials. The City should try to increase the number of fire department volunteers for future fire protection. This can be done by an advertising campaign to get the community involved.

## **POLICE PROTECTION:**

Police protection is currently provided through a contract with the Douglas County Sheriff's office. The City of Rock Island receives the same police coverage as Douglas County in whole. The Sheriff's Department routinely patrols the Rock Island Tea Cup and at this time police protection is adequate.

## **SOLID WASTE SERVICES:**

Solid waste services for Rock Island are provided by Waste Management of Greater Wenatchee. The services that are provided are by contracts with private landowners for solid waste pick up and disposal.

# UTILITIES

## INTRODUCTION:

The Utilities Element has been developed in accordance with Section 36.70A.070 of the Growth Management Act (GMA) to address utility services within Rock Island over the next 20 years. It consists of, "The general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines." General utility corridors are identified. The general locations, rather than specific locations of major electricity, telecommunications are depicted on the Utilities Map. The term capacity is synonymous with capability and refers to the maximum load a generator, turbine, power plant, or transmission system can supply under specified conditions for a given period of time without exceeding approved limits of temperature and stress.

The Utilities Element describes how the goals in the other plan elements will be implemented through the utility policies and regulations and is an important element in implementing Comprehensive plan objectives. The Element has also been developed in accordance with the County-Wide Planning Policies and has been integrated with all other planning elements to ensure consistency throughout the Comprehensive Plan.

Utilities includes: Electricity, Natural Gas, Telecommunications, Cable Television and Solid Waste Management. The current purveyors of these services are listed below:

Electricity-	Douglas County PUD
Natural Gas-	Cascade Natural Gas
Telecommunications-	GTE
Cable Television-	TCI Cable
Solid Waste Management-	Waste Management of Greater Wenatchee

The Utilities Element reflects certain key assumptions:

- \* Utility providers are the best identifiers of utility problems and the solutions needed to overcome them.
- \* Levels of service and concurrency requirements do not apply to private utilities. They are required by state law to provide service to anyone requesting it who has the ability to pay for the extension. The Washington Utilities and Transportation Commission (WUTC) requires that privately owned utilities demonstrate that existing rate payers not subsidize new customers. Privately owned utilities are not public facilities although they provide a public service. They are required to provide the same level of service to urban and rural customers.

- \* Provision of domestic water, sanitary sewer and electricity are regional issues that require regional solutions.
- \* The function of the Utilities Element is to facilitate the provision of utility service through incentives and cooperative approaches. Regulation is an alternative of last resort, and, if pursued, must be consistent with the authority of other regulatory bodies having jurisdiction over utility providers.
- \* At the heart of utilities lies the ability to pay. Emphasis is clearly on cost-effective solutions both in the short and the long term, that are consistent with the serving utilities' public service obligations.

The Utilities Element relies on data and information shared by the utility providers. Within Rock Island both public and private purveyors provide water, telephone, cable and electricity.

The process for siting "essential public facilities" is contained in the appendix. The Capital Facilities Element identifies levels of service and policies for utilities owned by the City of Rock Island.

**GOAL:** To facilitate the development of all utilities at the appropriate levels of service to accommodate growth that is anticipated to occur in the Area; in a fair and timely manner.

## **GENERAL**

**POLICY 1:** The policies and regulations of the many different state agencies need to consider and reflect local issues and situations.

**POLICY 2:** A full range of services should be provided where they are cost effective within the entire urban growth boundary.

**POLICY 3:** Encourage development of vacant properties adjacent to established utility systems, according to the appropriate zoning classification and/or land use designation.

**POLICY 4:** Insure that development takes into account the timely provision of adequate and efficient utility systems.

**POLICY 5:** The cost of on-site utility improvements or site preparation for developments, such as surface drainage, utilities, and water and sewer systems should be the responsibility of private enterprise.

**POLICY 6:** Identify service boundaries within which utility services will be provided consistent with the Urban Growth Area Boundary and the Capital Improvement Program.

