

REPORT OF THE 2017 FIRE DISTRICT 6 SITE ADVISORY COMMITTEE

BACKGROUND

The Fire District 6 Commissioners voted unanimously to establish a Community Advisory Committee at their regular monthly meeting on December 12, 2016. The purpose of the Committee was to provide information about potential sites for a new fire station in Winthrop. Applicants for the Committee were solicited through an ad in the Methow Valley News. At the regularly monthly Commissioners' meeting on January 9, 2017, the Commissioners reviewed the 11 applications that had been submitted and selected 8 individuals to serve as Committee members: 2 from the Mazama area, 3 from the Winthrop area, and 3 from the Twisp area. One member eventually resigned.

METHODOLOGY

The Committee members received guidance in the form of a mission statement, (Appendix 1), and a set of site selection criteria, (Appendix 2). Using the site selection criteria roughly, Committee members came up with an initial list of suggested sites; (16 in all). Then, the Committee members researched and discussed the sites. With the two exceptions noted below, the site selection criteria were used strictly to evaluate the sites. When evaluating the sites, the Committee used a process of elimination. That is, when research revealed a shortcoming of a site that the Committee unanimously regarded as a fatal flaw, research on that site was stopped, and the site was eliminated from further consideration. A consequence of this method is that some of the serious flaws of the sites may not have been found.

The 2 site selection criteria the Committee did not strictly follow were:

1. A minimum site size of 4 acres: There was some uncertainty on the part of the Commissioners as to the minimum area needed for a new station. The fire station that has been designed for the Horizon Flats site, i.e., the building plus the surrounding asphalt parking and vehicle training area (which does not include the asphalt driveway), would occupy about 2 acres. Desired on-site training facilities and storage structures which would be off pavement, would occupy an additional .2 acres. And, snow storage would take another .4 acres. In all, not counting the driveway, about 2.6 acres of the Horizon Flats site would be utilized. The Committee took this into consideration when evaluating sites since everyone including the Commissioners, Fire District 6 staff, and members of the public on both sides of the Horizon Flats station design issue regards that design as being adequate. The Committee also recognizes that it would be nice to have more space for possible future expansion and additional uses.
2. An in-town location: When Fire District 6 purchased the 5 acre site on Horizon Flats Road, that property was in unincorporated Okanogan County but contiguous with the Town. It was later annexed into the Town and given a Public Use zoning designation. The Committee did not want to disregard similar promising sites.

CONCLUSIONS

The Committee unanimously felt that 13 of the 16 suggested sites had serious flaws and were poor sites. Of the remaining 3 sites, one site was unanimously regarded by the Committee as a good site, (the Varney site), one site was regarded as an acceptable site by a majority of the Committee but as a poor site by a minority of the Committee, (the Horizon Flats site), and one site was regarded as an acceptable site by a minority of the Committee but as a poor site by a majority of the Committee, (the Post Office site).

SITE INFORMATION

The information the Committee members used to form their opinions is provided below. This information is presented in two categories: general information and site specific information.

GENERAL INFORMATION

Location:

The new fire station is intended to be the main station for Fire District 6. Early on, the Committee considered whether Winthrop is the right location for such a station and confirmed that it is with the following line of reasoning:

There are four primary response areas in Fire District 6: the Mazama area, the Winthrop area, the Twisp area, and the Carlton area. The Winthrop area of Fire District 6 warrants the main station because it is the largest primary response area, includes the most structures, and is the most centrally located. (See the attached map of the District, Appendix 3.) It includes the Town of Winthrop, the Wolf Creek area, the Highway 20 corridor north to the Weeman Bridge, the Rendezvous/ Gunn Ranch area, the Chewuch River/ Cub Creek area, the Bear Creek area, the Eastside County Road corridor to the Smokejumper Base, the Highway 20 corridor south to Rising Eagle Road, the Twin Lakes area, the Pine Forest area, and the Sun Mountain area.

The best location for a major station in the Winthrop area was determined by considering the road system and call volumes. The main roads that provide access to this section of the District all come together at the Town of Winthrop. The main access roads are north Highway 20, the West Chewuch Road, the East Chewuch Road, the Eastside County Road, south Highway 20, and Twins Lakes Road/White Avenue. (See Appendix 4.) This road system can be visualized as a bicycle wheel with the roads as the spokes and the Town of Winthrop as the hub. To minimize travel distance and response time, the optimal location for a fire station on this road system is at the hub.—On a bicycle wheel, if you move out on a spoke away from the hub, while you may move closer to the points on that spoke, you will be moving further away from the hub and from every point on every other spoke. In this analogy, “you” = “fire station” and “point” = “emergency scene”. (This bicycle wheel analogy also works if you are trying to minimize the distance and travel time between the station and firefighters who are not at the station. In that case, “you” = “fire station” and “point” = “firefighter not at the station”.)— There is no space for a new fire station in the downtown core of Winthrop. So, a new station will have to be located either north or south of the downtown core. Since historically a little over 60% of the calls for the current Winthrop station have been accessed by the roads that are south of the downtown core, (see Appendix 5), it’s better to have the new station located south of the downtown core. (South of the

downtown core, it's likely to be closer to the emergency scene more of the time.) And, since the south Winthrop bridge is the junction of the main access roads that are south of the downtown core, the preferred location for the new station is as close as possible to the south Winthrop bridge.

The flood of 1948 wiped out all the bridges on the Methow and Chewuch Rivers. The Committee received an assurance from the Washington State Department of Transportation, (WSDOT), Bridges and Structures Office that all the current bridges are built to withstand such a flood. So, the Committee did not weigh the possibility of another such flood in its deliberations. In particular, it did not pick a side of the south Winthrop bridge based on such a consideration.

Zoning:

10 of the 16 suggested sites are in the Town of Winthrop. The other 6 suggested sites are near Winthrop but are in the unincorporated part of Okanogan County.

The locations and zoning designations of the 10 Winthrop sites are shown on the included Town of Winthrop Official Zoning Map, Appendix 6. The locations of 5 of the 6 County sites are also shown on this map. The County site that is not shown on this map, (the Blues Festival site), is shown on another map, Appendix 7. On these maps, sites 1-10 are in the Town of Winthrop and sites 11-16 are in unincorporated Okanogan County.

