



Figure 1 (Okanogan County, n.d.)

Connecting Campus to Community:
Noise, Access, and Infrastructure Considerations for the TwispWorks
Campus Master Plan

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Executive Summary

Following the organizations master plan update in 2023, TwispWorks is currently undergoing another set of updates to their master plan focused on bettering their campus to serve the community of Twisp and the greater Methow Valley. TwispWorks identified three main problems for our group to research and provide recommendations on: an updated noise ordinance, improved food truck infrastructure and utilities, and increased walkability to TwispWorks campus. The current noise ordinance in Twisp lacks an objective code, enforcement, tools to measure noise, and a universal code that can apply across town. This leads to conflict between campus and residential neighbors over the noise from TwispWorks events. TwispWorks staff are looking to increase the presence of additional food trucks on campus year-round. There is a lack of food truck infrastructure and utilities in terms of water management, wastewater disposal, and efficient energy sources. TwispWorks also identified the lack of pedestrian walkability to and from campus across town. Specifically, they stated that there is a lack of safe pedestrian pathways, crosswalks, sidewalks, shade, bike infrastructure, perceived safety, and pedestrian buffers.

We researched different municipal codes in the state and across the country on noise ordinances and food truck infrastructure to get a deeper insight into what code and other regulations can look like. We also did research into the specific utility and infrastructure needs for food trucks to better understand the possible infrastructure improvements TwispWorks can implement. We conducted a Pedestrian Environmental Quality Index (PEQI) to analyze the walkability and safety for pedestrians when walking to campus. To do this, our group walked and analyzed a variety of common routes from different landmarks in Twisp to the TwispWorks campus.

Our recommendations for TwispWorks include a ready to use noise ordinances to be implemented into Twisp town code upon town approval. This noise ordinance builds on the current noise ordinance in Twisp, adding special event permit time extensions, ways to measure noise, and a decibel sound table to objectively measure noise across town. Additionally, we recommend that TwispWorks provide a list of steps to take on how to file a noise complaint against TwispWorks, including a renting system for noise measuring equipment. With our food truck recommendations, our group provides:

- 3D food truck court envisioning rendering
- 2D food truck court dimensions
- Food truck recommendations on utility improvements on energy, water, wastewater, grease traps, and weatherization

From our PEQI analysis, we created a “PEQI Existing Infrastructure Map” and a “PEQI Recommended Infrastructure Map” for TwispWorks to guide a long-term collaboration between the Town of Twisp and TwispWorks. To ensure TwispWorks mission, our group recommends

continuing building relationships with Town of Twisp officials, residential neighbors, WSDOT, and the greater Methow Valley community.

Introduction

TwispWorks was established in 2006 after the USDA Forest Service vacated a 6.5-acre site in the heart of Twisp, prompting community concern over the site's future. Following the 2008 economic crash and without competing bids, the newly formed Public Development Authority (PDA) acquired the campus with a community-driven vision centered on arts, education, green technology, and agriculture. In 2010 the first campus Master Plan was created and laid out a mission to foster economic vitality and promote sustainability while creating a vibrant public space that honors local heritage (Twisp Public Development Authority, 2010). Since then, TwispWorks has renovated over 50,000 square feet, become home to more than 30 partner organizations, and transitioned to a nonprofit structure. In 2023 by request of the town of Twisp a Master Plan update was created that reaffirmed the original goals while focusing on improving visitor experience, increasing pedestrian access, and expanding community programs to support entrepreneurship, education, and the arts (TwispWorks, 2023).

Currently TwispWorks is embarking on another campus Master Plan update, led by Director of Campus Operations Tori Karpenko, with consulting from professional urban planner and architect Katie Stege Neal and with research support from our student team. The update process is broken up into four phases or "tasks" to be completed over the course of a five-month work period. Task 1 gathers all existing surveys, zoning analyses and building inventories to lay the groundwork for the planning effort. Our student team contributed by conducting case study research and analyzing the Twisp town code to help build a strong foundation for the master plan update. Task 2 uses observations, focus groups, and visioning sessions to document current campus operations and create a future development vision. We supported this phase by assisting at community engagement events to help capture a range of stakeholder perspectives. Task 3 turns those shared visions into design options. Our research around year-round food truck infrastructure provided a valuable backdrop for design considerations in this phase. Task 4 refines and finalizes the preferred concept by producing polished exhibits, visuals, and reports for the review (K. Stege Neal, personal communication, 2025). We contributed a list of budget considerations that may be particularly helpful during final plan development.

The purpose of this project is to develop creative solutions to three areas of concern from the TwispWorks campus planning process. Addressing the lack of safe and intuitive pedestrian connectivity between TwispWorks and the town of Twisp. Facilitating a space where food trucks can operate year-round, be energy and waste efficient, and compliant with town code. Examining the lack of an adequate town noise ordinance for large community events. Our research and recommendations will help inform better interface between TwispWorks campus and existing town infrastructure and code. With this improved interface, TwispWorks will be better equipped

to serve both the town of Twisp and the greater community through its public spaces, arts programming, economic opportunities, and community events.

In 2015, the United Nations created a set of Sustainable Development Goals or SDGs with the intent of addressing critical issues facing the world with the ultimate aim to create a sustainable and equitable future (United Nations, n.d.). Our project fits clearly into the UN Sustainable Development Goal 11, Sustainable Cities and Communities. This goal is focused on making human settlements inclusive, safe, resilient and sustainable. All three aspects of our project and the overall mission of TwispWorks are working towards helping the Methow Valley community work towards these goals. Increasingly safe pedestrian connection to campus is essential to increasing its inclusivity and accessibility. TwispWorks' events and food trucks are crucial to making campus a friendly, welcoming place for the community to gather. Establishing a clear noise ordinance is an important tool in continuing positive relationships with nearby residents, helping make the campus feel inclusive and considerate to their needs. Helping TwispWorks establish and expand its year-round food truck infrastructure will also work towards SDG 8 decent work and economic growth. TwispWorks has been approached by aspiring food truck owners but currently lacks the infrastructure to grant these opportunities.

Additionally, our recommendations if implemented would help the Town of Twisp and TwispWorks campus better create the vital conditions of reliable transportation, belonging and civic muscle. Created by the Rippel Foundation the vital conditions framework is a set of fundamental necessities that enable individuals, communities, and institutions to thrive. At the center of this framework is belonging and civic muscle which refers to the sense of interconnectedness that comes from social support, community engagement, and individual political agency (Rippel, n.d.). Functioning at its full capacity, the TwispWorks campus is a haven for the Methow Valley's arts, culture, and community connections, which are all tenants of belonging and civic muscle. Our proposed pedestrian improvements would help move the community towards safe, reliable, sustainable and accessible transportation. TwispWorks is a unique and highly impactful cornerstone of the Methow Valley community, working to improve its campus helps improve the community as a whole.

Methodology

Our team primarily used interviewing and case study research as data collection methods. Interviewing provided firsthand knowledge from community members who live and experience Twisp daily. Compared to surveys or email outreach, interviews were more timely, personal, and effective in building connections and trust. Conducting in-person interviews demonstrates that TwispWorks genuinely wanted to listen to and involve the public in the decision-making process, aligning with



Figure 2 (TwispWorks, 2025)

its mission to help the community. The insights gathered allowed us to craft recommendations that are more thoughtful, relevant, and grounded in the lived experiences of Twisp residents. In addition, our team used case study research to examine how similar municipal code challenges have been approached elsewhere. This method offered a strong foundation by providing background information, tested strategies, and legal precedents, all of which strengthened the credibility and practicality of the recommendations. Reviewing case studies improved our team's personal understanding of the issues and helped spark creative, informed solutions for TwispWorks.

Our team interviewed both community members and key stakeholders. Specifically, our team interviewed three residents who lived near TwispWorks and the owner of the food truck that operates on the TwispWorks campus. Interview connections were made through contacts that our sponsor Tori Karpenko provided. A wide range of times were offered to each participant to accommodate their schedules. For residents, the interview questions focused on their experiences with noise from TwispWorks events and pedestrian accessibility to the site.

Questions asked include:

- Is event noise a concern for you?
- How, if at all, would you go about filing a noise complaint?
- How often do you visit TwispWorks?
- What mode of transportation do you use to get there?
- How easy or difficult it is for you to reach campus?
- How that journey is affected by seasonal changes.

For the food truck owner, the team asked about his experience operating at TwispWorks, including challenges with setup and takedown, seasonal impacts, and what infrastructure or support would enable them to operate year-round. The team then compiled all interview notes and analyzed them for common themes to help shape the recommendations.

Food truck and noise ordinance case study research was conducted by identifying relevant (similar size and seasonality) municipalities with proven successful approaches and reach out to their city planners by phone. Over the phone our team asked questions beyond what could be found online, regarding how many noise complaints the town receives, if there's an interest in adding to the food truck infrastructure, and if the town planner thinks that there should be a more specific and enforceable noise ordinance.

Stakeholder Interviews

Neighbor Interviews

We conducted three interviews with community members and neighbors of the TwispWorks campus to better understand their perspectives on campus-generated noise, pedestrian access, and their overall impressions of the site. The interviewees included nearby residents and a local business owner, all of whom interact with the campus in different ways, as parents, pedestrians, event attendees, and neighbors who regularly experience the sights and sounds of campus activity.

Overall, respondents felt that noise from events, including live music, was audible but not disruptive. Most described the sounds as a welcome part of community life, especially because they or their families frequently attend events. In terms of access, most reported walking or biking to TwispWorks when weather permits, but all noted that winter conditions discourage non-vehicle travel. Safety was not a major concern, there were repeated suggestions to improve pedestrian infrastructure both on and off campus, particularly through clearer pathways and sidewalks. One parent noted that the campus feels more like a parking lot than a walkable space, and others expressed desire for more defined, pedestrian-oriented circulation. Parking during large events was raised as a recurring challenge, especially when portions of the campus are closed off. Despite these concerns, all three participants described TwispWorks as a family-friendly, vibrant space that has become a valuable community asset, with potential for further improvement in accessibility and design.



Figure 3 (TwispWorks, n.d.)

Food Truck Owner Interview

We interviewed Lal Sigiriya, owner of *Lal's Fork*, to better understand the infrastructure challenges and opportunities facing food truck operations on the TwispWorks campus. Lal has operated his truck on campus since acquiring it from a previous owner, bringing experience from prior food truck work in Moab and elsewhere. He appreciates the semi-permanent location at TwispWorks, especially when compared to past experiences at mobile food truck sites that had rotating parking lots which required daily set-up and take-down. Early challenges included a lack of insulation and heating, making winter operations unsafe until modifications like heating and wooden panels were added. The truck currently relies on an internal tank for wastewater storage, which can overflow if not handled correctly. This is particularly challenging for Lal due to his back pain and difficulty training new employees in the process. Staffing is another major difficulty, finding and retaining skilled help in the valley has been an ongoing struggle, especially for someone trained in Lal's specialized cooking style. Lal emphasized that improved utility access, a

simplified water management system, and a covered seating area for customers would dramatically improve the feasibility of year-round operation.