POLICY 7: Promote utility extensions to those areas needing services within the Urban Growth Boundary.

### **COORDINATION/CONSISTENCY**

POLICY 8: Future water system planning should be coordinated with the comprehensive plan of the city and other planning efforts pertaining to land use, other utilities and other community facilities.

POLICY 9: Promote the planned development and phasing of utility and public facility construction consistent with capital improvement programs.

POLICY 10: Promote multi-jurisdictional cooperation for utility planning and implementation.

### **COMPATIBILITY**

POLICY 11: Utility installations and system upgrades should be done in a manner sensitive to the surrounding land uses.

POLICY 12: Require the under-grounding of utility wires, where feasible, especially within a view corridor and/or around the lakes and river.

### **SEWER**

POLICY 13: Plan for providing sewer to future developing areas of the Rock Island Area.

### **CAPITAL IMPROVEMENT PLAN**

POLICY 14: Ensure that capital improvement planning and programs are consistent with the comprehensive plan.

POLICY 15: Insure the adequate sizing of utility trunk lines and main lines consistent with Capital Improvement Program recommendations and that development bears its share of the cost of such construction.

POLICY 16: Promote the coordinated development, review, update and implementation of city, county and public utility capital improvement programs consistent with the comprehensive plan.

## **ANALYSIS**

**POLICY 17:** Include in utility system planning activities an on-going analysis of overall system physical condition.

## **FLOOD CONTROL**

**POLICY 18:** Recognize and respond to the need for flood control in both new developments and on an area wide basis.

## **SOLID WASTE**

**Policy 19:** Ensure that solid waste services are consistent with the Adopted Solid Waste Management Plan for the City of Rock Island.

**Policy 20:** Promote continued multi-jurisdictional cooperation in solid waste management planning and implementation.

**Policy 21:** Should the need arise, ensure the implementation of the Solid Waste Management Plan by way of the City assuming solid waste services through the formal bidding process.

## **STREAMLINING**

**POLICY 22:** State agencies should streamline 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.

# TRANSPORTATION

## INTRODUCTION:

Transportation plays a key role in making the Comprehensive Plan work. It serves as a partner to crucial land use and economical development decisions, often behind the scenes. The Transportation Element closely ties together transportation and land use decisions to ensure that the City's transportation system responds as appropriately as possible to population growth and development within stringent funding constraints.

The Transportation Element strongly supports measures to increase the use of public transit as a prime people mover and an economic way to increase the transportation system's capacity.

How and when and where roads are to be built or rebuilt and who pays for them is determined, in part, in the City's continually updated six-year construction program.

Bicycle riding, horseback riding and walking are supported as non-motorized alternatives to the automobile. These non-polluting travel choices will require improved support facilities such as more sidewalks, road shoulder bike and bridle paths, trails, and identification of safe walking routes near schools.

The concept of carrying capacity is at the heart of transportation planning as with planning decisions affecting land use and the environment. Transportation policies proposed by this Element are designed to increase capacities by changing the way facilities are used. They call for changes in behavior patterns. Particularly about automobile usage, that will improve air quality and manage scarce capital construction funds to meet other high priority needs.

The close relationships between the goals and policies of the transportation Element and those of the other elements are reinforced by the content and timing of transportation construction project, applications of both the consistency and concurrency principles.

The Goals and policies in this Transportation Element strongly support an increase in the use of transit and other alternatives to the single-occupant vehicle. Alternatives to single-occupant vehicles are needed to reduce the amount of funds that has to be spent on transportation and to provide the infrastructure to attract and retain businesses. Transportation improvements include providing citizens with the education and infrastructure to change travel habits. Transit strategies include improved bus service, van-pools, and carpools with safe and convenient access. Multi-modal changes include sidewalks for pedestrians, bicycle routes, and equestrian trails.

