

**ORDINANCE NO. 2017-12**

**AN ORDINANCE**, amending the official zoning map of the City of Wenatchee under Title 10 Zoning, City of Wenatchee Code.

**WHEREAS**, the City of Wenatchee has adopted the Wenatchee Urban Area Comprehensive Plan and a series of sub-area comprehensive plans pursuant to the Growth Management Act (GMA), RCW Chapter 36.70A, which cover the Wenatchee Urban Growth Area and all incorporated areas within the City of Wenatchee, that have been found to be consistent with each other and with the adopted GMA plans of the adjoining jurisdictions; and

**WHEREAS**, the City of Wenatchee Planning Commission has transmitted a recommendation of approval to this Council regarding zoning map amendments to the Wenatchee City Code; and

**WHEREAS**, notice of all public hearings on this matter have been published according to law; and

**WHEREAS**, the Wenatchee City Council adopt the Findings of Fact and Conclusions of Law as set forth in Exhibit “A” and incorporate them in this Ordinance by this reference as though fully set forth herein.

**THE CITY COUNCIL OF THE CITY OF WENATCHEE DO  
ORDAIN AS FOLLOWS:**

**SECTION I**

That the amendments to the Wenatchee City Code as set forth in Exhibit “B” attached hereto and incorporated by this reference shall be and hereby are approved and adopted.

**SECTION II**

This ordinance shall take effect thirty (30) days from and after approval and publication as provided by law.

**PASSED BY THE CITY COUNCIL OF THE CITY OF WENATCHEE** this 8<sup>th</sup> day of June, 2017.


CITY OF WENATCHEE, a Municipal corporation

By:   
FRANK KUNTZ, Mayor

ATTEST:

By:   
TAMMY STANGER, City Clerk

APPROVED:

By:   
STEVE SMITH, City Attorney

# Exhibit “A”

## Findings of Fact:

1. The City of Wenatchee has adopted the Wenatchee Urban Area Comprehensive Plan and a series of sub-area comprehensive plans pursuant to the Growth Management Act (GMA), RCW Chapter 36.70A, which cover the Wenatchee Urban Growth Area and all incorporated areas within the City of Wenatchee, that have been found to be consistent with each other and with the adopted GMA plans of the adjoining jurisdictions.
2. The City of Wenatchee Planning Commission is responsible for long range planning matters and providing implementation recommendations to assure compliance with the Growth Management Act for the City of Wenatchee Urban Growth Area in coordination with Chelan County and within the incorporated boundaries of the City of Wenatchee. These measures include updates and amendments to the comprehensive plan, development regulations, environmental regulations, and any other rules, actions or regulations deemed necessary to implement the Growth Management Act.
3. The schedule established by the Growth Management Act in RCW 36.70A.130(5)(c) mandates the City of Wenatchee to take action to review and, if necessary, revise its comprehensive plan to ensure compliance with the Growth Management Act prior to June 30, 2017.
4. The City of Wenatchee completed a comprehensive update of the Wenatchee Urban Area Plan in 2006. The intent of the 2017 update process was to consider strategic amendments as necessary to build upon the process from 2006 and meet state update requirements.
5. The City established a process and schedule for public participation with the adoption of a Public Participation Plan under Resolution No. 2016-13.
6. The City of Wenatchee Planning Commission held a series of 10 workshops between April 2016 and January 2017 for the purposes of reviewing and updating each of the elements of the comprehensive plan and any necessary amendments of Wenatchee City Code. Notice of this process was provided to a master list of current and prior stakeholders involved in planning in the community and the public was invited to attend the workshops. The public was invited to track progress on the update process by signing up with email notifications of workshops and hearings and reviewing web postings for draft materials.
7. On January 22, 2017, a 60 day public review and comment period and environmental review was issued by the City of Wenatchee on the proposed amendments. Notification was published in the Wenatchee World on January 22, 2017. Additional notices were provided to local, regional and state agencies for the 60 day review and comment period/environmental review; and to interested parties, the press, and landowners within proposed area-wide comprehensive plan and rezone amendments.

8. The City of Wenatchee Planning Commission held a “drop in” open house on February 15, 2017 from 4:00PM to 6:00PM in the Council Chambers of Wenatchee City Hall to provide information on the comprehensive plan update process and encourage public comments.
9. The City of Wenatchee Planning Commission held a workshop on March 15, 2017 in the City Council Chambers of Wenatchee City Hall for the purposes of reviewing public comments.
10. A notice of intent to adopt amendments was submitted to the Washington State Department of Commerce on January 20, 2017 along with draft amendments.
11. A periodic Update Checklist for Cities, Washington State Department of Commerce, was completed documenting compliance with the comprehensive plan update requirements and provided to the Department of Commerce on March 30, 2017.
12. On April 19, 2017, the City of Wenatchee Planning Commission conducted an advertised public hearing. The City of Wenatchee Planning Commission continued the Public Hearing to May 17, 2017, in the Council Chambers of Wenatchee City Hall, Wenatchee, WA at 5:30 P.M. The Planning Commission entered into the record the files on these amendments, accepted public testimony at both hearings, and deliberated the merits of the proposal.
13. The City of Wenatchee Planning Commission has reviewed the entire record including the goals and policies of the comprehensive plan and public testimony as it relates to the proposed zoning map amendments to Wenatchee City Code.
14. On June 8, 2017, the Wenatchee City Council conducted an advertised public hearing. The Wenatchee City Council entered into the record the files on these amendments, accepted public testimony, and deliberated the merits of the proposal.
15. The Wenatchee City Council has reviewed the entire record including the goals and policies of the comprehensive plan and public testimony as it relates to the proposed amendments.
16. The City of Wenatchee issued a determination of non-significance (DNS) and adopted by reference the existing Final Supplemental Environmental Impact Statement for the Wenatchee Urban Area Comprehensive Plan Update 2006, adopted April 4, 2007, on February 17, 2017 with respect to the proposed amendments.
17. Public and agency comments were reviewed and considered during the review and development of amendments to the Wenatchee Urban Area Plan and Wenatchee City Code.
18. The April 12, 2017 Staff Report to the City of Wenatchee Planning Commission generally summarized updates to each component of the Wenatchee Urban Area Plan including two new sub area plans, the North Wenatchee Master Plan and South Wenatchee Action Plan. These proposed amendments are in response to changing needs and opportunities in the community and provide direction and guidance for the City to move forward implementing new and revised policy direction. The compilation of these changes provide an update for the City of Wenatchee Urban Area Plan in compliance with RCW 36.70A.130(5)(c). Proposed zoning map amendments to Wenatchee City Code