Results and Recommendations

Structure

For our results and recommendations, our team broke down each topic into separate sections, each with their own deliverables and research to support our project. The “Noise Ordinance” and “Food Truck” sections include a variety of case studies from cities in Washington and other states within the U.S. These case studies include information regarding a city’s current municipal code regarding noise ordinances and food truck infrastructure code. The case studies are then followed by our teams' personal recommendations for TwispWorks. The final section, the Pedestrian Environmental Quality Index (PEQI), includes our team’s results from conducting a PEQI survey, our pedestrian walkability map, and our final recommendations for TwispWorks on how to increase the pedestrian walkability to and from campus.

Noise Ordinances Code

What is a Noise Ordinance?

A noise ordinance is a regulation dictating the limitations of noise and other disruptive sounds to better serve the public’s well-being and overall quality of life. Common types of noise-based complaints include loud music, dog barking, construction noises, and vehicular noises. The majority of cities implement noise ordinances into their municipal code in order to lay out clear standards for what constitutes noise disturbances, how to measure noise, and the penalties for violating the ordinance. However, currently the town of Twisp has a limited set of regulations on noise in their municipal code, which has caused points of contention between residents and TwispWorks. Specifically, this issue arises from the concerts that TwispWorks puts on, which can produce a significant amount of noise and disturb some of the nearby residents. In an effort to work towards resolving these noise complaints, our team conducted an interview and research process into other noise ordinances in municipalities to locate possible municipal code updates to better meet the needs of both residents and TwispWorks.

Twisp's Noise Ordinance

Currently, noise complaints are listed under Twisp's municipal code as a “Nuisance Ordinance,” and lacks a comprehensive “Noise Ordinance.” Listed audio sources may be considered a nuisance if they can be “clearly heard at a distance of 75 feet or more from the



Figure 4 (The Cascade Loop, n.d.)

source of the sound”. The ordinance also defines a nuisance as noise that is “frequent or repetitive” or repetitive sounds that are created by a musical instrument or other amplifying device. Additionally, the ordinance states that between the hours of 10:00 p.m. and 7:00 a.m., any noise which either annoys, injures, or endangers the comfort, health, or safety of others is prohibited (Twisp, 2025).

This nuisance ordinance lacks a clear outline of how to measure how loud noise must be in order to be considered annoying, unnecessary, or impacting someone’s health and safety. Additionally, the ordinance is lacking clear enforcement standards for noise-based complaints. The ordinance states that “the chief of police or any town police officer, or the town’s designated building and code enforcement officer, is authorized to enforce this chapter and issue civil notice or citations.” The ordinance is completely complaint based and lacks the objectivity needed for enforcement, causing confusion and conflicts on how to handle noise-based complaints (Twisp, 2025). Currently, the Town of Twisp is between police officers and has no stable year-round police force. This lack of law enforcement only increases the confusion about how to regulate and report noise, therefore showcasing the need for a more qualitative and objective noise city-wide noise ordinance.

Results

Mount Vernon, WA

The code is listed as “Noise Regulations,” and provides insightful information into what a noise ordinance can include. Specifically, this code lists zoning specifications for noise levels and noise limitation tables based on a “class” system.” This ordinance creates EDNA (environmental designation for noise abatement) zones where permissible noise levels may vary compared to other zones. Pursuant to Chapter 70.107 RCW and WAC 173-60-030, the city designates all residentially zoned areas to be EDNA Class A (residential), all commercially zoned areas to be EDNA Class B (commercial), and all industrially zoned areas to be EDNA Class C (industrial). This class-based system is based on the idea that Class A (residential) areas are most sensitive to noise while Class C (industrial) areas are least sensitive to noise, therefore allowing higher noise levels in Class C areas. While the noise levels are measures by decibel levels and would require some form of a sound level meter, the city does not explicitly list that they provide meters for noise level



Figure 5 (Mount Vernon, n.d.)

measurement. The class table is provided in the “Noise Regulations” ordinance (Mount Vernon, 2025):

EDNA of Noise Source	EDNA of Receiving Property		
	Class A	Class B	Class C
Class A	55 dBA	57 dBA	60 dBA
Class B	57 dBA	60 dBA	65 dBA
Class C	60 dBA	65dBA	70 dBA

The ordinance specifies that “Between the hours of 10:00 p.m. and 7:00 a.m. the noise limitations of the foregoing table shall be reduced by 10 dBA for receiving property within Class A EDNAs,” as well as variations of the noise limitations. This simply means that at nighttime, Class A (residential) areas get stricter noise limitations as people are likely to be sleeping. The ordinance states that “At any hour of the day or night the applicable noise limitations in subsections A and B of this section may be exceeded for any receiving property by no more than (Mount Vernon, 2025):

- A. Five dBA for a total of 15 minutes in any one-hour period; or
- B. Ten dBA for a total of five minutes in any one-hour period; or
- C. Fifteen dBA for a total of one and one-half minutes in any one-hour period.”

The ordinance also provides a long list of exemptions from the “Noise Regulations,” including but not limited to residential construction, guns at a shooting range, essential utility maintenance, aircraft testing, emergency sirens/alarms, and others. In terms of enforcement, the ordinance states that the city’s community and economic development department, the city attorney’s office, and the police department are responsible for enforcement of this chapter. Any violation set forth in this chapter is a “civil noise infraction,” with a fine of \$100 upon the first violation, \$200 upon the second violation within a one-year period, and a \$300 fine upon the third violation within a one-year period (Mount Vernon, 2025).

Chelan, WA

We interviewed an employee from the city of Chelan, WA, where we found that their noise ordinance proved to be similar to Twisp’s. From the interview, we learned that the noise ordinance has not been updated since 1980, and that the ordinance is quite small. The employee stated that while there is a chart for the different decibel levels that are allowed, there is no decibel reader provided and lacks a strong way to enforce the noise levels. Enforcement is majority complaint based, although the employee stated that he’s been working for the city for nearly 8 months and has not heard any official noise complaints. Chelan’s current municipal code lacks specificity and objectivity and re-enforced the lack of specificity and objectivity in the current municipal code (Chelan, 2025).



Figure 6 (All Canada Photos, 2012)

Additional research showed that the ordinance is listed as “Public Disturbance Noises” which are defined as “loud, raucous, frequent, repetitive, or continuous sounds including, but not limited to, construction activity, audio or similar equipment capable of amplifying or broadcasting sounds, portable or moto vehicle audio equipment, or any horn siren attached to a moto vehicle.” The ordinance measures the disturbance as a noise that be “clearly heard by a person of normal hearing at a distance of 75 feet or more from the source of the sound (Chelan, 2025).

The ordinance outlines that between the times of 8:00 p.m. and 7:00 a.m. the noise restrictions are in effect. The ordinance specifies that “the context of the sound will not be considered in determining a violation of this section.” However, there is a list of exceptions including regularly scheduled community events conducted on property owned by a governmental agency or public school district, trolley bells, sound from “any activity necessary for the preservation of the public health, safety, and welfare,” agricultural activities, and public works projects. There are no penalties listed for the violation of the noise limitations set forth in this ordinance (Chelan, 2025).

Aspen, CO

In Aspen, CO municipal code, the noise ordinance lists specific standards for “special events,” including concerts and other loud music events. It states that measurements for sound should be taken at the property line of the affected property, with enforcement actions taking place if the source of the noise is greater than the stated permissible levels and the background noise levels. It also specifies that momentary spikes in background noise readings shall not be used during comparison. The ordinance provides specific details and instructions for how to measure the level of noise, allowing for a more objective noise measuring process for more accurate enforcement. Additionally, it states that these noise regulations set forth in the ordinance are enforceable by all city law and code enforcement officers (Aspen, 2025).



Figure 7 (Meek, 2015)

The ordinance provides a table dictating the allowed levels of noise based on both time of day and zoned district.

Zone District	Nighttime 11:00 p.m. to 7:00 a.m.	Daytime 7:00 a.m. to 11:00 p.m.
Residential	50 dBA	55 dBA
Commercial	60 dBA	65 dBA
Lodging	55 dBA	60 dBA

The ordinance also lists noises prohibited which are deemed to be nuisances, including but not limited to horns and signaling devices, security alarms, repair of motor vehicles during nighttime, noisy parties, loud speakers, yelling, leaf blowers, and other specific nuisances. It also lists allowed noises based on time of day and other restrictions, including construction, sound from outdoor athletic events from 7:00 a.m. and 9:00 p.m., special events with conditions, private events with conditions, and farmers markets from specified times and dates. Additionally, the ordinance provides a list of exemptions, including noises from emergency construction, safety signals, emergency vehicles, snow plowing, street cleaning, lawful fireworks, and electric leaf blowers (Aspen, 2025).

If anyone is deemed in violation of this ordinance, they may be punished by fine, imprisonment, or both a fine and imprisonment as set forth in Section 1.04.080, the city’s general penalty for violations of code (Aspen, 2025).

The city additionally provides a list of steps for how to handle noise complaints and measuring the level of noise separate from the municipal's official noise ordinance. In providing this list and offering the rental of noise meters, it allows the city to be more objective in noise measurement and create a concise system for filing noise complaints (Aspen, 2025).

Leavenworth, WA

Additional research of Leavenworth’s “Public Disturbance Noise Regulations” provided useful and applicable information for potential noise ordinances. The ordinance provides a table depicting the maximum decibel noise readings based on zoned areas. Residential zones are deemed as Class A, commercial zones as Class B, and Industrial zones as Class C (Leavenworth, 2025).



Figure 8 (Sisile, 2024)

Property Sound or Noise Source	Maximum Decibel Reading
Class A	60 dBA
Class B	70 dBA
Class C	75 dBA

Between the hours of 10:00 p.m. and 7:00 a.m. the sound and noise limitations of this table may be reduced by 10 dBA for Class A residential zones and Class B commercial zones. At any hour of the day or night, the noise limitations may be exceeded at the sound source by no more than (Leavenworth, 2025):

- A. Five dBA for a total of 15 minutes in any one-hour period; or
- B. Ten dBA for a total of five minutes in any one-hour period; or
- C. Fifteen dBA for a total of 1.5 minutes in any one-hour period.

The ordinance states that sound measurements should be taken at a minimum distance of 25 feet from the sound source and shall be conducted in accordance with sound level measurement procedures provided by the State of Washington, Department of Ecology (Leavenworth, 2025).

The list of exemptions from this ordinance include sounds created by fire alarms, emergency equipment, yard maintenance between the hours of 7:00 a.m. and 10:00 p.m., installation or repair by a public entity, operation of motorized vehicles for the purpose of ingress and egress to the property, sanctioned parades and other public events, and amplification equipment from an event with special use permits. If someone violates the regulations outlined in this ordinance, they will be subject to a civil noise infraction, or a criminal violation based on LMC 9.33.030 and Chapter 21.12 LMC (Leavenworth, 2025).

In comparing Leavenworth’s noise ordinance with Mount Vernon’s, the two share similar if not the same methodology for noise measurement. Specifically, when looking at the maximum noise chart, the class ranking system, and the noise limitation list. Based on Leavenworth’s code, there is no source for someone to rent or get access to a decibel reader from the government, therefore people must supply their own (Leavenworth, 2025).