Chapter 17.16 of the Winthrop Municipal Code identifies allowed land uses in the Town. Fire stations are explicitly allowed in the following zoning districts:

- Business 1 (B-1)
- Business 2 (B-2)
- Business 3 (B-3)
- Industrial (IND)
- Residential 2 (R-2)
- Public Use (PU)

Fire stations are not allowed in the following zoning districts:

- Tourist Residential (T/R)
- Mixed Use 1 (MU-1)
- Residential 1 (R-1)

Fire stations are allowed only by a conditional use permit in the following zoning district:

- Residential 3 (R-3)

However, the Town Planner indicated that it is unlikely that a conditional use permit would be granted for a major fire station because such a large project would consume most of the high density residential building area in the town, (the zone R-3 area), for a non-residential purpose, and this would be contrary to the Town's comprehensive plan and best interests.

The zoning designations of the 6 suggested County sites can be found on the County's Final Zone Code Map. (To find the zoning designation of any unincorporated property in the County, go to the Okanogan County website home page and then select the following tabs and link in the following order: "Planning", "GIS Mapping", "Map Gallery", the "I agree" link, and "Final Zone Code Map". Once you have the Final Zone Code Map on your screen, magnify it enough to locate the property you are interested in. Then, left click on that property and a dialog box will appear with the zoning designation for the zone that contains your property.)

The zoning designations of the 6 County sites are:

- MRD VF 1 (Methow Review District Valley Floor 1 acre minimum lot area) for Site 13, the Belsby site
- MRD VF 5 (Methow Review District Valley Floor 5 acres minimum lot area) for Site 11, the Baron Stean site, and Site 12, the Don White site
- RR (Rural Residential) for Site 14, the Pigott site, and Site 16, the Blues Festival site (south of Highway 20)
- LDR (Low Density Residential) for Site 15, the Ball Field site, and Site 16, the Blues Festival site (north of Highway 20)

Chapter 17A.220.010 of the Okanogan County Code identifies allowed land uses in the unincorporated areas of the County. Fire stations are allowed on the 6 suggested County properties only by conditional use permit.

Chapters 17A.130.050 B and C, 17A.140.050, and 17A.150.050 of the Okanogan County Code identify the minimum lot areas for properties in the above 4 zoning designations:

- For properties in zone MRD VF 1, the minimum lot size is 1 acre.
- For properties in zone MRD VF 5 or zone RR, the minimum lot size is 5 acres.
- For properties in zone LDR, the minimum lot size is 20 acres.

Westernization Ordinance:

Appendix 8 shows the Westernization Districts in the Town of Winthrop. The Town's Westernization Ordinance, (Chapter 15.08 of the Winthrop Municipal Code), applies to all non-residential uses of property in the Westernization Districts. This ordinance limits the appearance of the buildings in the Westernization Districts to that of buildings in the old West, preferably the Inland Pacific Northwest, during the period from 1850 to 1900.

The Westernization Design Review Board, (WDRB), evaluated the Horizon Flats fire station design and found it to be fine for the Horizon Flats site (which is not in a Westernization District) but unacceptable for the Westernization Districts.

The newly amended Ordinance lists primarily flammable materials as exterior siding options. But, after photographic documentation of period authentic brick fire stations in the Inland Pacific Northwest was presented to the WDRB, the WDRB stated that it found brick and stone (or materials with the appearance of brick or stone) to be acceptable siding materials for a fire station in the Westernization

Districts, that it would consider designs which utilized such materials, and that the WDRB would support amending the Ordinance to allow those materials for such a use.

The upshot of all this is that building a fire station on a site in a Westernization District would require a new building design. It could be constructed of fire resistant or non-flammable materials. But, it would likely cost more to build.

The ordinance also prohibits unscreened structures, furnishings, and other objects that do not meet the western themed standards of the ordinance. So, fire training facilities that are not western themed would need to be screened if they were desired on-site. (Examples of such facilities are a roof prop, (a fake roof at ground level), a vehicle extrication practice area, and a training structure consisting of metal cargo containers.) Screening would be an extra cost. And, the screening would have to comply with the standards of the ordinance. (Chapter 15.08.040(A) of the new ordinance covers the screening exemption. Chapter 15.08.230 covers the design and materials standards for buildings and structures.)

Critical Areas Ordinance:

The Town of Winthrop has adopted a set of Critical Areas Regulations, (Chapter 18.06 of the Winthrop Municipal Code), which is intended to protect ecologically sensitive areas (such as fish and wildlife habitat) and resources (such as surface and ground water) from human caused harm and to protect people from environmental hazards such as landslides and floods while still allowing reasonable use of private property. The Ordinance is intended to implement both the Town's Comprehensive Plan and the requirements of Washington State's Growth Management Act.

The process for protecting fish and wildlife and their habitats is covered in the Fish and Wildlife Habitat Conservation Areas section of the Ordinance, (Chapter 18.060.150 of the Municipal Code.). This section only applies to properties which are 5 acres or larger and are on a Washington Department of Fish and Wildlife, (WDFW), Priority Habitat and Species Program map. (This 5 acre threshold was established through consultations and an agreement between the Town and the WDFW.)

Before such a property can be developed, it must undergo a formal review. Depending upon what is found during the review, a mitigation plan may be need to be created for the property.

Any mitigation plan that is created must be followed. Compliance will be a required condition for developing and using the property. Mitigation plans are site specific. But, in general, they either mandate or restrict uses, and are intended to preserve habitat.

Okanogan County has provisions that are similar to Winthrop's.

Fire flow requirements:

Fire flow is the amount of water in a municipal or other water system that is available for firefighting after other water needs are met. The amount of the other water needs is based on a day of maximum use. Fire flow is measured in terms of flow rate.

While the fire flow in the Town of Winthrop varies from location to location, all the suggested sites in the Town of Winthrop meet the Town's fire flow requirements for a fire station.

Water, sewer, and electrical service availability:

None of the suggested Town sites would have a problem getting these services.

Potential Annexation Areas:

The Town of Winthrop has adopted a Comprehensive Plan which identifies areas for possible future Town expansion. These areas are called “potential annexation areas”. Potential annexation areas that consist of a single parcel and are completely surrounded by the Town are called “islands”. Potential annexation areas are described and shown in Appendix 9. Potential annexation areas usually receive more favorable consideration for annexation than other areas, and islands usually receive more favorable consideration for annexation than other potential annexation areas. Three of the suggested County sites are in potential annexation areas.

While being in a potential annexation area makes it more likely that a property will be annexed, it does not guarantee annexation. The Town considers other factors. For example, a property must be contiguous with the Town to be annexed. Another major consideration is whether a property has an existing water right (either domestic or agricultural) that can be transferred to the Town. This is important to the Town because The Town doesn’t have enough water to provide for all the current Town properties if they are all developed. And, the Town’s policy is to allocate water and other resources first to in-Town property.