are consistent with and necessary to implement the land use designation map amendments adopted for the Wenatchee Urban Area Comprehensive Plan Amendments.

19. The adoption of proposed zoning map amendments to Wenatchee City Code in Olds Station going from Industrial Zoning to the North Wenatchee Business District supersede and replace Chelan County Zone Changes: 323, 323-A, 98-4, 96-8, 476A, 474, 211, 380; adopted under Resolutions 81-42, 98-98, 96-83, 98-102, 91-62, 75-31, 84-68, 85-90, 84-68, 86-21, and 88-21; within the areas of the zoning map amendments.

Conclusions of Law:

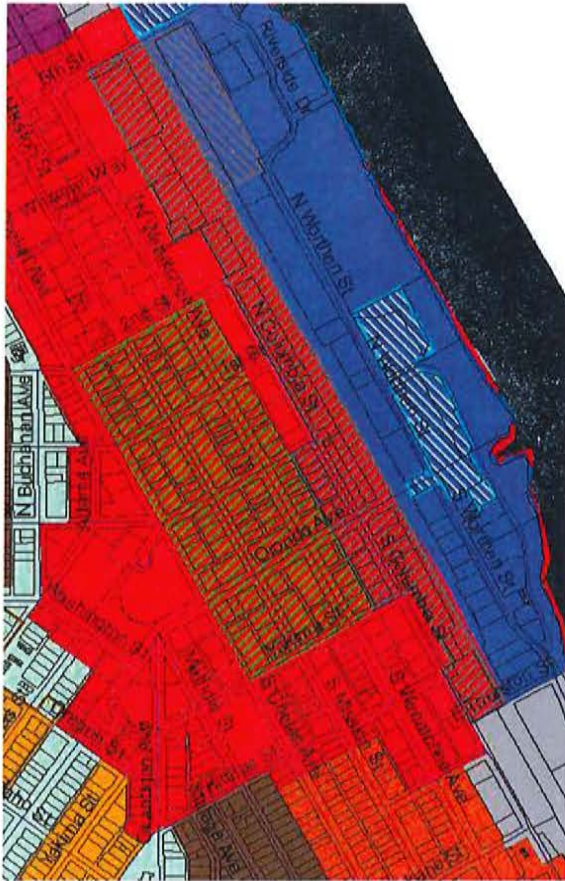
1. The procedural and substantive requirements of the State Environmental Policy Act have been complied with.
2. The procedural requirements of RCW 36.70A have been complied with.
3. The proposed amendments are consistent with the Chelan County Countywide Planning Policies and the City of Wenatchee Urban Area Comprehensive Plan.
4. The proposed amendments are consistent with the requirements of Revised Code of Washington, and the Washington Administrative Code.

Exhibit "B", Zoning Map Amendments to the Official City of Wenatchee Zoning Map, Title 10 Zoning, WCC.

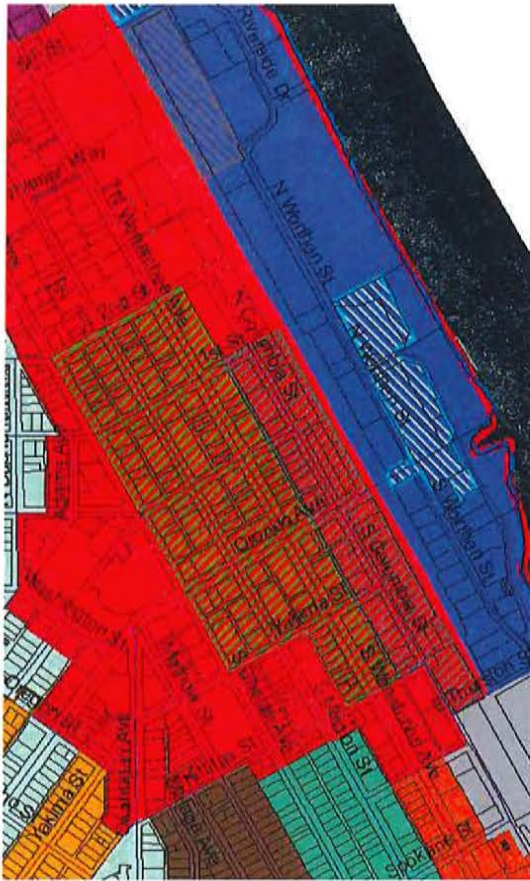
See last page for map legend

Revision to the Columbia Street Overlay District (CSO).