Bellingham, WA

Bellingham’s “Public Disturbance Noise” ordinance dictates noise levels based on different districts in the city. The ordinance lists two districts with special noise considerations, including the “Downtown Entertainment District” and the “Fairhaven Entertainment District.” In considering if sound levels emanating from music venues in the entertainment districts “unreasonably disturb the peace, comfort, and repose of others,” the ordinance states that the following factors should be considered (Bellingham, 2025):



Figure 9 (2021 Only New Images of Bellingham Washington, 2021)

- A. The time of day or night the sound occurs;
- B. The duration and volume of the sound;
- C. The nature of the sound;
- D. The location of the industry or business from where the sound originates; and
- E. The location of the complaint

If someone is found to be violating this noise ordinance, the person being found guilty of having committed a civil infraction shall be fined at most \$240. If they violate this ordinance a second time, they will be fined no more than \$1,000 or imprisonment that does not exceed 90, or both (Bellingham, 2025).

Winthrop, WA

We spoke with a few different people from the city of Winthrop, WA, with the majority of the conversation being with the town's Marshal. Winthrop's interview was especially informative based on the similar size to Twisp and the proximity of the two towns. The Marshal of Winthrop described that the two towns handle noise complaints in an extremely similar way. There is a general noise ordinance until 10 p.m., where the noise cannot be “unreasonably loud” and be inaudible 70 feet



Figure 10 (Peterson Photography, 2016)

from the source. The Marshal explained that the noise ordinance is in effect based on the idea that up until 10 p.m., people complaining of the noise must prove that it is unreasonably loud. While after 10 p.m., people producing the noise have to prove that it is not unreasonably loud. The overall idea is that if people can hear the noise next door, then it is too loud. However, this is purely based on the common ground that people share on noise in the town and is not explicitly listed in Winthrop's ordinance. The town's Marshal continued to emphasize that a simple please and thank you almost always work to settle noise complaints, and the Marshal almost never has to get involved. The ordinance is purely complaint driven, and if no community complaint has been issued the Marshal and other police entities will likely not act on the noise, within reasonable volume. The Barn, the one bar in Winthrop that puts on louder music events, must obtain a special use permit that allows them to be noisier later into the night, however, this is on a case by case basis.

Barking dogs, loud music, parties, construction, loud trucks, and arguments are the most common types of noise complaints in the town, which may be at risk of being fined \$250 under the “Public Nuisance” ordinance if proved guilty. A unique exception that the Marshal did not mention but is however listed in the ordinance is a Memorial and Labor Day exception. The ordinance states that “On Saturdays only, between Memorial Day and Labor Day, outdoor music shall be allowed until eleven p.m., as long as such music must not be able to be clearly heard by a person of normal hearing at a distance of one hundred (100) feet or more from the source of the music,” (Winthrop, 2024).

Proposed Ordinance

This proposed ordinance is based off of the results from the interviews conducted and research of other municipalities' noise ordinances. Sections not currently in Twisp's municipal code under their current nuisance ordinance are from other municipalities and in orange text, with citations provided for where they come from. Anything not cited is currently in Twisp's code. This proposal is a recommendation for TwispWorks as a document to provide to the town.

Chapter 8.06

Noise

Sections:

8.06.010 Purpose

8.06.020 Definitions

8.06.030 Conditions Constituting a Noise Nuisance

8.06.040 Sound Measurements

8.06.050 Noise Limitations – Quantitative Standards

8.06.060 Special Events

8.06.070 Unlawful to Permit or Maintain Unreasonable Noise

8.06.080 Exempt Activity

8.06.090 Enforcement Person

8.06.100 Voluntary Correction

8.06.110 Administrative Enforcement

8.06.120 Emergency Enforcement

8.06.130 Abatement Suit

8.06.140 Civil Infraction Citation

8.06.010 Purpose

The purpose of this chapter is to minimize the exposure of citizens to the harmful physiological and psychological effects of excessive noise. The intent of the city council is to control the level of noise pollution in a manner which promotes commerce, the use, value, and enjoyment of property, sleep and repose, and the quality of the environment by establishing maximum environmental noise levels applicable within designated areas or zones of the city, and to adopt appropriate exemptions to the provisions of this chapter to allow for the functioning of commercial business and the operation of construction and emergency equipment, and to declare certain noise-producing activities to be noise disturbances (Leavenworth, 2025).

8.06.020 Definitions

For the purpose of this chapter the following definitions shall apply unless the context clearly indicates or requires a different meaning.

- A. **dBA** means the sound pressure level in decibels measured using the A weighting network on a sound level meter (Bend, 2025)
- B. **Unnecessarily loud** means any sound that interferes with normal spoken communication or that could reasonably disturb sleep (Bend, 2025)
- C. **Daytime** is any time between the hours of 7:00 a.m. to 10:00 p.m.
- D. **Nighttime** is any time between the hours of 10:00 p.m. to 7:00 a.m.
- E. **Noise disturbance** is any sound which:
 - a. Endangers or injures the safety or health of humans or animals;
 - b. Annoys or disturbs a reasonable person of normal sensitivities; or
 - c. Endangers or injures personal or real property (Fayetteville, 2025)
- F. **A sound level meter** is an instrument which includes a microphone, amplifier, RMS detector, integrator or time average, or output meter, and weighing network used to measure sound pressure levels (Fayetteville, 2025).

8.06.030 Conditions Constituting a Noise Nuisance

- A. The existence of, or the causing, making or allowing to be made from any audio equipment the following:
 - a. Sound from a motor vehicle audio system, such as a radio, tape player, or compact disc player, which is operated at such a volume that it can be clearly heard at a distance of 75 feet, or more, from a vehicle itself; or
 - b. Sound from portable audio equipment, such as a radio, tape player or compact disc player, which is operated at such a volume that it can be clearly heard at a distance of 75 feet, or more, from the source of the sound.
- B. Between the hours of 10:00 p.m. and 7:00 am., the existence of, or making or continuing or causing to be made or continued, any noise which either annoys, injures or endangers the comfort, health or safety of others, unless the making or continuing of the same is necessary for the protection or preservation of property, or for the health, safety, life or limb of some person.
- C. The existence of, or causes or makes, or allows to be made, any loud or raucous and frequent repetitive or continuous sounds created by use of a musical instrument or other device capable of producing sound when struck by an object, whistle, or sound amplifier, or other device capable of producing, amplifying or reproducing sound.
- D. To own or keep any dog within the town which barks or howls or any dog or cat which whines or otherwise behaves in such a manner as to disturb the peace and quiet and safety of the public or persons in the neighborhood. It shall be a rebuttable presumption that any such barking, whining or howling does, in fact, disturb the peace, comfort and/or repose of others.

8.06.040 Sound Measurements

If the measurements of sound are made with a sound level meter, the instrument shall be in good operating condition and shall meet the requirements for a Type I, S1A, Type II or S2A instrument, as described in American National Standards Institute Specifications as now exist or as hereafter amended or modified. If the measurements are made with other instruments, or assemblages of instruments, the procedure must be carried out in such a manner that the overall accuracy shall be at least that called for in the National Standards Institute specifications (Mount Vernon, 2025).

To measure noise levels, you can download the NIOSH Sound Level Meter App to measure noise from your phone. Noise level readings must be taken at your property line (Aspen, 2025).

8.06.050 Noise Limitations – Quantitative Standards

It is a violation of this chapter to create noise in excess of the limits established in this section.

No person may create noise on a property if that noise results in a noise level above the levels listed in this subsection when measured on a property other than the source of the sound and that contains a residence or other noise sensitive unit (Bend, 2025).

Zone Based Table

Use Districts	Nighttime 10:00 p.m. to 7:00 a.m.	Daytime 7:00 a.m. to 10 p.m.
Residential	50 dBA	55 dBA
Commercial	60 dBA	65 dBA
Industrial	65 dBA	70 dBA

(Aspen, 2025)

At any hour of the day or night, the noise limitations may be exceeded at the sound source by no more than:

- A. Five dBA for a total of 15 minutes in any one-hour period; or
- B. Ten dBA for a total of five minutes in any one-hour period; or
- C. Fifteen dBA for a total of 1.5 minutes in any one-hour period (Leavenworth, 2025)

8.06.070 Unlawful to Permit or Maintain Unreasonable Noise

It is unlawful for any person, by themselves or by their agents or employees, or as the agent or employee of another person, firm or corporation to do or permit to be done upon any premises over which they have control, or maintain, carry on, suffer or allow any of the acts or things declared to be unreasonable noises herein; or to do or cause or permit, or suffer to be done, or to maintain any act or thing which is detrimental or injurious to public health, or offensive to the senses, or contrary to public decency or morality. If the owner or agent of any premises has

actual or constructive knowledge of the maintenance on or in their premises of any nuisance, as defined herein, they shall be deemed one of the persons in control of the premises.

8.06.080 Exempt Activity

This chapter shall not apply to any lawful public gatherings conducted within the town limits; provided, that such public gatherings receive the proper approval of the town, and comply with any rules or regulations designated by the town for such public gathering. This chapter shall not apply to a licensed dismantler or dealer or to vehicles that are completely enclosed in a building and not visible from the street, nor to materials stored on the premises of any other licensed business for use in connection with such business, so long as the business is conducted in accordance with all local, state, or federal ordinances, laws and regulations.

8.06.090 Enforcement Person

The chief of police or any town police officer, or the town's designated building and code enforcement officer, is authorized to enforce this chapter and issue civil notice or citations as provided herein or take appropriate abatement procedures. Such enforcement action or actions may be taken by either of the town officers or officials mentioned herein upon observation of the acts or things declared to be a nuisance or upon citizen complaints of the occurrence of such acts or things declared to be a nuisance.

8.06.100 Voluntary Correction

Whenever the enforcement person for the town, as authorized herein, determines a nuisance has occurred or is occurring, and further determines that issuing a citation as a civil infraction is not necessary to rectify the nuisance, or that an emergency does not exist or that the act or thing declared to be a nuisance is not a repeated violation with knowledge by the person that such act or thing is a violation of this chapter, then the enforcement person may seek voluntary correction by contacting the person responsible for the nuisance, explaining the violation and requesting correction. The enforcement officer and the person responsible for the nuisance may enter into a voluntary correction agreement that identifies the acts or things constituting the nuisance, reference to the specific code provision violated, the necessary corrective action to be taken, and the time by which the correction must be completed. The enforcement person may require such additional terms and conditions reasonably necessary to accomplish the corrective action including, without limitation, the assessment of reasonable costs and monetary penalties if the terms of the voluntary correction agreement are not met by the person entering into the agreement.

8.06.110 Administrative Enforcement

(1) The enforcement person may issue a notice of civil violation to any person responsible for permitting or maintaining a nuisance in violation of this chapter. The notice of civil violation shall include: (a) the name and address of the person found to be the owner or the owner's agent

or the occupant responsible for correcting the violation, (b) the address or sufficient description of the property at which the nuisance exists, (c) a brief description of the violation and reference to the applicable code provision violated, (d) a statement of the required corrective action, (e) a statement of the time by which correction must be completed, which shall not be less than 10 days, unless the enforcement person has found that an imminent hazard exists to the health or safety of the public, (f) a statement of office address and office phone number of the enforcement person or their agent. It shall also contain a statement that if the person responsible does not complete correction of the violation by the date required, the town may abate the condition and recover costs and penalties as provided herein. Such notice of violation shall also advise that the person responsible may appeal such notice by filing a written appeal with the clerk of the town. Such notice of appeal shall be so filed within seven calendar days of the date of the personal service or mailing of the notice of violation, and such notice of appeal shall specify what portion of the violation notice is being challenged and grounds for such challenge.