Each request for annexation is unique, and approval of a request for annexation is never certain.

Highway 20 access requirements:

The Town of Winthrop, not the WSDOT, determines the requirements within the Town limits. But, the Town has adopted the WSDOT standards. These standards, (WAC 468-52-040 (5) (b) (ii) (B)), require a minimum distance of 125' to another public or private access connection. The Town may approve a request for a new driveway with less than this minimum distance if the requester has a traffic analysis done by a qualified, registered, professional engineer that shows that the new driveway will not cause safety problems.

SITE SPECIFIC INFORMATION

Sites the Committee unanimously regards as unacceptable:

Information about the known fatal flaws of these sites is provided below together with the following basic site information:

- The number of parcels comprising the site and the total acreage of the site.
- The total assessed value (AV) of the site. (The amount shown on the Okanogan County Assessor’s site as the “2018 Market Value” of a parcel was used as the AV of that parcel.)
- The distance from the middle of the south Winthrop bridge to the site’s driveway at the property line.
- The reason the site was suggested.

Site 1, the Town Service Yard:

- Consists of 3 parcels totaling .48 acres.
- AV = \$216,200.
- Distance to south Winthrop bridge = .7 miles.
- Reason suggested: It was thought this would be a low cost site.
- Fatal flaw: It's too small. As was pointed out in the earlier discussion of site size requirements, (under "1" on page 1), a major fire station will likely require at least 2.6 acres of flat, usable space.

Site 2, the Town Fire Station:

- Consists of 2 parcels totaling .33 acres.
- AV = \$533,700.
- Distance to south Winthrop bridge = .7 miles.
- Reason suggested: It was thought that if the current Town of Winthrop owned station was bought and added onto, it would be a low cost alternative to a completely new station in another location.
- Fatal Flaws: It's too small. (See the discussion for Site 1 above.) Also, the bearing walls and basic design of the existing station would all need to be completely changed. So, remodeling the existing station would likely cost more than building a new station.

Site 4, the Le Duc Site:

- Consists of 6 parcels totaling 5.27 acres.
- AV = \$442,400.
- Distance to south Winthrop bridge = .4 miles.
- Reasons suggested: It's a large, flat, open site with direct Highway 20 access that's close to the south Winthrop bridge.
- Fatal Flaws: Most of the site is zoned R-3. A conditional use permit would be required for a fire station, and it is unlikely that one would be granted. (See the earlier discussion of R-3 zoning on page 3.) Also, the land would likely cost much more than could be recovered from the sale of the Horizon Flats property. (AV of Le Duc site = \$442,400. AV of Horizon Flats site = \$193,000.)

Site 5, the Perrow Site:

- Consists of 20 parcels totaling 4.42 acres. (A few of the parcels have new houses on them.)
- AV = \$777,800.
- Distance to south Winthrop bridge = .3 miles.
- Reasons suggested: It's a large, flat site that's close to the south Winthrop bridge.
- Fatal Flaws: The owner is not willing to sell. There are seven unsold parcels scattered around this 20 parcel subdivision. They all belong to Jim Perrow, the developer. He is not willing to sell these remaining parcels for a fire station. The 13 sold parcels belong to 11 different owners. It is extremely likely that there are other owners who are not willing to sell. Additionally, all of this site is zoned R-3 and the AV of the site is high. So, all the comments that were made for the Le Duc site are applicable here.

Site 7, the Cascade Condominium Site:

- Consists of one 7.92 acre parcel.
- AV = \$176,100.
- Distance to south Winthrop bridge = .7 miles (if the site is accessed by the current steep trail that crosses the Foghorn Ditch and connects directly with Highway 20) or 1.1 miles (if the site is accessed by the roads that serve the Cascade Condominiums).
- Reasons suggested: It's a large, flat, open site with Highway 20 frontage.
- Fatal Flaw: The site is zoned T/R. So, a fire station is not permitted.

Site 9, the Sewer Pond Site:

- Consists of one 14.21 acre parcel.
- AV = \$220,100.
- Distance to south Winthrop bridge = .5 miles (if accessed by Main Street) or .7 miles (if accessed by Durango Drive).
- Reasons suggested: It's a large, open, gently sloped site that's fairly close to the south Winthrop bridge. The Main Street access is very flat. Also, it was believed that the Town of Winthrop would allow Fire District 6 to use 4 or 5 acres of the property free of charge.
- Fatal Flaw: The Town of Winthrop is not willing to sell any part of the property, nor is it willing to let Fire District 6 use any part of the property for a fire station. The Town of Winthrop bought the property so that it could add sewage treatment facilities and increase its treatment capacity and also so that it would have some place where it could build an entirely new facility if regulatory changes required it. (The existing sewer ponds are within the 100-year floodplain.) Other flaws include having to drive through a residential neighborhood, the Heckendorn neighborhood, to respond to most calls and a very steep, turning access road if Durango Drive is used for access.

Site10, the Heckendorn Site:

- Consists of 2 parcels totaling 2.77 acres.
- AV = \$118,400.
- Distance to south Winthrop bridge = .4 miles.
- Reason suggested: It's likely large enough for the new Winthrop station. The purchase price would likely be low. The Main Street access is very flat. And, it's close to the south Winthrop bridge.
- Fatal Flaw: The larger of the 2 parcels that comprise this site, (the 2.09 acre parcel), is zoned R-1. So, a fire station is not allowed there. Another flaw is a moderately steep cross-slope on the property with the Fulton Ditch running along and just above the upper property line. Also, responding to most calls would require driving through the Heckendorn neighborhood.

Site 11, the Baron Stean Site:

- Consists of one 31.81 acre parcel that's divided by Highway 20 and Witte Road.
- AV = \$614,100.
- Distance to south Winthrop bridge = .9 miles.

- Reasons suggested: It's a large parcel with Highway 20 frontage. The portion of the property that is east of Highway 20 and Witte Road is mostly open and gently sloping. The intent was to purchase 4 or 5 acres of this portion of the property on the Town of Winthrop border.
- Fatal Flaw: The property is covered by a conservation easement which precludes developments like a fire station. Also, the site is outside of the Town of Winthrop and is not in a potential annexation area. So, it's very unlikely the site would be annexed or be able to use the Town's water or sewer services. And, while the site has direct Highway 20 access, the Highway 20 speed limit along the property is 60 mph.