--OR--

The Transportation Element addresses the motorized and non-motorized transportation needs of the Rock Island Urban Area. It represents the community's policy regarding projected

transportation needs (current and future), location and condition of the existing traffic circulation system; the cause, scope and nature of transportation problems level of service standards, street classifications and associated transportation problems the Area must address regarding growth in the next 20 years. As specified in the Growth Management Act, new developments will be prohibited unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. Such improvements and strategies must be in place or financially planned for within 6 years of development use.

The type and availability of transportation resources are major factors in the development of land use patterns, while conversely, the way land is used greatly influences the need and location for new transportation. The relationship between transportation and land use is one of continuous interaction, and their planning must be coordinated. The current land use plan, the future land use map and the transportation element are highly dependent on each other and need to be carefully coordinated.

The Transportation Element addresses all roads located within the City including those which are the responsibility of the Washington State Department of Transportation (SR28), Douglas County and any private roads currently located or planned to serve future development. Also provided is information on existing roadway functional classifications and the level of service standard established for each.

**TABLE # 15: ROAD CLASSIFICATIONS**

<b>STREET</b>	<b>JURISDICTION</b>	<b>CLASSIFICATION</b>
ROCK ISLAND ROAD	CITY	MAJOR ARTERIAL
ROCK ISLAND ROAD	COUNTY	MAJOR ARTERIAL
SAUNDERS STREET	CITY	MAJOR ARTERIAL
GARDEN AVENUE	CITY	MAJOR ARTERIAL
PARKWAY DRIVE	CITY	SECONDARY ARTERIAL
THIRD STREET	CITY	SECONDARY ARTERIAL
DOUGLAS STREET	CITY	SECONDARY ARTERIAL
SECOND STREET	CITY	LOCAL ACCESS
JEFFERSON STREET	CITY	LOCAL ACCESS
INDIANA STREET	CITY	LOCAL ACCESS
HANNA AVENUE	CITY	LOCAL ACCESS

ELGIN AVENUE	CITY	LOCAL ACCESS
CAMBRIDGE AVENUE	CITY	LOCAL ACCESS
FREEMONT STREET	CITY	LOCAL ACCESS
DELAWARE STREET	CITY	LOCAL ACCESS
HANNA PLACE	CITY	LOCAL ACCESS
AKRON AVENUE	CITY	LOCAL ACCESS
BAKER AVENUE	CITY	LOCAL ACCESS
KEANE AVENUE	CITY	LOCAL ACCESS
FIRST STREET	CITY	LOCAL ACCESS
PEAR LANE	COUNTY	LOCAL ACCESS
RIVERSIDE DRIVE	COUNTY	LOCAL ACCESS
OHIO STREET	COUNTY	LOCAL ACCESS
PENN AVENUE	COUNTY	LOCAL ACCESS
CENTER STREET	COUNTY	LOCAL ACCESS
DEMAR PLACE	COUNTY	LOCAL ACCESS

**PUBLIC TRANSPORTATION:**

The Rock Island Area is provided public transit service by LINK and the Public Transportation Benefit Authority (PTBA) which serves the Wenatchee Area, as well as outlying areas such as Leavenworth, Chelan, Waterville and Rock Island. A commuter service is offered Monday through Friday that begins at 6:30 AM and runs until 6:30 PM. There are 10 trips a day that run during the commuter service period. 9 trips are provided on Saturday, and there is no service on Sunday. Currently, one bus shelter exists in the City of Rock Island. There is also a project underway to improve Rock Island Road through the main part of the downtown. Said project includes the construction of a bus pullout for the public transit.

LINK also provide para-transit service for those who qualify under the Americans with Disabilities Act (ADA), because physical and/or mental disabilities prevent them from riding the regular bus. Riders who qualify for this program can make arrangements for rides within the para-transit service area by telephone and be picked up in a para-transit van.

This service is provided under contract by Trans-LINK. LINK also provides and facilitates Van-pools and Ride sharing. Currently, there is a high demand for Van-pools and a shortage of vans. There are not any Van-pools utilized in the Rock Island Area.