(2) The enforcement person or their agent shall serve the notice of civil violation either personally upon the person responsible or by mailing it to them by regular and certified mail, return receipt requested, at their last known address. Service by mail shall be deemed effective the third day following the day the notice was placed in the mail, excluding Sundays and holidays.

(3) If a notice of appeal is filed, the matter shall be promptly set for a hearing to be held in not more than 30 days from the date of receipt of such appeal by the town. The hearing shall be before the municipal court judge.

(4) At the hearing, the person appealing may introduce evidence to show that there is no violation of this chapter, or that the town's conditions or timeline as to compliance are not reasonable, or that they are not responsible under the terms of this chapter to abate such nuisance. The enforcement person may introduce evidence that there is a violation and that the timeline is reasonable and to rebut evidence. Each party may call witnesses. Technical rules of evidence need not be followed. The burden of proof shall be upon the enforcement person to show by a preponderance of the evidence that there is a violation as claimed and that the time given for correction and the method or extent of correction required are reasonable.

(5) After receiving evidence and argument, the municipal court shall either (a) authorize the enforcement person to proceed to abate the violation, unless the person responsible does so within the next five days, or (b) if the municipal court finds there is not a violation of this chapter or that the town has not proceeded according to this chapter, the municipal court shall direct the town not to proceed under such notice. The municipal court may authorize the enforcement person to proceed, but may order a delay where the municipal court has found that the property owner can abate the nuisance and the delay will not have any adverse effect upon other property or upon the safety of any person. The municipal court shall also compute and assess the monetary penalty, if any, as provided herein. The municipal court in each case shall enter a

written decision and shall mail a copy to the person appealing, as well as to the enforcement person, no later than 10 working days after the hearing. The person appealing shall have 30 days from the date of mailing of the written decision to petition to the superior court or district court for injunctive relief seeking to restrain the town from proceeding with the abatement of the violation, and the court is authorized to affirm, reverse or modify such enforcement action, and any such hearing or trial shall be de novo, meaning the court shall be directly reviewing the action by the town as a new matter.

(6) If the person responsible has not appealed the notice of violation as provided for in this chapter, or if the property owner has appealed but the town council has found for the enforcement person and has not authorized a delay and there has been no appeal to superior court and correction has not been made within the specified time, the town is authorized by this chapter to proceed with its own personnel or with a contractor to abate the nuisance in any reasonable manner.

(7) Civil monetary penalties shall accrue at the rate of \$100.00 per day after the date the correction of the nuisance was to be completed as provided in subsection (1) of this section until completion of the correction unless a different date of completion is established by the municipal court; provided, that the municipal court may assess a lesser penalty if the person showed diligence in correcting the violation or whether good faith interpretation of code interpretation existed. No penalties shall accrue while an appeal is pending unless the municipal court finds the appeal was frivolous or for delay only. The monetary penalty and the cost of abatement accomplished by the town constitutes a personal obligation of the responsible person and the town attorney may, by use of appropriate legal remedies including, without restricting the town's remedies, foreclosing against the real property of the responsible person in the manner of foreclosing mechanic's liens pursuant to Chapter 60.04 RCW, recover such penalties and abatement costs, together with interest and reasonable attorney's fee, and to enter into compromises.

8.06.120 Emergency Enforcement

Whenever the enforcement person finds, as a result of a declared nuisance, that an emergency condition results therefrom or it reasonably appears to cause or constitute an imminent or immediate danger to the health and safety of the public, and the responsible person cannot be contacted or refuses to immediately abate the same, the enforcement person shall have authority to summarily and without notice abate the same. Notice of the abatement action shall be given to the responsible party as soon thereafter as possible and the town shall be entitled to recover the abatement costs as provided in TMC 8.05.060(7).

8.06.130 Abatement Suit

Whenever the enforcement person determines a nuisance to exist, the town may proceed, in addition to any other remedy provided herein, to enjoin and abate the same pursuant to Chapter 7.48 RCW, et seq., as amended.

8.06.140 Civil Infraction Citation

In addition to all other enforcement remedies, the enforcement person may issue a civil infraction citation for each nuisance violation with a penalty of not more than \$250.00 per violation. Each separate nuisance act constitutes a separate violation, and each day that the act or thing that constitutes a nuisance continues constitutes a separate violation.

Recommendations for TwispWorks

To better account for potential noise complaints from TwispWork’s campus, specifically from their concert events, our team recommends creating an easy to access list of steps someone may take to issue a noise complaint with TwispWork’s campus. Within these steps is the recommendation for the organization to provide and rent out official noise meters to people especially concerned about noise levels. These steps would ideally make noise complaints easy to handle for all parties involved and overall maintain TwispWork’s relationship with nearby residents. This list would theoretically be provided somewhere on TwispWork’s website to ensure that everyone has easy access to this information.

Steps for Filing a Complaint

(Noise | Aspen, CO, 2023)

Are you concerned about the level of noise at TwispWorks? Follow these steps:

1. Talk to the Event Coordinator of TwispWorks before making an official complaint
2. Measure noise levels to determine that the noise is higher than allowed
 - a. You can download the NIOSHA application on your phone to measure the noise on your own
 - b. Check out a noise meter from TwispWork’s office
 - c. Noise level readings should be taken at your property line
3. If communication fails and your noise levels are higher than allowed, please contact the non-emergency line at 509-422-7232 to file a complaint

Food Trucks

Twisp's Food Truck Code

Currently, Twisp does not have an ordinance dedicated to food truck code and infrastructure and is instead listed under Chapter 18.15 “General Provisions.” There is, however, a section titled “Supplemental standards for mobile vendors,” outlining very brief requirements. The code states that mobile vendors must obtain a renewable administrative permit from Twisp prior to operation, with the permit being valid for one year from the date of issue and will be renewable annually as long as the permit holder is in compliance with all listed conditions. The listed standards for mobile vendor operation include:

- Having covered trash receptacles for customer use
- Providing disposable containers with the name or logo of the mobile vendor
- Having “harmonious” design standards to fit the area it’s located in
- Maintaining any health certification required by the state
- Access to sanitary facilities during work hours
- Written permission of the owner on the site where the mobile vending unit is located
- Written permission of the owners of all land adjacent to the site on which the mobile vending unit is located

There are no additional standards or regulations for mobile vendors and it is instead left up to council and city debate for specifics in approval (Twisp, 2024).

Case Study Results

Mount Vernon, WA

The City of Mount Vernon, WA has an expansive ordinance outlining their food truck requirements. Chapter 17.91 “Mobile Vendors” outlines the permits required, exemptions, violations, and fees for mobile food truck operations. In order to operate a mobile vending unit within the city, a person must first obtain a mobile vendor permit, which is defined as a “Type 1” permit under Chapter 14.05 MVMC. The ordinance provides a list of exemptions from this ordinance and its requirements, including farmer vending their own produce, newspaper



Figure 11 (TwispWorks, n.d.)



Figure 12 (Skagit Guy, 2010)

carriers, campaigns for elections, private garage/yard sales, and special event permit for farmers market or Tullip Festival (Mount Vernon, 2025).

The ordinance provides specific locations where mobile vending units are allowed to operate within, and according to this municipal code the mobile vending units are not allowed to operate anywhere outside of the boundaries provided. The areas include Pine Square, South First Street and Gates, and Riverfront Park, with each specified area requiring varying permits (Mount Vernon, 2025).

The ordinance also provides specific measurements and standards for mobile food vendors to operate. There must be a minimum 5-foot clear pedestrian pathway provided, going 20 feet in both directions from the mobile vending unit along public walkways at all times. The maximum permissible size for any mobile vending unit must be:

- 30 square feet
- 10 feet in length
- 5 feet in height, excluding canopies or umbrellas

Additionally, no vending unit can conduct business within the following areas:

- Within 10 ft of the intersection of the sidewalk with any other sidewalk
- Within 8 ft of an abutting property line
- Within 10 ft of the extension of any building entrance or doorway
- Within 10 ft of any handicapped parking space or access ramp

The ordinance lists specific standards for noise produced from the mobile vending units, stating that there must be no “loud or unreasonable noise” for the purpose of advertising or attracting attention to their items. This includes mechanical audio, noise making devices, and “hawking.” Signage must also not be illuminated (Mount Vernon, 2025).

If the mobile vendor is in violation of this ordinance, they may be subject to the removal of the vending unit. The community and economic development department has the ability to revoke the permit after 2 warnings are issued when in violation of the code. Applicants must submit a new permit each calendar year and pay a yearly fee of \$100 to cover the cost to the city of processing the application. An increased fee of \$150 per year shall be required if the mobile food vendor is utilizing electricity supplied by city owned, maintained, or controlled facilities. On Jan 1st of each year, all permits will automatically expire and be null and void. There is no direct mention of grease trap requirements or waste management for the mobile vendors (Mount Vernon, 2025).

Chelan, WA

Our group was able to conduct an interview with a city employee from Chelan, WA, providing useful information on the city's food truck infrastructure and regulations as there is currently no Chelan specific ordinance on food trucks. The employee explained that there is no official city ordinance for food trucks and that they rely on the Chelan-Douglas Health District for standard requirements. However, the city is currently working on implementing code in the coming months/years to implement. Interestingly, the city does not allow food trucks to operate year-round unless the food truck is no longer on wheels. Then, it is under the jurisdiction of the building inspector of Chelan rather than municipal food truck code. The city also only allows food trucks to park on the main street or about 1 block outside.



Figure 13 (Nunez, 2023)

Aspen, CO

We were able to briefly get in contact with Aspen, CO city clerk who gave our group some insightful information into the city's food truck regulations as Aspen currently has no municipal code and defers to the Colorado Health Department for standards. The clerk told us that the current code essentially prohibits mobile food truck operations unless they are clearly incorporated into a special event, preventing year-round operations.



Figure 14 (Aspen Elevated Catering, 2023)

From additional research into the Colorado Health Department, their code outlining retail food establishment regulations provided us with useful information regarding potential municipal food truck code. The code states that approval of permits is based on nature and extent of the proposed menu, capacities, setup, and the ability to handle and prepare food in a safe manner. Additionally, food establishments are required to account for grease disposal, stating that any grease from grease-producing equipment and any wastewater shall not be discharged onto the ground or into any storm drainage system.

Bellingham, WA

Through researching Bellingham, WA municipal code on food trucks, we were able to find useful information into their current regulations and infrastructure capacities. In regulation all food service establishments, Chapter 9.1 “Food Service Establishments” defers to Whatcom County’s Code, and there is no official municipal ordinance for the purpose of food trucks (Bellingham, 2025). Currently, the city lists the food truck requirements on a general city website, not through municipal code. It states that food trucks are allowed to operate on private property or within the public right-of-way via approval of a “Commercial-Related Temporary Right-of-Way Use Guide,” which requires a public works permit application. Additionally, the area outside of City Hall may also be reserved pending permit approval. Once a food truck vendor obtains a permit, they must reserve their desired location on a first come first served basis through contacting the Mayor’s Office. The city does provide a 50-amp 208 volt phase power outlet for food trucks that require a plug-in (Food Truck Requirements, 2020).