Existing:



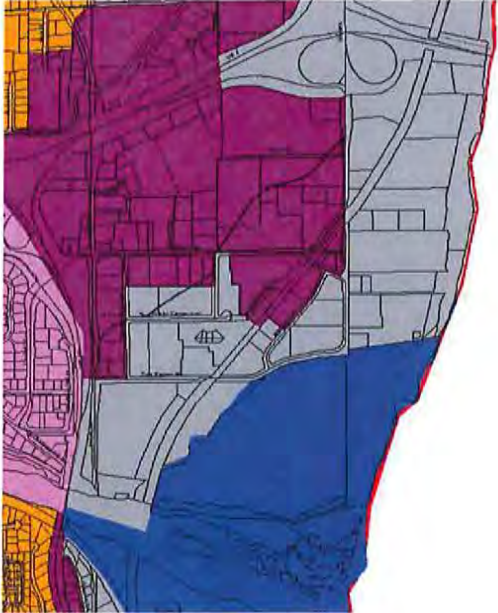
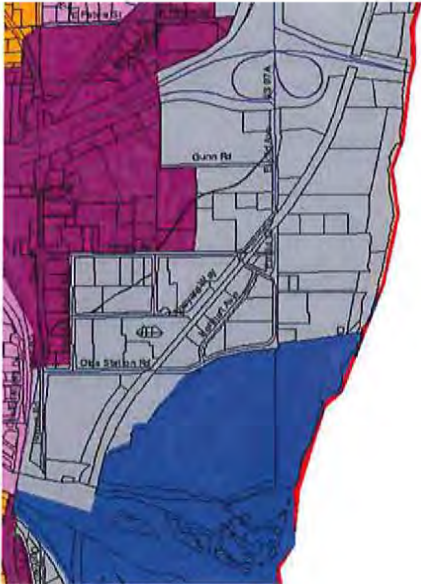
Proposed, (Zone map amendment # 1):



Rezone of an area in Olds Station. Expansion of the North Wenatchee Business District (NWBD) to the east.

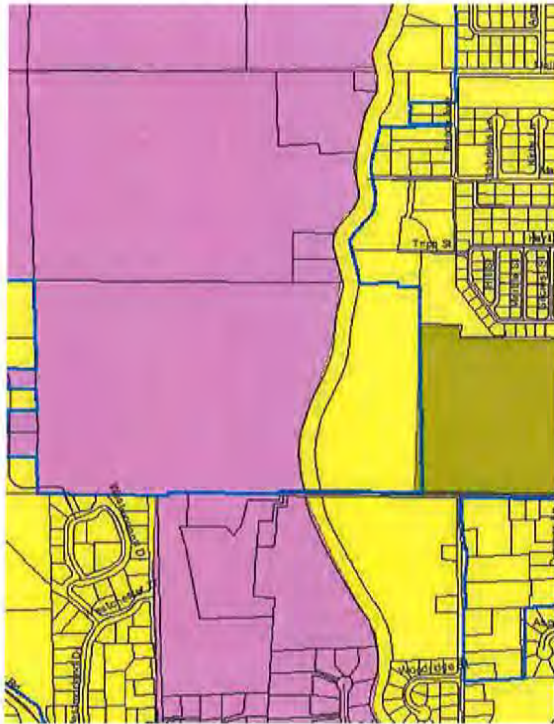
Existing:

Proposed, (Zone map amendment #2):

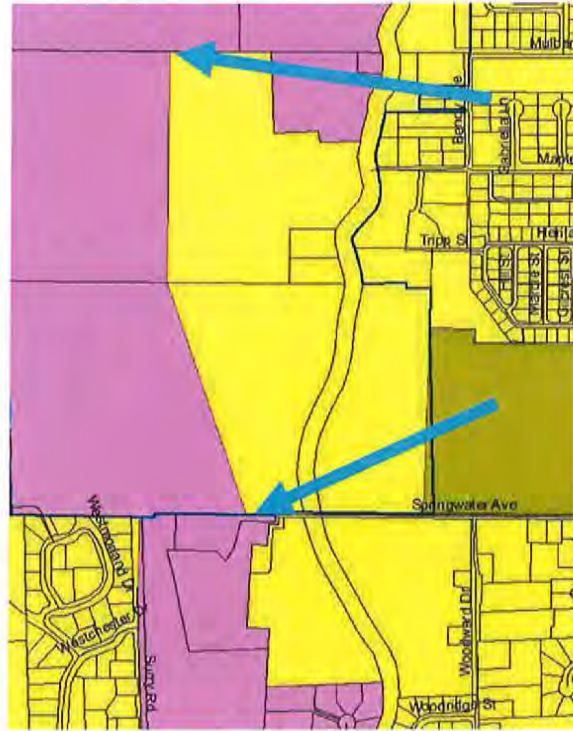


Expansion of the Residential Low Zoning District west to the base of the foothills.

Existing:



Proposed, (Zone map amendment #3):



The description of the boundary between RS and RL appears below. The arrows in the image above indicates the beginning and end of the line.

Line "A"

The following describes a line located in Section 32, Township 23 North, Range 20 East of the Willamette Meridian, Chelan County, Washington more particularly described as follows:

Commencing at a brass cap in concrete, which is the center of Section 32, also being the Southwest corner of property conveyed to Barton H. Clennon, et ux, Cory R. Clennon Trust, and to Cameron P. Clennon Trust by deed recorded under Auditor's File No. 2335624;

Thence along the South line of said property N89°40'51"W 396.80 feet to the TRUE POINT OF BEGINNING of Line "A";

Thence S0°27'06"W 1318.95 feet to a point on the South line of property conveyed to Wenatchee School District No. 246 by deed recorded under Auditor's File No. 2156947, from which the Northeast corner of said property, a 5/8" rebar and cap, lies S89°34'09"E 1019.60 feet;

Thence S18°14'57"E 1393.37 feet to a brass cap in concrete, also being the South Quarter Corner of section 32, and TIRMINUS of said line.