**AIR TRANSPORTATION:**

Air transportation is available to Rock Island residents at the nearby Pangborn Memorial Airport, approximately 5 miles away.

The following goal and policy statements are designed to guide the City of Rock Island for making consistent decisions on future transportation needs.

**GOAL:** To provide an effective transportation network with adequate capacity to meet, at the adopted Level of Service (LOS) Standard, the demand for travel in the Area.

## **GENERAL**

**POLICY 1:** Encourage public participation in all transportation related decisions.

**POLICY 2:** Support initiation and expansion of public transit service within and around Rock Island, to surrounding communities and to employment centers.

**POLICY 3:** Ensure mobility for all residents within the Urban Growth Area, including the elderly and persons with disabilities by providing an accessible and affordable transportation system.

**POLICY 4:** Adopt levels of service for the transportation infrastructure and services that reflect the preference of the community. (GMA)

**POLICY 5:** Allow major land use changes only when those proposals accompany specific documentation or proposed plans showing how the transportation system can adequately support the needs of existing and proposed development; and showing that the proposal is consistent with the maintenance and enhancement of the current transportation infrastructure in accordance with the other elements of the comprehensive plan.

## **COORDINATION**

**POLICY 5a:** Coordinate with all service providers the location of major utility and transportation corridors and the construction of roadway improvements.

**POLICY 5b:** Coordinate planning, construction, and operations of transportation facilities and programs. This will support and compliment the transportation functions of the State, Douglas County, adjacent counties, neighboring cities, LINK, and other entities responsible for transportation facilities and services.

**POLICY 6:** The City will review all development proposals, realignment and vacation petitions, variance requests, subdivision plats and commercial and industrial construction site plans to ensure consistency with the Transportation Element.

POLICY 7: The City will coordinate with the North Central Regional Transportation Planning Organization (RTPO) to ensure consistency and compatibility between County transportation plans.

## **CLASSIFICATION**

POLICY 8: Ensure adequate and safe access to property via a system of public and private roads.

POLICY 9: Within the Urban Growth Area, classify streets according to federal, state, regional, and local guidelines to maximize the funding available.

POLICY 10: Establish a consistent classification of circulation elements as follows:

### **STREET CLASSIFICATIONS:**

- \* Expressway - This class is devoted entirely to traffic movement with little or no land service function. Thus, it is characterized by at least some degree of access control. Except in rare instances, this classification should be reserved for multi-lane, divided roads with few, if any, intersections at grade. Expressways serve large volumes of light speed traffic and are primarily intended to serve long trips.
- \* Principal Arterial Street - Should be designed to carry a high proportion of the total urban area travel that usually serves traffic from the central business district to outlying residential areas or traffic entering and leaving the urban area. Spacing and access of primary arterials are closely related to the trip-end density of the area and are particularly controlled access facilities. They do not serve to provide direct access to land and such service is purely incidental to the primary function.
- \* Minor Arterial Street - Provide a lower level of travel mobility than principle arterials and place more emphasis on access to land. They promote connections between arterials and collector streets and provide intra-community continuity while maintaining identifiable neighborhoods.
- \* Collector Street - Are designed to provide access service and traffic circulation within residential neighborhoods, commercial and industrial areas. Collectors differ from principle and minor arterials in that collectors may penetrate residential neighborhoods distributing traffic from arterials to the ultimate destination or the destination point to arterials.
- \* Local Access Street - Their primary function is to provide access to abutting land and to collector, minor, and principle arterials. They offer the lowest level of mobility and because of this, through traffic in residential neighborhoods should be deliberately discouraged.

## **SPECIAL FACILITIES:**

- \* High Occupancy Vehicle (HOV) Facility
- \* Walkway/Bikeway/Multi-purpose Trails/Inter-modal
- \* Railway
- \* Transit transfer center/bus mall

## **LINKAGES**

POLICY 11: As development occurs, require the extension of dead-end streets that improve access and circulation.