Figure 15 (HappyCow 2023)

Winthrop, WA

Our group was able to get in contact with city officials in Winthrop, WA, providing interesting information about a town so nearby to Twisp. While the two towns are within a few miles of each other, they differ significantly in terms of their ordinances and regulations due to Winthrop’s strict Westernized theme requirements. The city employee walked through the steps of what it would take a potential food truck owner to legally operate in town. It would include applying for a business license as well as checking in person to look into allowed uses based on the zoning code. The Western design requirements make approval very complicated, while the zoning code may allow for the use of food trucks, it is nearly impossible to get Westernization approval from the board. In terms of year-round use vs special use, the requirements and feasibility vary. In terms of “one-off” usage, a food truck owner would apply through a special event application pending approval from the town council. The city employee stated that this is realistically the only possible way for a food truck to operate in town.

Specifically, the town is not allowed to “create a private benefit for one person or entity,” and cannot “uniquely privilege one business over another.” Therefore, allowing food truck on one property and not on another may prove to cause severe community push back. Similarly, this is the rationale used as to why the city would not provide the energy requirements needed to power a food truck. Theoretically, the town park would charge for the use of energy with the cost included in the permitting fees.

Omak, WA

While Omak, WA code on food trucks is limited, their regulations on grease traps and sewage requirements proved to be useful. Under Chapter 18.16 “General District Regulations,” there is one small section on mobile vendors. It states mobile vendors must obtain a “peddler’s permit” prior to use of the mobile units. Additional regulations state vendors must provide covered trash receptacles for customer use, maintain health certification required by state and local regulations, provide access to sanitary facilities during working hours, and have written permission of the owner of the site on which the mobile vending unit is located (Omak, 2024).



Figure 16 (Restaurantji, n.d.)

In Title 9 “Water and Sewers” Chapter 9.08 “Sewers-Connections and Use” the ordinance outlines the regulations on grease trap and sewage connection. The code states that “All restaurants or eating houses of any kind or nature shall install a grease trap on their connection to the sewer line.” Additionally, it states that there are unlawful water discharges into the sewer, including anything discharged into “any sanitary sewer any stormwater, any surface water, ground water, roof runoff, subsurface drainage, cooling water, or unpolluted industrial process waters,” (Omak, 2024).

Bend, WA

Our team spoke with Aaron Henson, the senior planner for the city of Bend, OR on their food truck infrastructure, providing our team with extremely valuable information on regulations and infrastructure standards. The city has multiple food truck courts throughout the city, with Bends code providing regulations for permitting, waste management, weatherization, and other standards. The permitting process includes a site plan review for “food cart pods,” that reviews landscaping, setbacks from property lines, utilities infrastructure requirements, and outdoor lines. It also includes requiring a business license from the city and a Food Vendors license from the public health department for approval. The Bend fire department provides a list of requirements for food trucks to ensure fire compliance as well as having review from the building safety department to review sewage and plumbing requirements.

Taft House

Taft House is an up-and-coming lot in Bend located on a mid-block residential lot that is planned to be repurposed into a restaurant and taphouse food court with at least 5 food trucks. To provide adequate water connections, the food trucks will connect to the existing water and sewage lines running through the property currently from the residential lot. The developers are also

planning to provide a grease interceptor before the connection point to the sewage line which will be shared by all food trucks present on the lot. There will be an underground propane tank for the gas cooking facilities in the trucks as well as power pedestals for each truck for energy, however, additional energy connection for this lot was unknown.

The Lot

The Lot is a food truck court consisting of 5-6 food trucks at any given time and was made from a vacant lot in a neighborhood area. While the lot used to be a small residential property, in 2013 it got zoned for commercial uses. There was significant conflict with the neighbors nearby who believed The Lot would bring down property values, especially due to the concerts and other loud events put on. However, the noise ordinances in the city

aided in mitigating conflict with the neighbors as The Lot is required to cut off noise at 10:00 p.m. In terms of running the food trucks year-round, The Lot provides shade sails, roll up garage doors for indoor seating. For further weatherization, there are also screen covered seating areas in the winter, a natural gas firepit, and heated concrete benches. Some food trucks wrap their garden water hoses to ensure that they can run during the colder months.

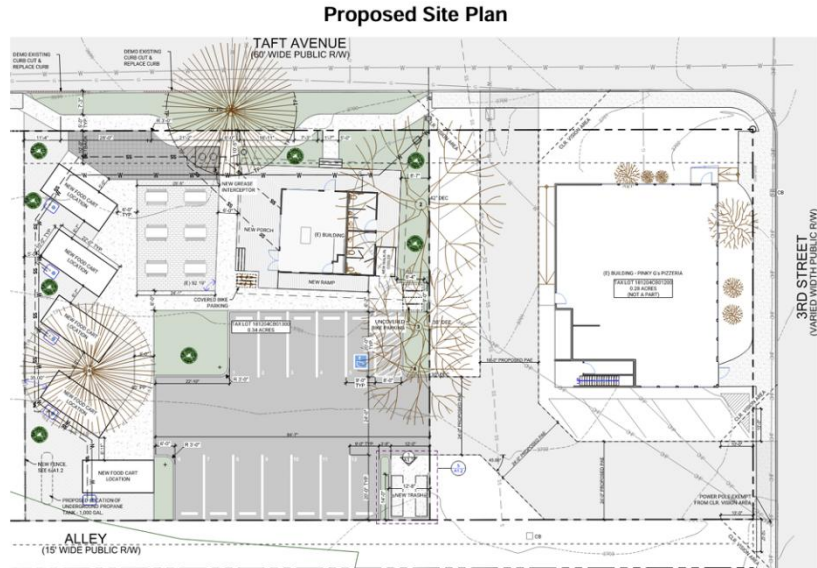


Figure 17 (Henson, 2025)



Figure 18 (Central Oregon, n.d.)



Figure 19 (Okanogan County, n.d.)

Research on Food Truck Infrastructure

Running a functional, efficient, and profitable food truck includes more than having municipal code that supports the regulations necessary for a food truck to operate through the permitting process, zoning requirements, and dimensions. It's also vital to understand and prepare for the energy, water, and waste water requirements needed to power and sustain a food truck year-round. To make comprehensive recommendations for an ordinance TwispWork's can propose to the city as well as general recommendations for TwispWork's campus to better support food trucks, our group conducted research on the infrastructure needs for food truck operations.

Energy

Providing sufficient energy is vital to running a food truck as electricity is used to power a variety of equipment, including cooking appliances, refrigeration units, lighting, and more. The amount of energy consumed is also dependent on the type of food being prepared and the equipment being used. For example, a food truck serving only pre-packaged food will consume significantly less energy than a food truck preparing food using a deep fryer. There are a number of ways to calculate an estimate of how much energy a food truck will consume. To start

calculating, begin by listing all electrical appliances and equipment needing energy, including the wattage of each item and an estimate of how long it will be in use. When calculating, it's important to always overestimate the wattage needed to compensate for higher energy consumption or technical difficulties in the energy source (Chef's Icon, 2025). On average, a food truck requires 6,500-Watts to fully power. In this case, it is recommended to get a 10,000-Watt generator. It's also important to note that no matter the Wattage requirement of a food truck, the most electrical current someone can draw is 50 amps, so make sure the main power line is rated for 50 Amps (Developer, 2016). To calculate the total energy needed, the Chef's Icon Kitchen Intelligence website recommends this formula (Chef's Icon, 2025):

- Total Wattage = Sum of Wattage of All Appliances
- Total Energy Needed (Watt-Hours) = Runtime (hrs.) x Total Wattage

Types of Power Sources

Generators

Generators are the most common and widely used energy source and are ideal for food truck that frequently change venues as the generator moves with the truck. However, generators can also be noisy, produce emissions, require additional maintenance, and adds on to the overall operational costs. There are a few different types of generators that can be used, such as diesel, gasoline, propane, and inverter, all with their own pros and cons (Chef's Icon, 2025).

Generator Types	Pros	Cons
Diesel	Durable and efficient, supports high power demands, long operating hours, quiet	Emit harmful pollutants
Gasoline	Affordable, easy to use	Noisy, less efficient, lower power
Propane	More environmentally friendly	Expensive
Inverter	Stable, more portable, quiet	Higher initial cost

When considering a generator, it's important to look into fuel efficiency as having a highly efficient generator can save on operation costs and reduce the frequency of refueling. Considering a generators fuel tank capacity and runtime specifications is also important when looking at different generators (Chef's Icon, 2025).

Shore Power

Shore power works through plugging the food truck into an external power source, such as a grid outlet and is typically available at fixed locations. Solar is more environmentally friendly and is generally quieter when running, however, this power source has significant limits in usage. They limit a food trucks mobility and relies on the availability of power outlets at the site. It's recommended that users have a backup power supply available in case of power outages or lack of outlets (Chef's Icon, 2025).



Figure 20 (Bogie, 2025)

Battery Systems

Battery systems are seen as a clean, quiet, and environmentally friendly energy source when compared to the common generator. The battery systems store energy that can then be later used to power a food trucks electrical needs. They're ideal for short-term operations or as a backup power supply, and are not recommended for long-term use as they require frequent recharging and contain a lower power capacity. These systems can also be expensive to install and may require frequent maintenance, adding more to the operational costs of the food truck owner (Chef's Icon, 2025).



Figure 21 (Outdoorsy, 2025)

Wastewater and Grease Traps

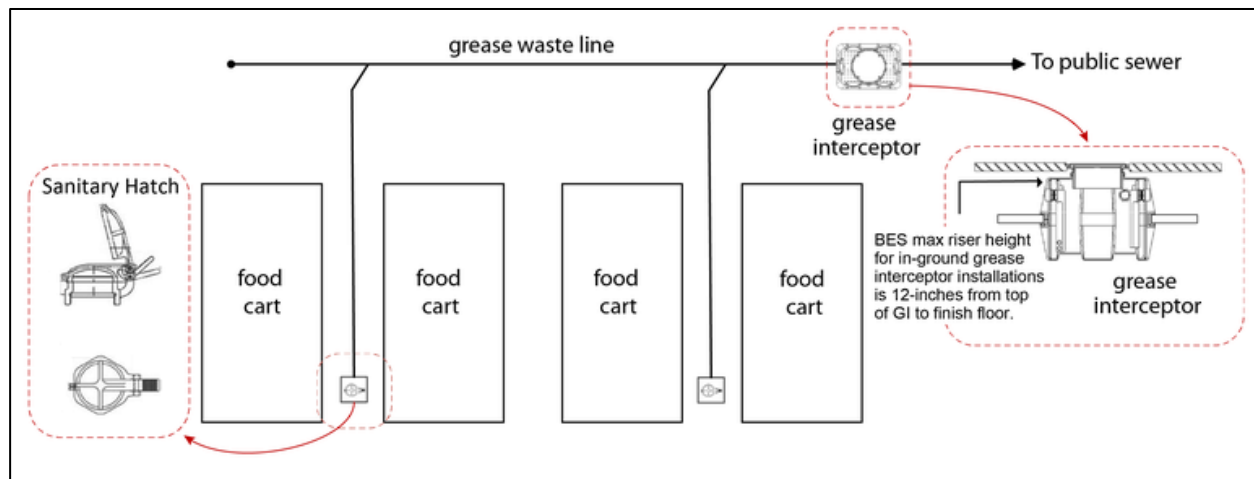


Figure 22 (Portland, n.d.)