Site 12, the Don White Site:

- Consists of one 18.22 acre parcel.
- AV = \$279,500.
- Distance to south Winthrop bridge = .6 miles.
- Reasons suggested: It's a large, flat, mostly open site. The property is not in the Town of Winthrop, but it is in a potential annexation area that has been identified as an island. The fire flow is extremely good at this location. If the property was annexed, it would not be subject to the Westernization Ordinance. The site is not near businesses or residences. So, fire station activities shouldn't disturb anyone.
- Fatal Flaw: The property is not on the market, and it is unlikely that Don White, the owner, would sell any of this property to the District.

Site 13, the Belsby Site:

- Consists of 2 parcels totaling 58.51 acres.
- AV = \$798,800.
- Distance to south Winthrop bridge = .3 miles.
- Reasons suggested: It's a large, flat, open site that's very close to the south Winthrop bridge. The intent was to purchase 4 or 5 acres of this property close to White Avenue. The property is not in the Town of Winthrop, but it is in a potential annexation area. The Town has already granted a water right for this site amounting to 60 Equivalent Residential Units, (ERUs). (The water use for a typical single-family residence is one ERU.) This pre-existing water right together with being in a potential annexation area makes it likely that annexation would be approved if requested. The fire flow is extremely good near this location. If the property was not annexed, the County's minimum lot size requirement would be met if at least 1 acre was purchased. While some of this site is in the floodplain, the area of interest near White Ave is not.
- Fatal Flaw: The owner is not willing to sell.

Special Note: All the Committee members regarded this site as a good one up until it was learned that the owner is not willing to sell. The Committee recommends that the Commissioners give this site serious consideration if it becomes available. Caveat: This site was not investigated nearly as thoroughly as the 3 sites that were not eliminated from consideration. The Committee delayed a thorough investigation while waiting to learn of the owner's willingness to sell. A few things that were learned were:

1. There is a recorded restriction on the site which prohibits virtually all development within 100' of a well. The location of the well was not determined.

2. If the property is annexed, connection to the Town sewer system will be mandatory. This will require a lift station. A lift station would probably cost about \$200,000.
3. Connecting to the Town's water system will likely require an extension of a water main and payment of the associated costs.
4. The property may be included in a Westernization District if it is annexed.
5. If the property is not annexed, access to Town water is unlikely. The intent of the water rights agreement, (the grant of 60 ERUs), is to provide water for annexed properties. The Town's Comprehensive Plan, (Policy 2.3), states: "The Town should require annexation prior to extension of any Town services beyond the incorporated limits."
6. If the property is not annexed, it is likely that connection to the Town's sewer system will be denied.
7. According to the Okanogan County Public Health official in charge of septic systems, it should be possible to use a septic system for the site, and the required minimum separation from the Town of Winthrop's well and main water source is 100'. If the soil at the site is course and fast draining, a pressurized system and sand filter may be required. According to the official in charge of septic systems at the Washington State Department of Health's Eastern Regional Office, the preferred separation is outside of the 1 year travel zone for contaminants. (On the Town of Winthrop's Wellhead Protection Delineation Map, this zone extends to about Sundown Road which is about 935' from the well.)

Site 14, the Pigott Site:

- Consists of one 15.18 acre parcel.
- AV = \$289,600.
- Distance to south Winthrop bridge = 1.0 miles.
- Reason suggested: It's a large parcel that's near Winthrop. The site is in a potential annexation area.
- Fatal Flaws: Topography is the greatest flaw. But, it is really the combination of multiple flaws that made this site unacceptable to the Committee. Most of this site is steeply sloped. There are a few terraces on the property. But, the lowest one adjacent to the West Chewuch Road has a very large, deep bowl that extends well below the road level. And, the upper ones are likely too small for a station and would be accessed by a steep and winding driveway. The main access road for this site, the West Chewuch Rd., is also steep and winding just before it connects with Highway 20. The site is on the less preferred side of the downtown core and is the maximum distance away from the south Winthrop bridge that the site selection criteria allow. While the site is in a Winthrop potential annexation area, Town water and sewer services are not close by. If the site remained in the County, at least five acres would have to be purchased to meet the County's minimum lot size requirement.

Site 15, the Ball Field Site:

- Consists of one 10.90 acre parcel.
- AV = \$280,800.
- Distance to south Winthrop bridge = 1.0 miles.
- Reason suggested: It's a large, flat site. The intent was to purchase 4 or 5 acres.
- Fatal Flaws: It's a wetland with drainage problems. A lot purchased here would not meet the County's minimum lot size requirement since the property is in a County zoning district where

the minimum lot area is 20 acres and the entire original parcel is less than 11 acres. Annexation into the Town as a work-around is not likely since the property is not in a potential annexation area.

Site 16, the Blues Festival Site:

- Consists of one 48.12 acre parcel that's divided by Highway 20.
- AV = \$505,100.
- Distance to south Winthrop bridge = 1.4 miles.
- Reason suggested: It's a large, flat, open site.
- Fatal Flaw: It's more than a mile away from the south Winthrop bridge, and it's on the north side of the downtown core.

Sites that are regarded as acceptable by at least some of the Committee:

The same basic site information that was provided for the other sites is provided for these 3 sites: The number of parcels and acres that comprise the site, the AV, the distance to the middle of the south Winthrop bridge, and the reason the site was suggested.

An accurate map is also provided for each site.

Quite a bit more research was done on these 3 sites, and accordingly, the discussion of them is more involved than that of the other sites.

Site 8, the Post Office Site:

A minority of the Committee members regards this site as acceptable and a majority regards it as a poor site.

Basic Information:

- Consists of one 4.28 acre parcel.
- AV = \$316,400.
- Distance to south Winthrop bridge = .7 miles (if accessed by the Highway 20 frontage) or 1.0 miles (if accessed by the KOA road and site access easements).
- Reasons suggested: It's a large, open parcel with south Highway 20 frontage. (Nearly half the calls from the current Winthrop station are accessed by south Highway 20.) The Highway 20 frontage is at a point where Highway 20 is 3 lanes wide, the third lane being a turning lane. It was recently on the market but didn't sell. So, it was thought there would be a willing seller. It was also thought that the selling price would be reasonable.

Site Map:

See Appendix 10, the map of the short plat that contains this site. The Post Office site is shown as Lot 1.