POLICY 12: Provide an inter-connected network of streets and trails for ease, access and variety of travel modes.

## **DESIGN**

POLICY 13: Apply design standards that result in attractive and functional transportation facilities.

POLICY 14: Assure the provision of streets, sidewalks and walkways as land is developed by requiring the developer to install street improvements based on minimum standards for the street classification and Americans with Disabilities Act requirements.

POLICY 15: Consider natural landscape features in the design of transportation facilities.

POLICY 16: Ensure that the circulation system is safe and convenient to special mobility needs, It should:

- A. Provide wheelchair ramps and other aids to enhance safe mobility of people with disabilities.
- B. Encourage the development of public and private resources and facilities that increase area mobility for physically challenged individuals between different modes of transportation.

## **TRAFFIC DEMAND MANAGEMENT (TDM)**

POLICY 17: Utilize Traffic Demand Management techniques to help increase the person-carrying capacity of existing and future arterial facilities.

- A. Develop and provide Traffic Demand Management regulations that:
  - \* Encourage the use of flextime and ride sharing.
  - \* Assist employers and building owners with the development of transportation demand management programs.
  - \* provide incentive to encourage private sector development of transportation demand management programs.
  - \* Encourage the development of transportation information centers at all public places and major employment centers.

These include:

- \* Encouraging the use of High Occupancy Vehicles -- busses, carpool, and van pool programs through both private programs and with the cooperation of LINK.
- \* Promoting reduced employee travel during the daily peak travel periods through flexible work schedules and programs to allow employees to work part- or full-time at home or at an alternate work site closer to home; and
- \* Encouraging employers to provide Traffic Demand Management measures in the workplace through such programs as preferential parking for high-occupancy vehicles, improved access for transit vehicles, and employee incentive for using High Occupancy Vehicles.

POLICY 18: Encourage a safe, coordinate system of bikeways, walkways and trails, including through routes, to meet existing and anticipated needs for non-motorized transportation.

- A. Promote street design where possible that encourages separation of pedestrian and recreational traffic from motorized traffic on circulation facilities to minimize conflicts.
  - \* Separation of pedestrian and vehicular traffic shall be on major and minor arterials and shall consist of a minimum 4 foot separation and shall include, but not be limited to, the use of street trees.
- B. Eliminate or minimize obstructions within paths and/or pedestrian walkways.
- C. Promote safe, well-marked walkways and trails between neighborhoods, commercial and employment centers, parks, schools and community facilities.
- D. Provide safe, well-marked pedestrian crossings at all city center intersections and within neighborhoods.

- E. Include within the Capital Improvement Program, area-wide signage and educational provisions to promote non-motorized transportation safety.
- F. Develop and implement a sidewalk capital improvement program for the City to complete pedestrian walkway linkages, inter-modal linkages, and meet Americans with Disabilities Act (ADA) design requirements.

## **ENVIRONMENT**

**POLICY 19:** Design transportation facilities within the Rock Island Urban Growth Area that minimize adverse environmental impacts resulting from both their construction and operation.

**POLICY 20:** Ensure that transportation system improvements are compatible with adjacent land uses and minimize potential conflicts.

## **CONCURRENCY**

**POLICY 21:** Ensure that any transportation improvements or strategies required to mitigate impacts are constructed or financed concurrent with development.

**POLICY 22:** Economical and residential growth decisions should be tied to the ability of the existing transportation system to accommodate the increased demand, or new transportation facilities should be provided concurrently with the proposed development.

## **PARKING**

**POLICY 23:** Control the location and spacing of commercial driveways and the design of parking lots to avoid traffic and pedestrian conflicts and confusing circulation patterns.

**POLICY 24:** Provide suitable ratios of off-street and on-street parking based on land use needs and the design character of each district of the Area.

## **ACCESS**

**POLICY 25:** Encourage for pedestrian access to the shoreline in waterfront development and in accordance with applicable state and local shoreline programs.