A food truck requires a significant amount of water to properly run and includes a variety of appliances that use water. Fresh water tanks are needed to supply clean and fresh water for cooking needs, while a grey water tank is used for wastewater disposal generated from the 3-component sink, hand washing sink, and other wastewater sources. Food trucks also require a water heater and water pump, which have a variety of methods for connection. To supply water to the truck, the user can either connect to the water directly from a garden hose or from a freshwater tank. To “winterize” a water system, there are a few additional steps a food truck owner can take to ensure year-round operations. Generally, it is recommended to follow the steps that RV use to operate their vehicle as the size and operations of RV’s are extremely similar to that of food trucks. These steps include, but are not limited to, dumping the contents of fresh and grey water tanks overnight and when the unit is not in operation, emptying all of the water from the water heater and faucets when not in use, and using a portable space heater near the water supply unit inside while operating (Concession Nation).

Grease Traps

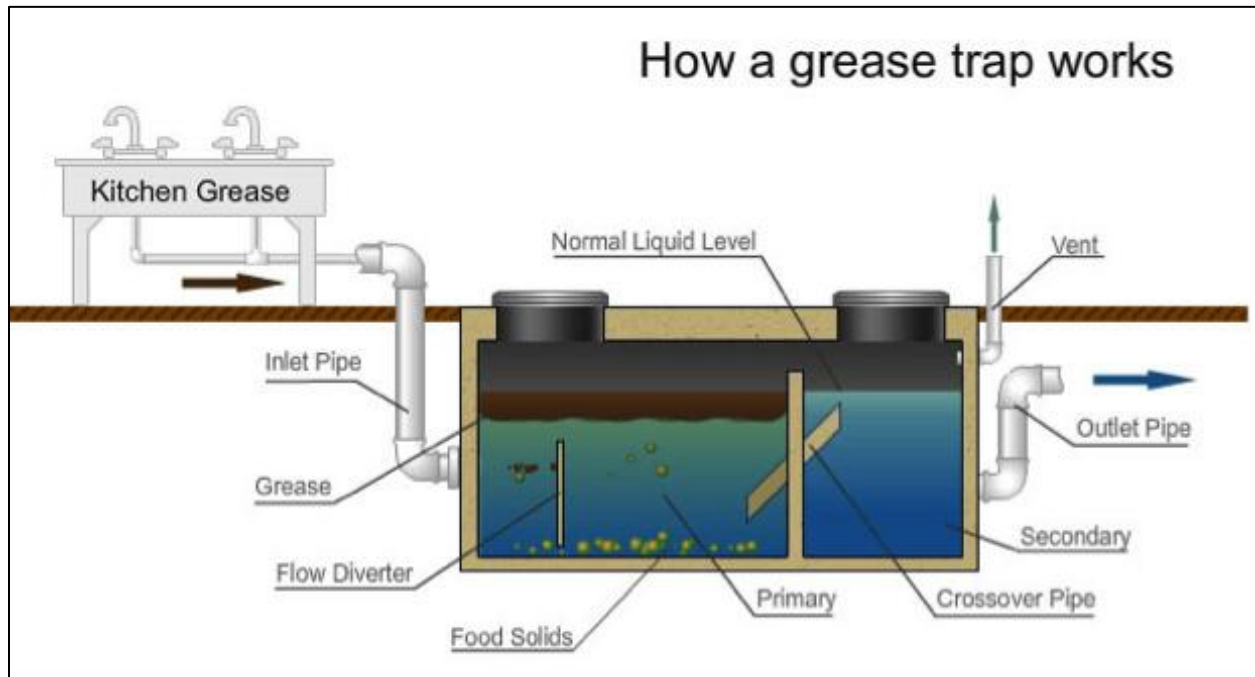


Figure 23 (GreaseCycle, n.d.)

Grease traps are a trap in a drain or waste pipe to prevent grease and other grey water materials from passing into sanitary sewer systems, ideally preventing foul odors, blocked drainpipes/sewers, and restricted flowing rate of wastewater. Grease traps work on the basis that animal fats and vegetable oils (grease) are 10 to 15% less dense than water, and grease won't mix with water. The FOG's (fats, oils, grease) float on top of the water, preventing them from entering the main sewage system. When wastewater enters a grease trap, the flow rate is reduced enough so the wastewater is given enough time to cool and separate into 3 layers. The grease rises to the top inside the interceptor and is trapped. The solids settle at the bottom and the separated clear water escapes under an outlet. Many grease traps also have strainers for collecting solid debris, which reduces the number of solids that settle at the bottom of the trap. There are several different types of grease traps, with their unique pros and cons (What is a Grease Trap and How Does It Work?).

Grease Trap Type	Pros	Cons
Passive Hydromechanical	Low initial investment, easy to install	Maintenance issues, less efficient
Automatic	Long-term running and low servicing costs	High initial cost
Gravity	Large capacity, can be pumped on a scheduled basis	High initial cost

Approved Wastewater Disposal

There are multiple ways food trucks can properly dispose of their grey water, and it is dependent on their location, resources, and state/municipal regulations regarding water quality. One possibility is disposal at a commissary, which is the most common location for grey water disposal. The majority of commissaries will have a location setup where a food truck can hook an external hose to release water into a grease trap, protecting the commissaries water source from potential pollutants. Additionally, food truck operators can look into local restaurants and camping areas for disposal, or wherever RV's may dispose of their wastewater (Ways to Legally Dispose of Gray Water for a Food Truck, 2017).

Recommendations for TwispWorks

Energy Sources

While the majority of food trucks bring their own energy source, to encourage food trucks to park on TwispWork's campus it is important to consider providing valid energy sources on campus. One recommendation is to provide shore power hookups on campus, specifically where TwispWork's want food trucks to park. These shore power hookups are an external power source at fixed locations and should be high power enough to power at least 3 food trucks at a given time to better support the implementation of food truck courts. On average, a food truck requires 6,500 Watts of energy to be fully powered. If there are 3 food trucks using the shore power hookup, it is recommended that TwispWorks invest in a shore power hookup that can provide at least 20,000 Watts of energy. It is also recommended that TwispWorks provides an on-site backup generator in case of power outages or high energy demands. Inverter generators provide stable, quiet, and portable energy sources for food truck users, providing them and campus with a sense of security. While these types of generators have an initial higher cost, they aid in meeting the energy needs of campus and food truck owners and have a high long-term success rate.

Wastewater and Greywater Disposal

While food trucks are responsible for managing their own wastewater, the ways for disposal are typically dependent on the location of the food truck. To support the wastewater disposal process, we recommend that TwispWorks provides a variety of resources. The first recommendation is working with the city of Twisp to analyze the feasibility of a public sewage connection for the food trucks. Specifically, this process would be looking into the current sewage lines and connection for the entire TwispWorks campus and if the sewage line could handle the additional wastewater of 3-5 potential food trucks being connected to the system. If feasible, we also recommend installing a shared grease trap for greywater disposal to protect the local waterways and sewage system. We recommend the installation of a gravity grease trap, which has a large capacity for waste and can be pumped on a scheduled basis. While there is a higher initial cost for gravity grease traps compared to others, gravity grease traps have more longevity and can support a much higher volume of waste. If sewage connection is not a possibility for the food

trucks, we recommend that TwispWorks looks into other wastewater disposal sites such as RV parks, nearby campgrounds, or local restaurants.

Weatherization

To encourage the operation of food trucks year-round on TwispWorks campus, our group recommends several possible solutions. If TwispWorks decides to build a functioning food truck court, we recommend that the campus provides weather protection infrastructure. This may look like building covered canopies over truck spaces to shield them and costumers from rain, snow, wind, and sun. Additionally, there could be heat lamps and/or heated seats provided under the covered canopies to ensure the usage of the court during the winter months, In terms of weatherizing an actual food truck, we recommend implementing practices that RV's use to function year-round.