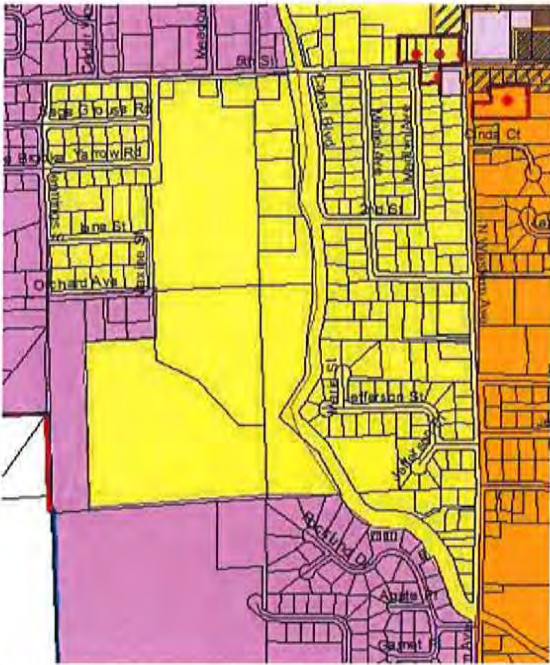


Prepared by: Joshua B. Velazquez

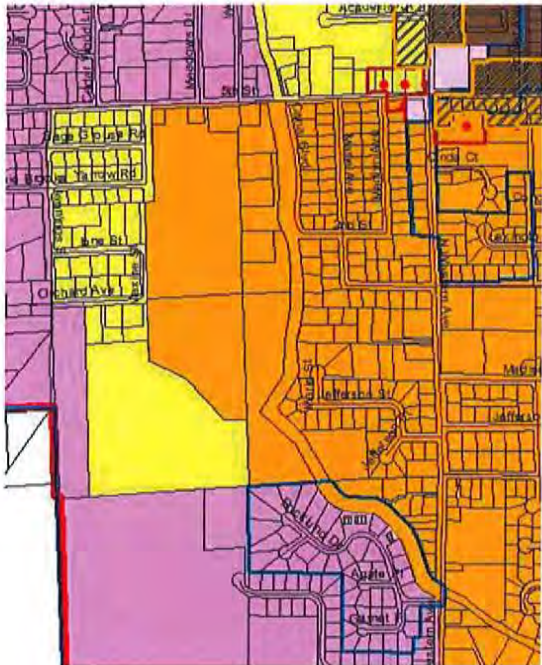
Date: March 13, 2017

Rezone of area in West Wenatchee from Residential Low (RL) to Residential Moderate (RM) and Residential Single Family (RS) to Residential Low (RL).

Existing:



Proposed, (Zone map amendment #4):



- Rezone of two parcels on the west side of N Chelan Ave, north of 5<sup>th</sup> Street, from Central Business District (CBD) to North Wenatchee Business District (NWBD), re-aligning the boundary of the two districts.

Existing:

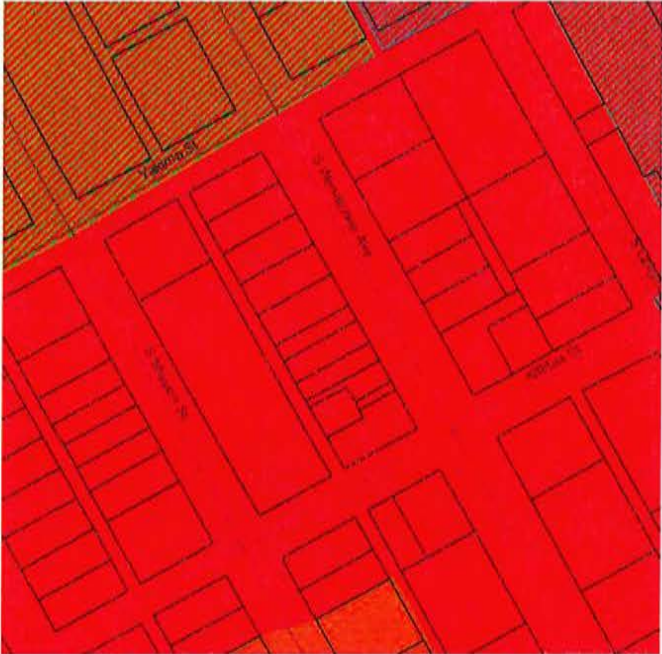


Proposed, (Zone map amendment #5):



- Extension of the Historic Entertainment Overlay (HEO) District to cover parcels on both sides of S. Wenatchee Ave. between Yakima and Kittitas Streets. The underlying Zoning of the Central Business District (CBD) remains the same.