## **INVENTORY/ MONITORING**

**POLICY 26:** Establish a Transportation Inventory Program to provide current information needed for facility planning and maintenance. This inventory should be comprehensive and include but not be limited to:

- \* traffic counts
- \* level-of-service calculations
- \* accidents
- \* speed studies
- \* signs and marking
- \* signal and street lights
- \* parking
- \* pavement conditions

**POLICY 27:** Use a community involvement program to promote continuous monitoring of the major transportation concerns by the citizens of the area, and to provide for effective citizen input to the planning/decision making process.

**POLICY 28:** The city will maintain an annually updated listing of analyzed and prioritized road improvement needs based on the Transportation Element and in conjunction with the Capital Facilities Plan and Land Use Element.

## **IMPACT ZONES**

**POLICY 29:** Develop and provide a system for designating Transportation Benefit District (impact zones) which will identify areas that are nearing or have reached full arterial capacity, and require specific implementation plans to maintain City level of service standard. Such implementation strategies should include, at a minimum the following:

- A. Limiting parking on arterials that serve as transportation corridors and that have inadequate capacity.
- B. Encouraging joint parking facilities for compatible uses to reduce total number of spaces needed.
- C. Discouraging the use on on-street parking in residential areas by anyone but area residents and their guests.

## **FUNDING/FINANCING**

**POLICY 30:** Discourage piecemeal construction of streets by requiring participation in Local Improvement District (LID), in-lieu funds, or other methods that allow timely and coordinated construction of street improvements.

**POLICY 31:** Finance major circulation elements by methods that fairly distribute the cost between private property owners and the public sector.

**POLICY 32:** Establish and implement a transportation mitigation funding system that is collected on a pro-rata basis from all new development. This system should include a variety of incentive to reward developments for significant contributions to maintaining the operation of the arterial system.

## **STORMWATER**

**POLICY 33:** All road construction projected shall meet or exceed the minimum requirements for stormwater runoff.

## **RIGHT-OF-WAY**

**POLICY 34:** Within three years of plan adoption, the city shall adopt an official right-of-way map identifying the location of existing right-of-way as well as future right-of-way needs based on the transportation element. The City will coordinate with the WSDOT in the selection of the criteria used to establish future right-of-way across sections of the state highway system.

## CITIZEN PARTICIPATION

The Comprehensive Plan Advisory Committee began meeting in October of 1992. The members of this citizen based committee was made up of residents located within the City of Rock Island as well as in the surrounding Rock Island Study Area. The Citizen Advisory Committee held regular meetings through June of 1993. During this time the committee discussed goal and policy statements for the Rock Island Planning Area. The committee also debated what they felt the City of Rock Island needed, to accommodate growth for the next twenty years. These items included:

- \*Water- irrigation/domestic
- \*Sewer
- \*Power
- \*Adequate Road Systems
- \*Public Transit
- \*Schools
- \*Senior Facilities
- \*Retail Services
- \*Police/Emergency Services
- \*Industry
- \*Medical Facilities
- \*Telephone/Cable
- \*Recreation

The Committee also devised a list of which amenities they felt needed to be preserved in the Rock Island Tea Cup. These items included:

- \*Air Quality
- \*Important Agriculture
- \*Water Quality
- \*Historical Features

In the summer of 1993, the Citizen Advisory Committee began meeting with the Rock Island Planning Commission. The Planning Commission reviewed the recommended planning goals and policies the advisory committee formulated. By the fall of 1993, a rough draft of the comprehensive plan was developed, containing the final recommended goals and policies. At this time, the planning staff started to formulate and analyze background data pertaining to the existing and forecasted population and existing land uses in the Rock Island Study Area. In November of 1994, the City Council held a public workshop to look at the forecasted population numbers and forecasted land use allocations. During the ensuing four public workshops, two land use alternative maps were drafted. All of the Citizen Advisory Committee, Planning Commission and City Council Meetings were open to the public.