Site Characteristics:

1. The site is terraced and has 3 levels. The upper level is even with Highway 20. The middle level is 7-8' below the upper level. The lowest level is 11-16' below the middle level. (The terraces and intervening slopes are shown in Appendix 13.)
2. The lowest level of the property extends out into the Methow River. Virtually all of the lowest level is within the 100-year floodplain. (See Appendix 11, a map of the floodplain and floodway in Winthrop. The floodway is the river channel and the adjacent shore areas that would be under water during a flood that was 1' in height.)
3. The panhandle of the upper level is about 60' wide for most of its length. But, it flares out wider as it meets Highway 20 so that the Highway 20 frontage is about 87' long.
4. The property is flanked on the north by the Abbey Creek Inn and on the south by the KOA, Winthrop Star Realty, and Lots 2 and 4 of the short plat shown in Appendix 10.
5. A side branch of the Foghorn Ditch runs across the property. The location of this ditch from Highway 20 to the KOA is shown in Appendix 12.

There is a 30' wide easement for this irrigation ditch, 10' on the uphill side of the ditch and 20' on the downhill side. The location of this easement on the Post Office site is shown in Appendix 13. (For this map, and also for the maps in Appendices 19 and 20, the locations of the ditch and ditch easement in the panhandle and elsewhere were determined from field measurements using a tape measure and the survey markers on site. The measurements that are hand written on the maps were determined in the same manner.)

The easements for this ditch are listed as exceptions 1 and 2 on the deed for the most recent transfer of this property, (see Appendix 14). The easement mentioned in exception 1 is shown in Appendix 15. The easement mentioned in exception 2 is shown in Appendix 16.

All the parties that hold an interest in this easement (including the owners of the properties served by the easement and the head official of the Ditch Corporation) were contacted and none of them are willing to change the easement or their use of it in any way.

6. Access and utilities easements:

There is an access and utilities easement for all the lots in the short plat. It is shown in Appendix 10. It is 35' wide and runs parallel to Highway 20 and within Lots 1 and 4 along the western property lines of those lots. That access and utilities easement links to another one for another short plat (shown in Appendix 17) and then to the KOA road and Highway 20.

On the plat map shown in Appendix 10, there is a private access easement that runs on the border shared by Lots 2 and 3. That easement serves only those two lots. (The original version of this short plat, Appendix 18, clearly indicates this.)

7. This site is subject to the Westernization Ordinance.

Analysis:

1. Highway 20 access:

While this site has Highway 20 frontage, there are 2 substantial obstacles to using that frontage for Highway 20 access:

- A. The site does not meet the WSDOT requirements for separation between driveways. (See the previous discussion on page 6.) The exit driveway for the Abbey Creek Inn runs right along the northern boundary of the Post Office Site. The WSDOT standards call for a minimum separation of 125' along this section of Highway 20 where the speed limit is 35 mph. And, the panhandle of the Post Office Site is not wide enough to provide the required separation. It is only about 60' wide for most of its length, and the flared portion joining Highway 20 is only about 87' at its widest.
- B. The irrigation ditch easement swings entirely across the panhandle from the north property line to the south property line blocking Highway 20 access. A Highway 20 access driveway cannot be built within the panhandle unless the ditch easement area is altered. The permission needed for this will not be granted. And, the Fire District 6 Commissioners voted unanimously not to use eminent domain.

A shared use Highway 20 access with the Abbey Creek Inn might be possible using the Inn's exit-only driveway. The Abbey Creek Inn owners said that if the Post Office site was the preferred site, they would not stand in the way of a fire station there and would be willing to allow a shared use access if it did not result in the loss of Inn parking. The Inn currently uses the south side of the exit driveway for parallel parking nearly to Highway 20.

A traffic engineer would have to determine if such an access is possible. Difficulties facing the engineer include the requirement that Inn parking not be lost, the one-way travel on the Inn driveway, and the limitations caused by the location of the ditch easement.

If a shared use access can't be developed, Highway 20 access for the Post Office site will have to be along the access easements and KOA Road. This increases the distance to the south Winthrop bridge by .3 miles over what it would be from the panhandle Highway 20 frontage, (from .7 miles to 1.0 miles).

2. Building site:

Though the size of this property is 4.28 acres, the space and locations for a building site are quite limited. They are limited by:

- A. The river and regulations:

Virtually all of the lowest terrace that is not in the river is in the floodplain. Chapter 15.12.170 C of the Winthrop Municipal Code does not permit a fire station, (a critical facility), to be constructed in the floodplain on this site because the fire station could be built elsewhere.

B. Topography:

The buildable land on the property is separated into 2 isolated sections, the upper and middle terraces, by a fairly steep slope. By far, the upper section is the more desirable of these 2 pieces. It is wider and does not require driving up or down a slope.

C. Setbacks:

Chapter 17.24.050 of the Winthrop Municipal Code specifies the setbacks for buildings in the business districts. The Post Office Site is in zone B-3 where the front, side, and rear yard setbacks are all 10'.

The width of the panhandle section of the Post Office Site is about 60'. The side yard setback reduces the buildable width to about 40'. This is not enough to build a new fire station. The width of the current Town of Winthrop owned station on Englar Street is 53' 2 ½". And, it is regarded as too small by virtually everyone.

So, a new station could not be built in the panhandle section of the Post Office Site, and the buildable portion of the upper terrace is confined to the wider area outside of the panhandle.

D. Easements:

The access and utilities easement on the property shortens the entire length of the buildable area on the upper terrace by 35'.

The 30' wide ditch easement that runs across this reduced buildable area perpendicular to the access and utilities easement further reduces the buildable area on the upper terrace and also divides the remaining buildable area into 2 islands.

The impact of these 2 easements on the site's buildable space is illustrated with the maps in Appendices 19 and 20. The building shown on these maps is the architect designed building for the Horizon Flats Site. It was taken from the official site map, (see Appendix 21), and scaled to the same size as the Post Office site plat map. (1/4" = 34' on Appendices 19 and 20.) While this building design could not be built on the Post Office site because the Post Office site is in Westernization District W-3 and the WDRB has determined this design is not appropriate for the Westernization districts, using this design here is helpful for several reasons. It's an example of a fire station building that everyone agrees is adequate. It gives a sense of scale. (The building length is 146' 8". The width of the tandem bays is 74' 4".) It shows that it is possible to fit a large fire station building on this site. And, it shows that fitting a large fire station building on the site is difficult and that the options for the building size, shape, location, and orientation are limited.