Food Truck Court 3D Model



Figure 24: One of many designs that could be possible, created by our team

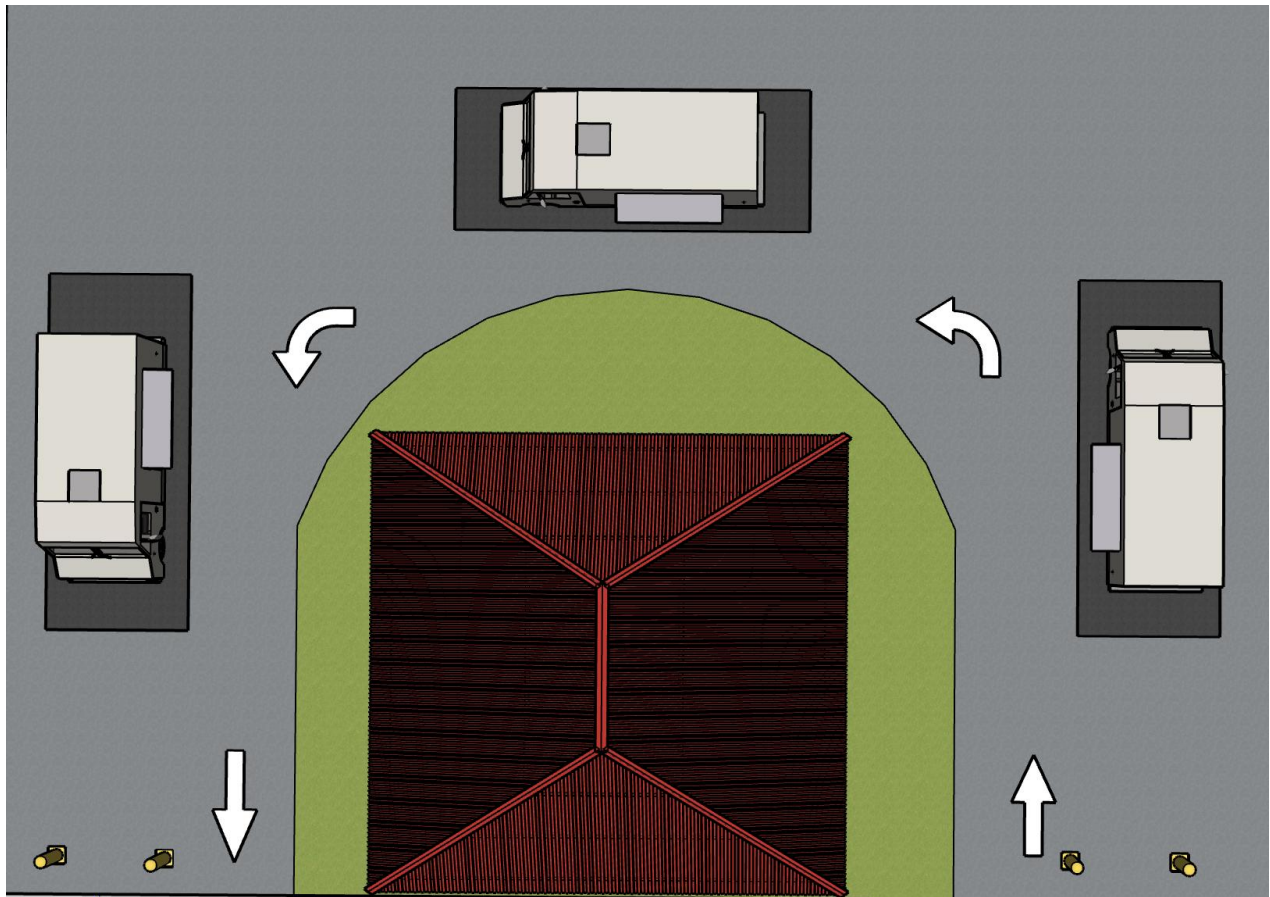
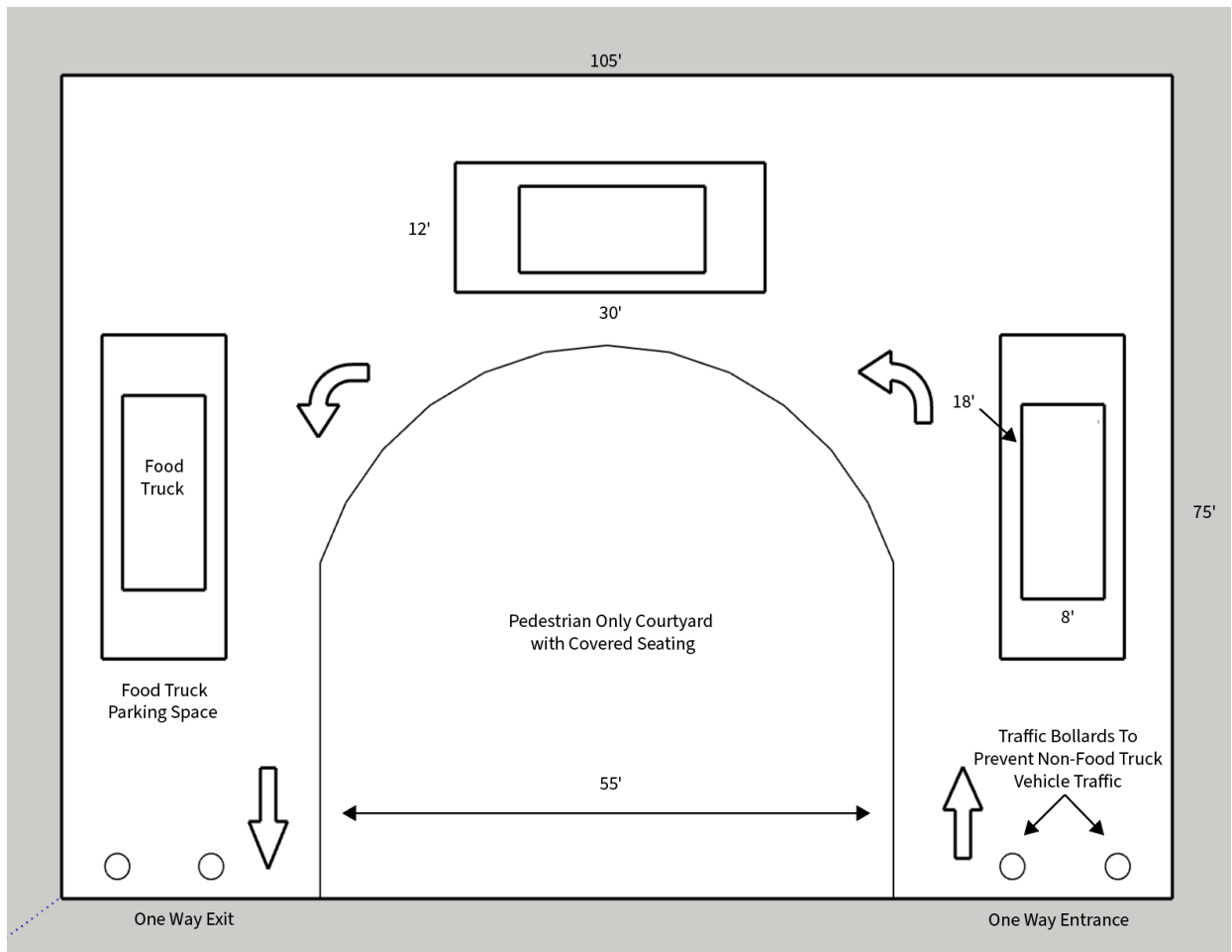


Figure 25 Plan View of model our team created

The models above were created using the digital 3D modeling software SketchUp. They show a simplistic version of what a food truck court could look like if integrated into TwispWorks campus. These models or similar versions could be used to help TwispWorks with their community outreach process as they allow members of the public to envision the scale and atmosphere of the potential project.

Food Truck Court Dimensions Diagram



The diagram above shows the dimensions of key elements for the potential food truck court, including average food truck size, required parking space size, pedestrian courtyard width, and overall court size. The recommended dimensions depicted in the diagram were based on a document produced by the city of Columbus which included information on the turning radii of food truck sized vehicles and needed infrastructure to safety and efficiently accommodate them (Jennifer & The City of Columbus, 2023). TwispWorks can use these dimensions to help assess the feasibility of a food truck court on different potential locations on campus. Following these dimensions will ensure a future court is safe and comfortable for owners and customers.

Food Truck Court Recommendations

The proposed food truck court layout for TwispWorks campus is designed to enhance safety, functionality, and year-round usability. We recommend implementing a one-way traffic flow with a designated entrance and exit to prioritize safety, maximize space, and allow food trucks to remain mobile. The dimensions shown in the diagram provide ample clearance for wide turning radii, ensuring smooth and efficient entry and exit for trucks. Each truck has dedicated parking spaces that offer additional space to accommodate trash disposal, power connections, and fresh and wastewater hookups, ensuring trucks can operate efficiently without obstructing pedestrian areas. At the center, a wide pedestrian-only with covered seating under a pavilion creates a welcoming space for community gatherings. The pavilion provides shade, rain protection and could even be screened in for cold temperatures, making it a key aspect to ensure year-round use is possible and comfortable for visitors. To maintain safety and limit vehicle access, removable traffic bollards at the entrance and exit points should be used during operating hours to prevent non-food truck vehicles from entering. This design supports vendor needs, the ability to rotate food trucks and a comfortable visitor experience helping contribute to TwispWork’s goal of a functional, vibrant campus.



Figure 26 (WeekendSherpa, n.d.)

Pedestrian Environmental Quality Index

A Pedestrian Environmental Quality Index (PEQI) is a tool used by the Washington State Department of Transportation in order to quantitatively evaluate a pedestrian’s experience on a given route (REFERENCE). Since this index was created for much bigger cities with more pedestrian amenities, a portion of the questions would not be applicable to such a small, rural town. To be able to get out the information needed, the team created an adjusted qualitative version of the PEQI that only had questions relevant to Twisp (Appendix A). Using a Google Form, the team walked several common routes that the average Twisp resident or tourist would use from the community center, the Methow Valley Housing Trust, and from Hank’s the local grocery store. Using the Google Maps recommended route, the team stopped at each intersection to evaluate the quality of the previous block and the intersection, with an overview section at the completion of each route. A map was created to visually show the determinations from the survey (see figure 28). Please note that determinations were made based on the current traffic rates, and if development were to increase in any of these areas causing an influx of cars, a new PEQI would have to be conducted. Any significant increase in vehicular traffic would make these routes significantly less safe for pedestrians.



Figure 27 (Methow Valley News, 2024)



Figure 28 Map of routes and their level of perceived pedestrian safety, created by our team

Overall, the quality of the pedestrian infrastructure in town is poor, with the worst route being from Hank's to TwispWorks. Since pedestrians have to walk along and cross Highway 20, they are very exposed to fast-moving cars who might not be paying attention. There are bike lanes that could act as a small buffer, but the lines have faded away and cyclists rarely use the bike lanes. There is also a large, unprotected crosswalk over Twisp-Carlton Road, in which pedestrians have to cross a wide section of the collector road, very close to the Highway, with only stripes of paint delineating what is for cars and what is pedestrians.

Community Center to TwispWorks

Crossing Highway 20 from the Community Center felt safer than crossing from Hank's Grocery Store, since there was no curve blocking drivers' view and there was better visibility. The intersection at 3rd Avenue and Glover Street had recently been renovated, so there are bump outs at the crosswalks and an overall higher perceived safety for pedestrians. The sidewalk on Glover Street was narrow but not unwalkable and had sporadically lined trees at various parts of the walk. The piece that made the walk completely unsafe, however, was the fact that Google Maps says to jaywalk to TwispWork's entrance at the start of Glover Street. This intersection is notoriously dangerous for pedestrians and drivers alike, and if someone turns from the highway onto Glover Street and isn't careful, they could easily run into a pedestrian crossing there.

Twisp Park to TwispWorks

The walk from Twisp Park down Lincoln Street felt pretty safe despite the lack of sidewalks, if only due to the complete lack of cars. There were few street trees that would have provided shade to make the walk easier on hot days.

Methow Valley Housing Trust housing to TwispWorks

The walk from 3rd Avenue and Canyon to TwispWorks had poor sidewalk surface conditions for pedestrians on Canyon Street, then when you turn to walk up 5th Avenue, not only is there no sidewalk, but there's also no crosswalk there either. The stretch from 5th Avenue and Canyon to 5th Avenue and Lincoln required you to walk either on the road or on someone's property, which felt dangerous and unwelcoming. In addition, there were no street trees to shade the pathway. The team considered three of the four intersections dangerous and one intersection uncomfortable, due to the lack of infrastructure like crosswalk markings and sidewalks.

After the completion of surveys, the team came together to decide how the pedestrian infrastructure could be improved. Flashing pedestrian crosswalks for every Highway 20 crossing, and zebra crossings at every intersection in town were decided to be the two highest priorities for pedestrian improvements. A map was created to show where improvements should be made (see figure 29).



Figure 29: Recommended pedestrian improvements, map made by our team

Monitoring and Evaluation

In order to evaluate the continued progress and success of the team's project efforts, the evaluation criteria have been split into three categories: things to continue doing, things to push for, and things to track. One of the things that should be continued after the conclusion of this phase of the project is community engagement. TwispWorks must keep building a relationship with their neighbors, especially connecting with those that have complaints about noise levels that come from TwispWorks events. By creating a



Figure 30 (Winthrop Washington, n.d.)

strong relationship with these people, hopefully the two groups can work together to find a solution that works for all parties. TwispWorks could even hold a stakeholder engagement event for the master plan updates that is geared specifically towards the households just outside TwispWorks campus. That way they can be involved in the campus updates and have their voices heard. TwispWorks should also continue to be proactive in their master plan updates. After the completion of the current update, the team should keep the next update in the back of their minds, thinking of things that could be improved on the next update. As of the completion of this report, Tori and Katie have a weekly standing meeting with Thom Vetter, the town planner, on the Town's collaboration throughout the master plan update. This meeting and collaboration should continue throughout the duration of the project, and even beyond if both parties feel that it would strengthen the partnership between TwispWorks and the Town of Twisp.