The Citizen Advisory Committee, Planning Commission and City Council have worked hard to prepare the ground work for the Rock Island Comprehensive Plan. To ensure the Comprehensive Plan maintains the focus of the community, all future adjustments or amendments to the Comprehensive Plan will include the citizen's participation in any decision making process.

# GLOSSARY

**ACCESSORY HOUSING:** Dwellings constructed within an existing single-family home, usually for use as a rental unit. An “accessory unit” is a separate dwelling, including kitchen, sleeping and bathroom facilities. Also known as an “in-law apartment”.

**AFFORDABLE HOUSING:** Affordable housing is generally defined as housing where the occupant is paying no more than 28 percent of their gross income for housing costs, excluding utilities and meets the needs of moderate or low-income households.

**ANNEXATION:** The act of incorporation of an area into the domain of a city, county or state.

**AMERICANS WITH DISABILITIES ACT (ADA):** Federal legislation requiring the provision of facilities to individuals with disabilities that will assure accessibility to all transportation facilities both public and private. ADA guarantees equal opportunity for individuals with disabilities in employment, public accommodations, transportation, state and local government services, and telecommunications.

**BIKEWAY:** Bikeway shall mean all routes that are specifically designated for bicycle travel.

**CAPACITY:** The ability to contain, absorb, receive and hold employment or residential development.

**CAPITAL FACILITIES:** As a general definition, structures, improvements, pieces of equipment or other major assets, including land, that has a useful life of at least 10 years. Capital facilities are provided by and for public purposes and services. For the purposes of the Capital Facilities Element, capital facilities are fire and rescue facilities, government offices, law enforcement facilities, parks, open space and recreational facilities, public health facilities and public schools.

**CAPITAL IMPROVEMENT PROGRAM (C.I.P.):** A plan for future capital expenditures that identifies each capital project, its anticipated start and completion and allocates existing funds and known revenue sources over a six-year period.

**CLUSTER DEVELOPMENT:** A development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for recreation, common open space and preservation of environmentally critical areas.

**COMPREHENSIVE PLAN:** A statutory document that sets forth a government’s major policies concerning the desirable future and physical development of its area; it states the desirable ends and not necessarily the means for achieving them. A plan almost always includes the three physical elements of land use, circulation and community facilities. A plan may also contain an urban design element, housing element, a renewal element, an open space element and a historic preservation element.

**CONCURRENCY:** A GMA requirement that the transportation facilities needed to maintain adopted level of service standards for arterials and transit routes are available within six years of development.

**CONSISTENCY:** A measure of whether any feature of the Plan or regulation is incompatible with any other feature or a plan or a regulation. The GMA requires that the Plan be both internally and externally consistent.

**DENSITY:** The number of families, persons, or housing units per unit of land usually expressed as “per acre”.

**DWELLING UNIT:** One or more rooms located within a structure, designed, arranged, occupied or intended to be occupied by not more than one family and permitted roomers or boarders, as living accommodations, independent from any other family. The existence of a food preparation area within the room or rooms shall be evidence of the existence of a dwelling unit.

**GROWTH MANAGEMENT ACT (GMA):** Refers to the 1990 State Growth Management Act (ESHB 2929) as amended in 1991, requiring urban counties and the cities within them to develop comprehensive plans to deal with growth in Washington State over the next twenty years.

**HIGH OCCUPANCY VEHICLE (HOV):** Vehicles that carry multiple occupants. HOV’s include buses, van-pools and carpools. HOV vehicles can use specially reserved HOV lanes on freeways, highways, and city arterials.

**INDUSTRIAL USE:** Any use that engages in basic processing, manufacturing, fabrication, assembly, treatment, packaging, as well as incidental storage, sales and distribution of such materials or products.

**INFRASTRUCTURE:** The system of essential services, utilities, public and community facilities, (e.g. water, sewage, power, roads, schools, health facilities, etc.) which are necessary to enable urban development to function.