For example, if the proposed station is oriented as shown in Appendix 19, accessing the tandem bays from both sides of the building (which is the intent of this design) is probably not possible if space is to be left for a future additional bay (which is shown in darker gray).

If the proposed building is oriented as shown in Appendix 20, double sided bay access should be possible. But, a future additional bay would be out of the question because it would block access to the rear of the building and violate the 10' side yard setback requirement. It would also block access to the middle terrace where some of the required parking would have to be.

3. Concerns of neighbors:

This part of town has several businesses that provide overnight accommodations. The owners of the Abbey Creek Inn and the owners of the KOA have both expressed concerns about a fire station on this site. The concern is that night time emergency calls might disturb customers and result in bad reviews. Bad reviews can be quite costly for hospitality businesses.

Site 6, the Horizon Flats Site:

A majority of the Committee regards this site as acceptable and a minority regards it as a poor site.

Basic Information:

- Consists of 2 parcels totaling 5.0 acres.
- AV = \$193,900.
- Distance to south Winthrop bridge = .7 miles.
- Reason suggested: Fire District 6 currently owns this property and has a completed fire station design for it. While some of the issues relating to the project have not been resolved, (e.g., what restrictions will be placed on the property that relate to the Critical Areas Ordinance), all the issues relating to whether a station can be built on the site (such as whether the size is adequate and whether the zoning is appropriate) have been resolved. It is in town, on the preferred south side of the downtown core, and is within 1 mile of the south Winthrop bridge.

Site Map:

See Appendix 21, the site map that was prepared by the architect who designed the Horizon Flats station.

Site Characteristics:

1. The middle of the site is a large flat to gently sloping area. The west and south sides of the site are high, steep slopes above the middle flat area. The east and north sides vary from flat to sloping steeply downhill from the flat middle area with the greatest drop-off being about 15' at the northeast corner.
2. The site is densely wooded with Ponderosa pines.
3. Easements:

There is a 20' wide easement for a Town sewer line on the west side of the property.

There is a 30' wide prescriptive easement for an overhead power line on the northwest corner of the property. This is a non-exclusive easement. So, buildings can be placed within the easement so long as there is sufficient clearance, (12 ½'), between the buildings and the power line. Activities must maintain a minimum of 10' of clearance from the power line.

The designed fire station building lies outside of these easements. So, the easement restrictions only apply to training and storage structures and activities.

4. Utilities:

Power and sewer lines are on the property, and one of the largest water mains in the Winthrop water system is in the road adjoining the property.

Fire flow is excellent at this location.

5. The site is away from businesses and most residences. Topography and trees provide good screening from most of the surrounding areas. It is unlikely that neighbors will be disturbed by fire station activities.

6. Road access:

From White Avenue/Twin Lakes Road, the primary access is Horizon Flats Road. Additionally, Sundown Road provides partial access to the site from Twin Lakes Road with the last 270 yards of access being on Horizon Flats Road. (These access roads are shown in Appendix 22.)

An emergency backdoor is the private Cascade Concrete road which connects Horizon Flats Road with the Twin Lakes development road system. (This emergency backdoor route from the Horizon Flats Site to Twin Lakes Road is shown in Appendix 23.) The Cascade Concrete road is flat and plowed during the winter. It is also gated and locked. But, the owner of Cascade Concrete will allow Fire District 6 to use the company's private road when Horizon Flats Road is blocked.

7. Blockage of road access:

Typically, large trucks delivering lumber to North Valley Lumber get stuck on and block Horizon Flats Road about 5-6 times per winter, but it is almost always at the second corner where it wouldn't affect fire station access. It is always due to drivers not putting on chains when they should. Only once during the past 4 years has a lumber delivery truck gotten stuck on and blocked the first corner. (Coming uphill on Horizon Flats Road from Twin Lakes Road, the first turn gets less steep as you progress through the turn, and the second turn gets more steep as you progress through the turn. Also, the maximum grade in the turns is different. In the first turn, it is about 3°. In the second turn, it is about 5°.)

North Valley Lumber personnel with North Valley Lumber vehicles have been the ones who have freed the stuck delivery trucks. According to North Valley Lumber personnel, more sand at the first corner probably would have prevented the incident at the first corner, and it usually takes from one to a few hours to free the stuck delivery trucks.

According to people who live and work on upper Horizon Flats Road, the only blockages of the road are the ones caused by these delivery trucks.

8. The property is in a WDFW priority habitat area for the threatened western gray squirrel and is subject to Winthrop's Critical Areas Ordinance.
9. The property is not subject to the Westernization Ordinance.

Analysis:

1. Useable area:

The site's useable space is impacted by 3 factors:

- a. Topography:

The steep slopes reduce the space that's available for buildings, storage, and most training activities.

- b. Easements:

Fixed structures and objects are not permitted within or over the sewer line easement area. Placement of movable objects within the easement area should be approved by the Town of Winthrop's Public Works Department.

Activities under the power line must be restricted to those that do not involve a risk of contact with the line.

- c. The Critical Areas Ordinance:

The Critical Areas Ordinance process must be completed before a building permit is issued. This process has been partially completed. The required State Environmental Policy Act, (SEPA), checklist has been submitted and reviewed. And, some of the deficiencies in the checklist responses have been corrected. A habitat mitigation area of 2 acres has been tentatively identified. (This 2 acre area includes the steep slopes and most of the easement areas as well as some additional space.) But, the formal assessment of the site and written mitigation plan which must be done by a qualified, professional wildlife biologist has yet to be completed.

The mitigation plan will specify what part of the site is needed for mitigation. It will also specify how that part of the site is to be managed and will spell out use restrictions.

Based on previous discussions with a WDFW wildlife biologist, it is likely that structures will be prohibited in the habitat mitigation area. Programed uses (for example, training) may also be prohibited there, but that is less certain.

The upshot of all this is that the use of the site is likely to be restricted by the Ordinance, but where and by how much is yet to be determined. However, it is very likely that the

area that is currently outside of the tentatively identified habitat mitigation area will remain outside of the final habitat mitigation area.

This 3 acre area is large enough to accommodate the main site elements: the building, the required parking, a paved on-site area for vehicle and other training, and snow storage. It may also be big enough to accommodate other desired site elements: off-pavement training structures and use areas, an off-pavement brush truck shed, and a little room for possible future expansion.