The official noise ordinance of the Town of Twisp must be updated in a way that both allows TwispWorks to continue their monthly free concerts and allows those who are disturbed by the concert's noise levels to be heard. Similarly, the rules and procedures regarding food truck infrastructure needs to be reflected in the municipal code in order to create a clear and fair approach for both TwispWorks as a food truck host, and food truck owners themselves to create a successful food truck business. Finally, the pedestrian improvements, specifically along Highway 20, will take continuous efforts of the Town Planner, interested TwispWorks staff, and the Washington State Department of Transportation in order to make our recommendations, or similar, a reality. These improvements are a long-term project with many stakeholders and therefore will require long-term monitoring to ensure that the result is something that serves the community.

The third monitoring category are things to track in the short term. First, does Lal's experience as a food truck owner improve with the infrastructure and code updates? Do they serve him and his business? Is his business finally able to successfully run in the winter? How does infrastructure for more food trucks impact his business? As more concrete plans for the proposed

roundabout along the edge of TwispWork’s property are made, are they supported by this team’s findings on pedestrian improvements, or are they mostly geared towards cars? When construction on the Glover Street pedestrian infrastructure improvements begins, how can these improved sidewalks, crosswalks, etc. be expanded to the rest of the town to increase walkability everywhere, but specifically to connect TwispWorks with the rest of the town? All these questions and considerations are important things to consider when determining the long-term success of this project.

Budget Considerations

As TwispWorks continues its campus planning process and works towards implementation of improvements a variety of budget items should be taken into consideration.

Noise Ordinances

While the formal adoption of a noise ordinance would occur at the town level TwispWorks should anticipate internal costs associated with monitoring and community engagement. TwispWorks should budget for the purchase of a decibel reader to monitor event noise levels and to loan it out to concerned neighbors. Additionally, community outreach and education for neighbors regarding the new ordinance and tools should be budgeted for. Continued engagement with the Town of Twisp to ensure the new ordinance is established will require paid staff time.



Figure 31 (*explorewashingtonstate.com, n.d.*)

Food Truck Infrastructure

Site preparation

If a food truck court is established, a new space on campus would need to be cleared, graded, and paved. This process would require a contractor and engineering fees, demolition or removal of existing materials and construction costs.

Utility infrastructure

A fully functional, up-to-code food truck court would require significant utility upgrades. These could include installing shore powers hookups, adding an onsite backup generator, installing grease traps, connecting wastewater to the town’s sewerage system, and paying permit fees for those connections.

Weatherization

To support year-round operation, weather protection for the food truck themselves is necessary. This could involve installing wind screens or enclosures, adding insulation or heating to trucks, and potentially offering subsidies or low-interest loans to help food truck owners with these improvements.

Seating and Courtyard Maintenance

To make the food truck court accessible and enjoyable year-round, a covered pavilion should be installed to provide protection from both sun and rain, paired with heating options such as portable heat lamps or outdoor gas fireplaces for winter comfort. Landscaping in the courtyard will require ongoing maintenance, while central trash and recycling receptacles will need regular pickup.

Pedestrian Infrastructure

Implementation of our recommendations for pedestrian infrastructure improvements within the Town of Twisp cannot be carried out directly or exclusively by TwispWorks. However, staff time should be budgeted for continued conversations and coordination with the Washington State Department of Transportation (WSDOT) to support alignment between campus needs and broader roadway safety projects.

In addition to interagency coordination, TwispWorks may want to consider enhancements of pedestrian safety and accessibility within its own campus. Potential on-campus improvements could include new speed signage to further slow vehicle traffic on campus roads and additional marked zebra crossings. These on-campus improvements would have associated costs for materials, installation, and ongoing maintenance.

Conclusion

TwispWorks has the opportunity to strengthen its role as a hub for the Methow Valley by aligning campus improvements with broader town infrastructure and community needs. Working closely with the Town of Twisp on noise ordinance will ensure TwispWorks can continue to provide vibrant community events that bring neighbors, visitors and communities together while respecting the needs of nearby residents. Our recommendations include clarifying the noise compliance process to make it easier for both event organizers and neighbors to understand and follow. The use of a decibel reader, available both for TwispWorks as an event coordinator and for neighbors to check out will ensure compliance can be monitored fairly and consistently, fostering trust and open communication between all parties. On-site upgrades like expanded year-round food truck infrastructure will enhance the public space, provide more food options, and encourage visitors, locals, and community members to stay on campus longer and return more frequently. Our proposed food truck court will have a dedicated customer courtyard with a covered

pavilion that will create year-round comfort for dining and gathering. Enhanced pedestrian connections will make getting to campus and walking through town as a whole more safely accessible. We recommend installing new zebra crossings and adding flashing lights to all crosswalks along Highway 20 and repainting bike lane stripes. Maintaining strong relationships with neighbors, town officials, and community partners will ensure campus improvements reflect shared goals. By following these recommendations and continuing a community-driven campus master plan process, TwispWorks can strengthen its ability to serve, connect, and inspire the Methow Valley community and beyond.

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Appendix A

PEQI: Intersection Form

Category	Item	Response/Notes
Segment Form	Segment ID	
	Street Name	
	Cross Streets	
Road Details	Number of Lanes	
	Two-Way Traffic	Yes/No
	Posted Speed Limit	
Crossing Features	Crosswalks	Yes/No
	Pedestrian Signals	Yes/No
	Stop Signs	Yes/No
	Curb Cuts	Yes/No
Intersection Traffic Calming Features	Pavement Treatments	Yes/No
	Median or Middle Divider	Yes/No
	Mini Circles/Roundabouts	Yes/No
	Speed Tables	Yes/No
	Bike Lanes	Yes/No
	Curb Extensions	Yes/No
	Lights Set in Crosswalk	Yes/No
	Other:	
Additional Signs for Pedestrians	Describe	
Street Traffic Calming Features	Street Median	Yes/No
	Speed Tables	Yes/No
	Drains, dips, or other slowing features	Yes/No
	Chicanes	Yes/No
	Rumble Strips	Yes/No
	Speed Limit Enforcement	Yes/No
	Other	
Sidewalk Width	No Sidewalk	
	Less Than 5ft	
	5ft-7 ft 11 in	
	8ft-11 ft 11 in	
	12ft or more	
Sidewalk Condition	Surface Condition	
	Large Obstruction	

Other Street Elements	Presence of a Curb	Yes/No
	Driveway Cuts	Yes/No
Tree Coverage	Continuously Lined	
	Few Trees/Sporadically Lined	
	No Trees	
Amenities	Public Seating (Including Bus Stops)	Yes/No
Buffers	Bike Lane	Yes/No
	Parallel Parking (Not Time Restricted)	Yes/No
	Parallel Parking (Time Restricted)	Yes/No
	Grassy/Paved Margin	Yes/No
Land Use	Storefront/Retail Use	#
	Public Art/Historical Sites	#
	Litter	#
Lighting	Private Pedestrian Lighting	
	Public Pedestrian Lighting	
	Both	
	None	
Other Conditions	Construction Sites	#
	Abandoned Buildings	#
	Vacant Lots	#
	Bike Racks	#
Perceived Walkability	Visually Attractive for Walking	Strongly Agree / Agree / Disagree / Strongly Disagree
	Feels Safe for Walking	Strongly Agree / Agree / Disagree / Strongly Disagree
	Obvious Strong Odors Present	Yes/No
	Noise Level	Low/Medium/High
Overall Rating	Walkability	1-10

What improvements could create an even more engaging and welcoming campus?

Place a dot on the map and write a sticky note to tell us...

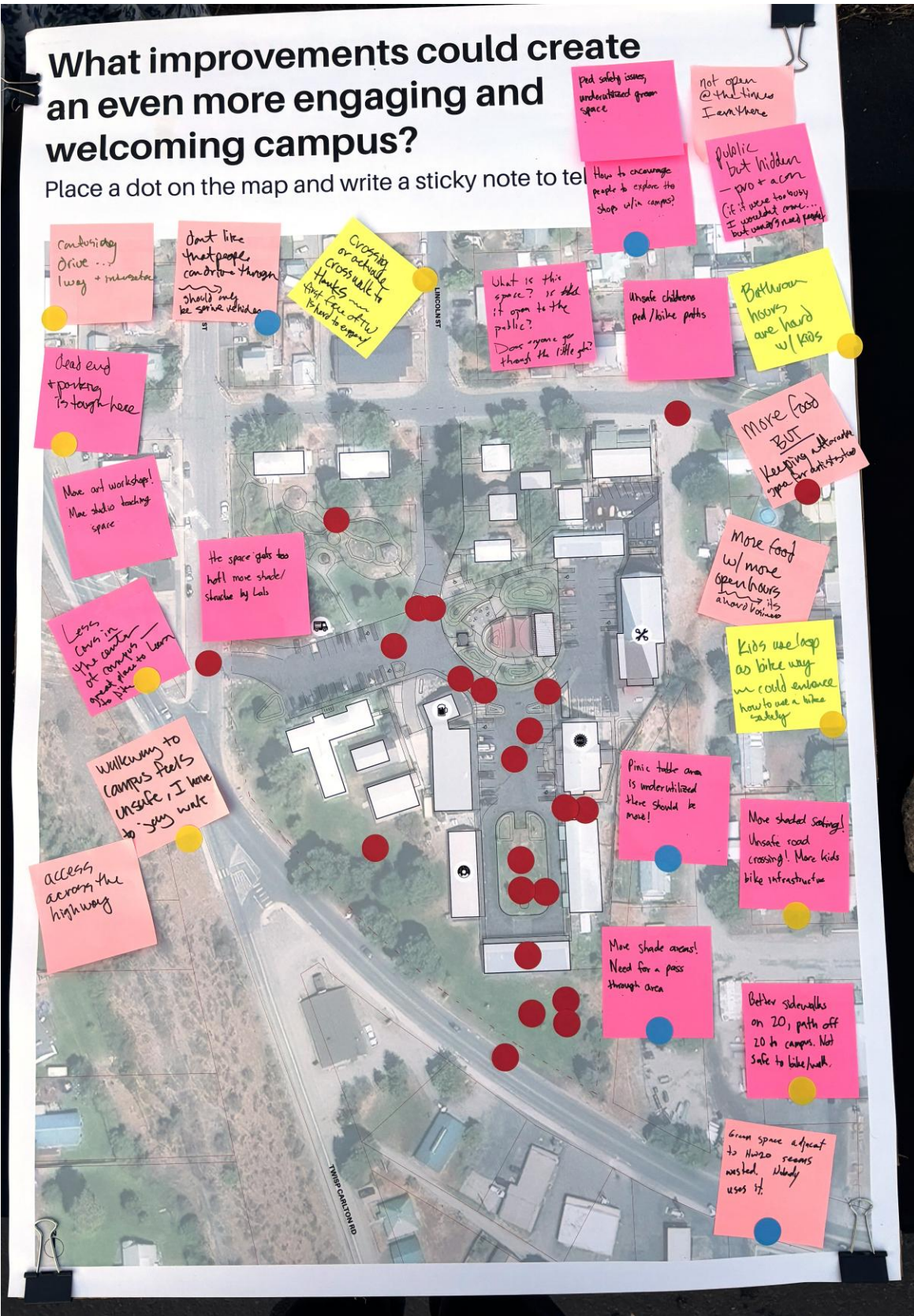


Figure 33: Campus improvement public interest activity