**LAND USE:** A term used to indicate the utilization of any piece of land. The way in which land is being used is the land use.

**LEVEL OF SERVICE STANDARD (LOS):** A qualitative measure describing operational conditions within a traffic stream in terms of speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Level A denotes the best traffic conditions while Level F indicated gridlock.

**MULTI-MODAL:** A term referring to facilities designed for and used by more than one type of mode.

**OPEN SPACE:** Land and/or water area with its surface open to the sky or predominantly undeveloped, which is set aside to serve the purposes of providing park and recreation opportunities, conserving valuable resources, and structuring urban development and form. There are four types of open space:

**COMMON OPEN SPACE:** Space that may be used by all occupants of a residential structure. Parking areas and driveways do not qualify as open space.

**LANDSCAPED OPEN SPACE:** An outdoor area including natural or planted vegetation in the form of hardy trees, shrubs, grass, evergreen ground cover and/or flowers.

**PRIVATE OPEN SPACE:** Usable outdoor space directly accessible to a unit whose use is restricted to the occupants of that unit.

**USABLE OPEN SPACE:** Usable open space is an outdoor area that is of appropriate size, shape and siting to provide for recreational activity. Usable open space may be occupied by sculpture, fountains or pools, benches or other outdoor furnishings, or by recreational facilities such as playground's equipment, swimming pools, game courts, etc.

**PUBLIC FACILITY:** Includes streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water system, storm and sanitary sewer systems, parks and recreational facilities, and schools.

**PUBLIC TRANSPORTATION:** A wide variety of passenger transportation services available to the public including buses, ferries, ride share, and rail transit. In Washington, public transportation is provided by PTBA's, CTA's cities, the State, and METRO.

**PUBLIC TRANSPORTATION BENEFIT AUTHORITY (PTBA):** Public Transportation Benefit Authorities are authorized by RCW 36.57A to provide public transportation to areas that vote to create them. LINK is a PTBA.

**REGIONAL TRANSPORTATION PLANNING ORGANIZATION (RTPO):** Established by the 1990 legislature as part of the State Growth Management Act (GMA), the Regional Transportation Planning Organization offers a formal mechanism for local governments and the state to coordinate transportation planning for regional transportation facilities. Rock Island is included in the North Central RTPO that is comprised of city, town and county governments in Okanogan, Chelan, and Douglas Counties.

**RIGHT-OF-WAY:** A general term denoting land or an interest therein, usually in a strip, devoted to transportation purposes.

**SERVICE AREA:** A geographic locale or regional where transit service is provided.

**SINGLE OCCUPANCY VEHICLE (SOV):** Vehicles that carry one occupant, usually a private automobile.

**TRANSIT:** A general term applied to passenger rail and bus service available for use by the public and generally operated on fixed-routes with fixed-schedules.

**TRANSIT CENTER:** A facility providing connections between buses serving different routes or between different transportation modes such as between SOV's and buses.

**TRANSIT - COMPATIBLE/SUPPORTIVE LAND USE:** A general term applying to higher density and/or intensity land uses and activities, usually urban, that are designed and located to encourage ridership on public transportation.

**TRANSPORTATION ANALYSIS ZONES (TAZ):** A TAZ is the basic building block of the analysis for transportation modeling of vehicular trips. A zone is delineated by having similar uses that generate similar trip generation.

**TRANSPORTATION DEMAND MANAGEMENT (TDM):** Action intended to modify travel behavior, usually to avoid more costly expansion of the transportation system. TDM addresses traffic congestion by focusing on reducing travel demand rather than increasing transportation supply to boost transportation efficiency. TDM policies, which are intended to reduce air pollution, energy consumption, and traffic congestion, may include: ride sharing, parking management, bicycling, road pricing, tele-commuting, and staggered work hours.

**WSDOT:** The Washington State Department of Transportation responsible for planning, building, and maintaining the state highways and ferry system.

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