Special Note: Only the main site elements are mentioned in the SEPA checklist. Question A7 on the SEPA Checklist asks “Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.” The answer provided was “Not at this time.” This is an error that needs to be corrected. The off-pavement training and storage structures and uses that are intended on this site need to be listed here so that they will be considered when the mitigation plan is developed. If they are not listed, they will likely be viewed as a violation of the mitigation plan and building permit and not allowed unless the Critical Areas Ordinance process is gone through a second time and the proposed facilities and uses are found to be compatible with the mitigation requirements of the site.

2. Road access:

A. Blockages:

Actual blockage of the access to and from the site in the past has been very rare, though when it has occurred, the blockage has lasted for at least an hour.

More frequent sanding would probably avoid the problem altogether, and this could be arranged with the Town’s Public Works Department. Getting delivery truck drivers to put on chains when needed could also avoid the problem, and North Valley Lumber is working on this solution.

In the event of a blockage of Horizon Flats Road at the first corner, firefighters trying to get to the fire station to respond to a call could use Sundown Road to get close to the station by personal vehicle and then proceed to the station on foot. Once firefighters are at the station, since fire vehicles have the capacity to clear large stuck vehicles, the firefighters could clear the blockage and then continue on to the emergency scene.

Alternatively, once firefighters are at the station, they could use the Cascade Concrete backdoor route to Twin Lakes Road to get to the emergency scene. But, in good driving conditions, it takes about 10 minutes to get from the fire station site driveway back around to the bottom of Horizon Flats Road via this backdoor route and Twin Lakes Road.

The implication of all this is that an access blockage is very unlikely, but if one did occur and a call came in during the blockage, crews from other stations would probably get to the scene of the emergency before the Winthrop station crew.

B. Distance to main access road:

The site is not on a main access road. The site's driveway at the property line is .33 miles from Twin Lakes Road. Horizon Flats Road is functionally like a long driveway. It would add .33 miles to almost every call for firefighters who are at the station and twice that distance for firefighters who are not at the station. At 25 mph, it takes about 47.5 seconds to travel .33 miles and about 1 minute 35 seconds to travel twice that distance.

3. Trees:

The trees on site have both benefits and drawbacks.

Benefits:

They are aesthetically pleasing and provide screening. They provide summer shade and serve as wind breaks. They are useful for wildland fire training.

Drawbacks:

A. Maintenance:

Trees are shedding organisms. The Ponderosa pines on site will shed needles, cones, bark, and branches. And, the large number of trees on site will produce a fairly constant stream of flammable debris that will need to be cleaned up frequently.

B. Fire risk:

Forest fire temperatures are generally substantially higher than grassland fires. So, the risk of structural damage from a forest fire is greater. And, it may be difficult to follow the best Firewise practices in the habitat mitigation area.

C. The risk of whole tree failure:

There is evidence of tree failure due to snow overloads in the grove on this property.

Currently, there isn't evidence of windthrow. But, the risk of windthrow will increase in the future. This is due to 2 factors:

1) Exposure to higher wind velocities:

a) The site is somewhat protected from high winds by topography. The risk of windthrow will increase as the trees in the grove begin to outgrow the surrounding sheltering topography. Currently, the canopy height on the highest part of the site is about even with the height of the adjacent hill. The canopy height on the lowest part is about 20' below the top of this hill.

b) A large area will be cleared during construction. This will open up the grove and expose previously sheltered trees to higher wind velocities.

2) Construction damage to roots.

An open, tree-free site would have none of these risks or maintenance issues. However, clearing this site entirely will not be an option due to the requirement to establish a habitat mitigation area. Clearing the site entirely would also eliminate the benefits the trees provide and would likely be very unpopular with the public.

4. Concerns and reactions of neighbors:

The subject of a fire station at the Horizon Flats site was discussed with 5 individuals in the neighborhood, (two couples and one other person), and the owner of one nearby business. One neighbor was enthusiastic in his support for a station at the site. 4 neighbors, (both couples), were very much against it. The business owner's response was mixed, citing both advantages and disadvantages of the site.

The neighbors who were against the project did not cite noise, light, or other disturbances or aesthetic objections as reasons for opposing the project. And, they were not opposed to a new station being built somewhere. Their objections to a new station at the Horizon Flats site consisted of 2 concerns:

- The likelihood that access to the station would be blocked.
- The location of the station up a dead-end road and the additional travel distance and response time that represented. In particular, the travel distance and response time to downtown Winthrop was seen as excessive.

The owner of the business, the Chewuch Inn & Cabins, mentioned as disadvantages the site's being up a dead-end road that was steep with turns and the associated potential for being blocked in. The nearby passage of fire vehicles was not seen as a potential problem. District ownership of the site was cited as an advantage but really the only advantage. As a taxpayer, the owner did not want to see the money that had been invested in the site lost.

Site 3, the Varney Site:

All the Committee members regard this site as a good one.

Basic Information:

- Consists of 4 parcels totaling 3.25 acres
- AV = \$215,500.
- Distance to south Winthrop bridge = .2 miles.
- Reasons suggested: It's a flat, open, fairly large site that's very close to the south Winthrop bridge.

Site Map:

See Appendix 24, a County Assessor's map showing the 4 parcels that make up the site and a plat

map.

Site Characteristics:

1. The site is flat and open.
2. The site seems to be well drained. The Committee visited the site a few hours after a heavy rain just after the snow had melted off the property, and there was no standing water anywhere on the site.
3. Utilities:

Water and sewer mains are present on several sides of the property.

Fire flow is excellent at this location.

Two fire hydrants flank the property, one on the northeast side and one on the southeast side. There is a third hydrant across Norfolk Road near the southwest side.

A power line runs across the property from about the northeast corner of the site to the west corner of Lot 2 of the Amherst Square Short Plat.

4. The road access for this site is excellent. The property is completely surrounded by roads: Norfolk Road, Greenwood Road, and White Avenue. All these roads are flat. Multiple road accesses are possible.
5. The road beds surrounding the property are raised. The rise for the road beds appears to be confined to the road right of ways. The rise is smallest on the west and southwest sides of the site where it varies between 6" and 1'.
6. Road right of way deed:

There is a road right of way, (ROW), deed for White Avenue that apparently extends the White Avenue ROW 10' wider than is shown on the Amherst Square Short Plat map. (See Appendix 25.)
7. The paved Susie Stevens Trail is in the Town road ROW on the northeast side of the property. An unpaved section of the Susie Stevens Trail is in the Town road ROW on the southeast side of the property. The Susie Stevens Trail leaves the southeast side of the property and heads south. So, the trail is not on the southwest, west, or north sides of the property.
8. Easements: There are 3 easements on the property:
 - There is a 5' wide drainage easement for the benefit of the Town. It runs along the Norfolk Road ROW in Lots 1 and 2 of the Amherst Square Short Plat. It is shown in the short plat map on page 2 of Appendix 24. There is a small swale along the length of this easement and several grated drains. Along the northeast side of the site, the mound that forms the western side of the swale extends 10'-20' beyond the drainage easement even though it doesn't need to.