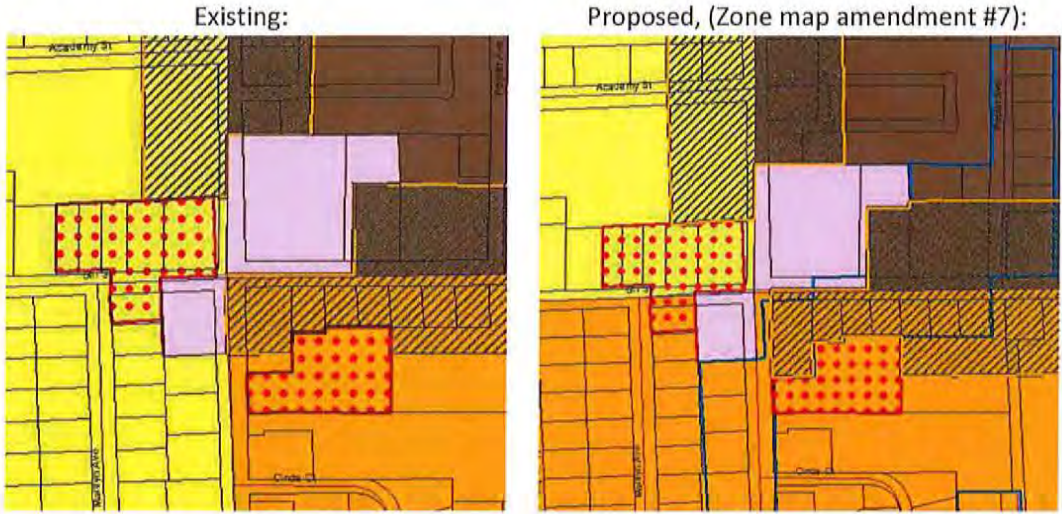
Existing:



Proposed, (Zone map amendment #6):



- Revision to MRC – WCC10.40.070 specifies that the MRC extends 200ft from the edge of the right-of-way (ROW).




**Legend**

 City Limits

 Urban Growth Area

— Streets


**Overlay Districts**

 CSO - Columbia Street Overlay

 HEO - Historic / Entertainment Overlay


 WMU - Industrial Overlay

 WMU - Pedestrian Overlay


 WMU - Recreational / Residential Overlay


 GHD - Grandview Historic District

 MRC - Mixed Residential Corridor

 CNO - Neighborhood Commercial Overlay


**Zoning Districts**


 LWC - Live-Work Corridor

 NWBD - North Wenatchee Business District


 SWBD - South Wenatchee Business District


 CBD - Central Business District


 CN - Neighborhood Commercial


 I - Industrial


 WMU - Waterfront Mixed Use


 OMU - Office Mixed use


 RMU - Residential Mixed Use

 RH - Residential High

 RM - Residential Moderate

 RL - Residential Low

 RS - Residential Single Family

 RFL - Residential Foothills Low

**ORDINANCE NO. 2017-16**

**AN ORDINANCE**, amending the development regulations of the City including, specifically, Wenatchee City Code (WCC) Chapter 10.42 to allow residential planned developments which create nine or less lots, tracts, parcels, or residential dwelling units to be processed as a Type II administrative review application; WCC Chapter 11.20 to accommodate provisions for shared driveway easements and private lanes established by access easements when consistent with review criteria to facilitate infill development; WCC Chapter 11.32 to add provisions for unit lot subdivisions applying exclusively to divisions of land for attached single-family dwelling units and cottage housing developments; and WCC Chapter 1.99 related to associated application fees.

**WHEREAS**, the City of Wenatchee has adopted the Wenatchee Urban Area Comprehensive Plan and a series of sub-area comprehensive plans pursuant to the Growth Management Act (GMA), RCW Chapter 36.70A, which cover the Wenatchee Urban Growth Area and all incorporated areas within the City of Wenatchee, and that have been found to be consistent with each other and with the adopted GMA plans of the adjoining jurisdictions; and

**WHEREAS**, the City of Wenatchee Planning Commission has transmitted a recommendation of approval to this Council regarding amendments to the Wenatchee City Code related to its development regulations; and

**WHEREAS**, notice of all public hearings on this matter have been published according to law; and

**WHEREAS**, the Wenatchee City Council adopts the Findings of Fact and Conclusions of Law as set forth in Exhibit A.

THE CITY COUNCIL OF THE CITY OF WENATCHEE DO  
ORDAIN AS FOLLOWS:

SECTION I

That the foregoing recitals are adopted in their entirety and incorporated herein as though fully set forth.

SECTION II


That the amendments to the Wenatchee City Code as set forth in Exhibit B attached hereto and incorporated by this reference shall be and hereby are approved and adopted.

SECTION III

This ordinance shall take effect thirty (30) days from and after approval and publication as provided by law.

PASSED BY THE CITY COUNCIL OF THE CITY OF  
WENATCHEE this 13<sup>th</sup> day of July, 2017.

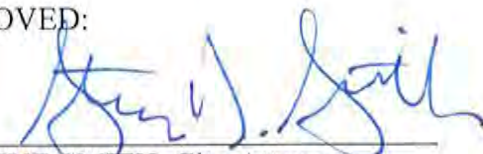
CITY OF WENATCHEE, a Municipal corporation

By:   
FRANK KUNTZ, Mayor

ATTEST:

By:   
TAMMY STANGER, City Clerk

APPROVED:

By:   
STEVE SMITH, City Attorney



## Exhibit A

### Findings of Fact:

1. The City of Wenatchee has adopted the Wenatchee Urban Area Comprehensive Plan and a series of sub-area comprehensive plans pursuant to the Growth Management Act (GMA), RCW Chapter 36.70A, which cover the Wenatchee Urban Growth Area and all incorporated areas within the City of Wenatchee, that have been found to be consistent with each other and with the adopted GMA plans of the adjoining jurisdictions.
2. The City of Wenatchee Planning Commission is responsible for long range planning matters and providing implementation recommendations to assure compliance with the Growth Management Act for the City of Wenatchee Urban Growth Area in coordination with Chelan County and within the incorporated boundaries of the City of Wenatchee. These measures include updates and amendments to the comprehensive plan; development regulations, environmental regulations, and any other rules, actions or regulations deemed necessary to implement the Growth Management Act.
3. RCW Chapters 36.70 and 36.70A authorize the adoption of development regulations.
4. The City of Wenatchee Planning Commission held two workshops between November 2016 and February 2017 on the proposed amendments.
5. Copies of the environmental documents were sent to the Department of Ecology SEPA Register for the amendments on March 10, 2017.
6. Notice of the public 60 day review and comment period, and public hearing dates were published in the Wenatchee World on March 10, 2017 for amendments.
7. On March 7, 2017, the City of Wenatchee provided formal notice to the Washington State Department of Commerce of the intent to adopt amendments to the Wenatchee City Code and initiation of the 60 day review and comment periods. Additional notices were provided to local and regional agencies for the 60 day review and comment periods/environmental determinations.
8. On May 17, 2017, the City of Wenatchee Planning Commission conducted an advertised public hearing. The Planning Commission entered into the record the files on this amendment, accepted public testimony, and deliberated the merits of the proposal.
9. The City of Wenatchee Planning Commission has reviewed the entire record and public testimony as it relates to the proposed amendments to the Wenatchee City Code.
10. The City of Wenatchee issued a determination of non-significance (DNS) and adopted by reference the existing Supplemental Environmental Impact Statement for the Wenatchee Urban Area Comprehensive Plan Update 2006, adopted April 4, 2007, Final SEIS under the State Environmental Policy Act Rules (Chapter 197-11 WAC) as applicable to these proposals. Notice of the environmental determination for the proposed amendments the Wenatchee City Code was made on March 10, 2017, with comments due by May 10, 2017.
11. The September 2016 Wenatchee Urban Area Housing Needs Assessment & Market Demand Study prepared by BERK includes a recommendation to “Review Regulations for Barriers to

ORDINANCE NO. 2017-16

Page 3

Creating “Missing Middle” Housing Types” including “zero lot line townhouse style development”.

Conclusions of Law:

1. The procedural and substantive requirements of the State Environmental Policy Act have been complied with.
2. The procedural requirements of RCW 36.70A have been complied with.
3. The proposed amendments are consistent with the Chelan County Countywide Planning Policies and the City of Wenatchee Urban Area Comprehensive Plan.
4. The proposed amendments are consistent with the requirements of Revised Code of Washington, and the Washington Administrative Code.
5. The proposed amendments have been reviewed and processed in accordance with the requirements of Title 10 Zoning, Title 12 Environmental Protection, and Title 13 Administration of Development Regulations of the City of Wenatchee Code.

**Exhibit B**

**Exhibit B**

**10.42.010 Purpose and description.**

(1) It is the purpose of this chapter to implement the goals and policies of the Wenatchee urban area comprehensive plan by allowing flexibility in the application of standards for development in order to protect and enhance environmental features, encourage the development of affordable and diverse housing, and provide other public benefits, including the siting of hospitals. More specifically, it is the purpose of this chapter to:

(a) Encourage imaginative design and the creation of permanent open space by permitting flexibility in zoning requirements;

(b) Permit flexibility of design, placement of buildings, use of required open spaces, circulation facilities, off-street parking areas, and otherwise to better utilize the potential of the site characterized by special features such as geography, topography, size, or shape;

(c) Provide for maximum efficiency in layout of streets, utility works, and other public improvements;

(d) Produce an integrated or balanced development of mutually supportive uses that might otherwise be inharmonious or incongruous;

(e) Provide a guide for developers and city officials who review and approve developments meeting the standards and purpose of this chapter;

(f) Permit the use of innovative development methods and approaches not available under conventional zoning to facilitate the construction of public facilities or a variety of housing types and densities serving the diverse needs of the community and to promote affordable housing goals and policies of the comprehensive plan;

(g) Encourage infill within areas of the city which are characterized by existing development.

(2) Designation of a property as a planned development (PD) binds the property owners and their successors to the development described and depicted in the application and approval of the PD. The PD designation confirms that the PD is consistent with the purpose of and provisions for planned developments and the comprehensive plan and provides the standards by which subsequent development permits, including building permits, shall be reviewed. All provisions, conditions and requirements of the PD approval shall be legally enforceable on the purchaser or any other person acquiring a lease or other ownership interest of any lot, parcel or tract re-created pursuant to the approved plan that depicts the PD.

(3) A PD shall be reviewed according to the provisions for a Type III application process as described in WCC Title 13, Development Code Administration, except as otherwise provided for in this chapter.

(a) A PD which creates nine or less lots, tracts, parcels, or residential dwelling units shall be processed in accordance with WCC 13.090.040, Type II administrative review.

(4) This chapter establishes two types of planned developments, as identified below. Unless otherwise specifically stated, all provisions of this chapter shall apply to both types of planned developments.

(a) Residential Planned Development (RPD). This is a PD devoted to residential and supportive accessory uses. It is intended to promote more economical and efficient use of land, while providing a harmonious variety of housing choices and/or accessory uses within a single project. Mobile/manufactured home parks are considered an RPD.