- Also shown on the short plat map is a private utilities easement for Lots 1 and 2.
 - There is a 30' wide prescriptive easement for the power line that runs across the site.
9. The businesses across the street from this site include the Little Star Montessori School, the Methow Valley Wellness Center, Jamie's Place, and the Chewuch Inn & Cabins.
 10. Residences across the street from this site include two houses and the Cedarwood Apartments.
 11. The Town's main well is kitty-corner across White Avenue from the northwest corner of this site, and the Town Trailhead parking area is kitty-corner across White Avenue from the northeast corner of the site.
 12. This site is subject to the Westernization Ordinance.

Analysis:

The merits of the site that have been previously mentioned will not be mentioned again here.

1. Useable area:

A. Site shape:

The shape of the site is excellent. The site is wide in both the north-south and east-west directions. And, there are no narrow, irregular, or oddly shaped border areas. The site's shape together with the property's other features make the design and use options for the site very good.

B. Easements:

The 3 easements on the property have almost no impact on the site's useable space.

- The drainage easement is all within the required setbacks for B-3 zoned property, (10' on each side). (These setbacks are specified in Chapter 17.24.050 of the Winthrop Municipal Code). So, the easement doesn't affect where a structure could be built. However, no asphalt could be placed within the easement since its purpose is drainage and water absorption.
- The private utilities easement for Lots 1 and 2 could be easily removed if Fire District 6 bought this site because it would then own both the property the easement was on and the property the easement served. The District could then declare the easement to be obsolete.
- The power line easement is non-exclusive. So, a building could be built underneath the line provided there was the required 12 ½' of clearance. To meet the clearance requirement, the line would probably have to be raised or re-routed. Activities near the line would have to be restricted so that at least 10' of clearance is maintained.

2. Road access:

Since the Susie Stevens Trail runs along the northeast and southeast sides of the property, it would be best if the road access was on the southwest, west, or north side.

3. Adequacy of site:

This area is large enough to accommodate all the desired site elements: the building, the required parking, a paved on-site area for vehicle and other training, snow storage, off-pavement training facilities, an off-pavement brush truck shed, and room for possible future expansion. (The entire Horizon Flats design can be fit onto this site as well as the desired off-pavement facilities. See Appendix 26. Everything shown on this map is at the same scale, 1/4" = 34'. The extra 10' of road ROW width that was discussed under "6" on page 21 is shown on this map.)

4. Concerns and reactions of neighbors:

The use of this site for a new, major fire station was discussed with 3 neighboring businesses and 1 neighboring home owner.

The Little Star Montessori School supports a station at the site. They don't see any safety issues with the station being close to the school since the children are closely supervised. They mentioned that having the station next door would be very convenient when they take the kids on the annual walking tour to and of a fire station. The school uses the section of the Susie Stevens Trail and Norfolk Road that is between the school and the Varney site as a narrow loop for the kids to bike on once per week during snow-free times of the year. So long as the station's driveway isn't in this area, the school doesn't anticipate there being any conflicts between school and station activities.

Jamie's Place supports and appreciates the efforts of Fire District 6 but is concerned that lights and sirens might disturb their residents who have Alzheimer's disease or other dementia. They would like to be consulted to discuss mitigation measures such as operating procedures and screening if the District plans to use this site.

The owner of the Chewuch Inn & Cabins sees this as a good site for a fire station with excellent road access and close proximity to Highway 20. The owner was curious about station activities and expressed a concern that they not disturb customers. The owner wondered about what the Town's position would be regarding a fire station versus a tax generating business on the site, but took the position that it is a good site for either and that either is desirable.

The neighboring home owner said she would regret the loss of the large open field across the street from her if a station was built there. But, she supports the District and said she would support a station on the site if the District wanted to build a station there.

5. Travel distances:

An extensive evaluation was done of the travel distances for the Varney, Horizon Flats, and Post Office sites. A travel distance for a site is the distance a firefighter would travel to respond to a

call with a fire station at that site. It includes the distance from where the firefighter receives a tone to the site and the distance from the site to the emergency scene.

For almost all locations of a firefighter and an emergency scene, the Varney site has the shortest travel distance. This is due to 2 factors:

- For these 3 sites, the Highway 20/ White Avenue junction functions as the hub of the main access roads. And, the Varney site is closer to this junction than the other 2 sites. This results in less backtracking.
- The Varney site is the only site that has direct access to a main access road. The other 2 sites have access routes to a main access road that function like a long driveway. This adds extra travel distance to every call for the other 2 sites. (For this evaluation, it was assumed that the access route to Highway 20 for the Post Office site will be along the access easements and KOA Road since that is the only certain access for the site.)

The greatest advantage the Varney site has over another site is a 1.07 miles shorter travel distance when the firefighter is at the station site and a 2.14 miles shorter travel distance when the firefighter is not at the station site.

IMPLICATIONS OF PURCHASING A DIFFERENT SITE

If another site is purchased, the issue of what to do with the current site must be addressed. The District will have only 2 basic options: sell it or keep it.

If the District opts to sell the Horizon Flats site, it will likely need to separate the property from the Town; that is, reverse the annexation and return the property to being in unincorporated Okanogan County. The reasons for this are that the property is unlikely to sell with the current Public Use zoning designation, and the Town is unlikely to allow another use of that site, (that is, a different zoning designation), without a pre-existing water right. When the District requested annexation, it did not have an existing water right to transfer to the Town. The annexation request was approved because an in-town fire station is a significant benefit to the Town. For the Town to allow another use of the site that has less public benefit, the water demands of that use would need to be offset.

If the District keeps the property, it could be minimally developed and used as a nearby training site for training facilities that are best screened such as a training structure consisting of cargo containers, a roof prop, a propane tank prop, and a vehicle extrication area. It would be an excellent area for wildland fire training. And, it could serve as a safe place away from the public to do off-pavement hose drills. If some of the site was cleared and paved, it could also serve as a safe place away from the public to do vehicle operations and driver training and on-pavement hose drills. Keeping the property for such uses may be difficult to justify financially.