(b) Hospital Planned Development (HPD). The HPD provides for the location of hospital medical services, health care, and ancillary uses. The purpose of the HPD is to encourage comprehensive long-term master planning, to allow flexible dimensional standards that accommodate dynamic health care facility requirements, to ensure the viability of a site for hospital/medical facilities that provide high-quality, efficient health care and services, to promote good urban design in a campus setting that is pedestrian- and transit-friendly, and to establish use and design standards that are compatible with adjacent neighborhoods. (Ord. 2010-03 § 1 (Exh. A); Ord. 2007-34 § 2 (Exh. A))

**1.99.010 Community and economic development department planning division fees.**

The department of community and economic development shall charge, and there shall be remitted to the department to help defray the expenses incurred in the processing of applications required by various city ordinances, the fees as set forth below. All application fees shall be submitted as part of the required application materials. Said application shall not be considered as complete and eligible for review until said fee has been received. All fees collected are nonrefundable except in instances where an application has been officially withdrawn in writing by the proponent or applicant prior to the act of providing public notice.

Application	Fee
(1) Application for a variance from WCC Title <u>10</u> , Zoning:	\$800.00
(2) Application for a conditional use permit from WCC Title <u>10</u> , Zoning:	\$950.00

Application	Fee
(3) Application for a home occupation or temporary parking facility conditional use permit from WCC Title <a href="#">10</a> , Zoning:	\$800.00
(4) Application for a boundary line adjustment pursuant to WCC Title <a href="#">11</a> , Subdivisions:	\$200.00
(5) Application for a planned development from WCC Title <a href="#">10</a> , Zoning; provided, however, that the planned development application fee is waived in the event that the application is concurrent with a subdivision plan application:	<p><u>\$450 for nine or less lots, tracts, parcels or residential units</u></p> <p><u>\$1,450.00 for 10 or more lots, tracts, parcels, or residential units.</u></p>
(6) Application for an amendment to the official zoning map (rezone) of WCC Title <a href="#">10</a> , Zoning. (Where a site-specific comprehensive plan map amendment and a rezone are processed	\$1,000.00

Application	Fee
concurrently, the rezone fee shall be waived):	
(7) Application for an amendment to the official zoning text of WCC Title <u>10</u> , Zoning:	\$1,000.00
(8) Application for an amendment to the official text of the Wenatchee urban area comprehensive plan:*	\$1,000.00
(9) Application for an amendment to the official land use map of the Wenatchee urban area comprehensive plan:*	\$1,000.00
(10) Application for a short subdivision pursuant to WCC Title <u>11</u> , Subdivisions:	\$450.00, plus \$45.00 per lot
(11) Application for a subdivision plat pursuant to WCC Title <u>11</u> , Subdivisions:	\$1,550.00 plus \$45.00 per lot
(12) Appeal of administrative,	\$500.00

Application	Fee
<p>historic preservation board, or concurrency test decision, or any other appeal pursuant to WCC, to the hearing examiner:</p>	
<p>(13) Review of a SEPA environmental checklist required pursuant to Chapter <a href="#">12.04</a> WCC; provided, however, that the SEPA environmental checklist fee is waived in the event that the checklist is concurrent with a zoning or subdivision application of any type:</p>	<p>\$300.00</p>
<p>(14) Review and preparation of a SEPA mitigated environmental determination or environmental impact statement required pursuant to Chapter <a href="#">12.04</a> WCC:</p>	<p>\$150.00 minimum for three hours' review, plus \$40.00 per hour for each subsequent hour of review. Developer must provide payment based on hourly estimate at time of application; balance due at</p>



Application	Fee
	completion, including any refund, if necessary
(15) Application for a shoreline substantial development permit subject to administrative approval pursuant to the city of Wenatchee shoreline master program:	\$500.00
(16) Application for a binding site plan pursuant to WCC Title <u>11</u> , Subdivisions:	\$450.00 up to nine lots, plus \$45.00 per lot; \$1,550.00 for 10 lots or more, plus \$45.00 per lot
(17) Application for a plat, short plat or binding site plan alteration pursuant to WCC Title <u>11</u> , Subdivisions:	\$950.00
(18) Application for a planned development amendment pursuant to WCC Title <u>10</u> , Zoning:	\$950.00

Application	Fee
(19) Review of final plat, short plat, binding site plan, or alteration pursuant to WCC Title <u>11</u> , Subdivisions:	\$200.00, plus \$25.00 per lot
(20) Building permit – Review of residential applications:	\$50.00
(21) Building permit – Review of commercial or industrial applications:	\$150.00
(22) Annexation – Petition to annex review:	\$250.00
(23) Landscape plan review:	\$50.00
(24) Landscape inspection:	\$50.00
(25) Application for a plat, short plat, or binding site plan vacation:	\$500.00
(26) Application for an amendment to conditions of approval – Short plats or binding site plans issued under administrative	\$450.00

Application	Fee
review, prior to final approval:	
(27) Application for an amendment to conditions of approval – Plats, binding site plans, or plat alterations prior to final approval, subject to hearing examiner review:	\$800.00
(28) Alternative parking analysis, planning commission review:	\$500.00
(29) Shoreline substantial development permit – Hearing examiner review:	\$950.00
(30) Shoreline conditional use permit (shoreline substantial development fees are waived where a shoreline conditional use permit is required):	\$950.00
(31) Shoreline variance:	\$800.00
(32) Shoreline exemption (written):	\$300.00

Application	Fee
(33) Shoreline revisions (requiring no public hearing):	\$150.00
(34) Shoreline time extension (requiring no public hearing):	\$150.00

\*The comprehensive plan shall not be amended more than once in any calendar year except in cases of emergency, and as otherwise established by Chapter [36.70A](#) RCW.

11.20.050 Lot design.

(1) Access. Every lot shall be provided with satisfactory access by a public street connecting to an existing public street, except as provided in WCC 11.16.190, ~~11.20.020(10-12)~~,

Deleted: and  
Deleted: , and 11.20.020(11)

11.20.020 Streets.

(1) Locations. The street layout of every subdivision shall be in conformance with any adopted comprehensive plan or circulation element thereof, and shall provide for the continuation of major streets which serve property contiguous to the subdivision. Street networks shall provide ready access for fire and other emergency vehicles. The hearing examiner, upon recommendation of city staff, may require additional access points if such are found to be necessary to protect the public safety.

(2) Intersections. Street intersections shall be as nearly at right angles as is practicable. Street jogs with off-sets of less than 125 feet between centerlines should be avoided in residential subdivisions where possible. The streets should be designed so as to not intersect with arterial streets at intersections any closer than 1,000 feet.

(3) Grades. Grades shall be not less than five-tenths percent on any street, and not more than 10 percent for local streets, or more than eight percent for collector or arterial streets.

(4) Alignment. Connecting street centerlines deflecting from each other at any one point more than 10 degrees shall be connected by a curve of at least a 100-foot radius for collector and local streets, and at least a 300-foot radius for arterial streets. A tangent at least 100 feet long shall be introduced between curves on arterial streets.

(5) Subdivision Boundary Streets. A street lying along the boundary of a subdivision may be dedicated less than the required width if it is practical to require the dedication of the remaining portion when the

adjoining property is subdivided. Whenever there exists a dedicated portion of a street on a subdivision adjoining a proposed subdivision, the other portion shall be dedicated on the proposed subdivision to make the street complete. To ensure that this occurs, a one-foot reserve block shall be required on the subdivision boundary along the street for the purpose of withholding access from the unsubdivided property to said street until such time as a complete street is constructed. This same procedure will also be required when a street deadends at the boundary of any subdivision.

(6) Dead End Streets. Streets designed to have one end permanently closed or in the form of a cul-de-sac shall be provided at the closed end with a turnaround compliant with currently adopted International Fire Code (IFC) types of turnarounds as determined by the following table permitting comparable ease of turning. Such streets in excess of 600 feet shall be avoided. Larger than the minimum land set aside to encompass the curbs or curb-to-curb distances may be specified by the city upon the recommendation of the city engineer for including public sidewalk, planters, medians, islands or utility infrastructure.

Type of IFC Turnaround	Min. R/W <sup>1</sup> (feet)	Min. curb to curb (feet)	Min. R/W radius to connecting street (feet)	Min. curb radius to connecting street (feet)	Max. Grade (%)
Cul-de-sac (radius)	50	48	26	28	5
IFC 'Y' (leg length each)	62	60	24	26	5
IFC 'T' Hammerhead (top length)	124	120	26	28	5
IFC Alternate to 120-ft. Hammerhead (leg length each)	72	70	26	28	5

Notes:

1. Additional utility easements may be required on a case-by-case basis; sidewalks around the turnaround will increase the min. R/W required.

(7) City Streets, State Highway Connections. Where city streets connect to state highways, design standards of the State Department of Transportation shall apply.

(8) Minimum Standards for Streets and Sidewalks. The minimum standards for streets and sidewalks shall be determined by the following table or as authorized under Chapter [11.28](#) WCC. Larger than

minimum may be specified by the city upon the recommendation of the city engineer for unusual situations such as bike lanes, left turn storage lanes, etc.

Class	Min. R/W <sup>1</sup> (feet)	Min. Curb-to-Curb (feet)	Drive Lane (feet)	Parking Lane (feet)	Planter <sup>2</sup> (feet)	Min. Side-walk <sup>3</sup> (feet)	Max. Grade (%)
Principal Arterial	60-80	56				2 @ 10	8
Minor Arterial	60-70	44				2 @ 5	8
Collector	50	32	12	1 @ 8	2 @ 5	2 @ 5	10
Collector	60	38	11	2 @ 8	2 @ 5	2 @ 5	10
Res. Parking 2	60 <sup>4</sup>	34	10	2 @ 7 <sup>5</sup>	2 @ 5	2 @ 5	10
Res. Lane <sup>6</sup>	40	24	12	0	1 @ 5	1 @ 5	10
Cul-de-sac	100	96		0	1 @ 5	1 @ 5	5
Private Lane <sup>7</sup>	25	20	10	0	0	0	10
Private Lane > 500 ft. <sup>8</sup>	32	27	10	7	0	0	10

Notes:

1. Additional utility easements may be required on a case-by-case basis.

2. Planter strip may be substituted or eliminated by the city, at the recommendation of the city engineer, when circumstances warrant, such as drainage swales, continuation of existing street patterns, etc.

3. Irrigation carrier pipes shall be installed to serve the planter strip, capped and marked, prior to the installation of the sidewalk.

4. Right-of-way dedication may be reduced, at the recommendation of the city engineer, with adequate easements.

5. Parking may be eliminated, at the recommendation of the city engineer, with the use of the pull-out concept as demonstrated in Exhibit A<sup>1</sup> of the ordinance codified in this section, or where on-street parking is impracticable, such as on steep lots, but will require wider drive lanes.

6. Residential lanes serve a maximum of 12 residential units.

7. Private lanes serve a maximum of four residential units and right-of-way is not dedicated to the public but rather to a homeowners' association or other organization as provided in WCC [11.16.180](#) and [11.16.190](#).

8. Private lanes within planned developments or binding site plans that are longer than 500 feet and right-of-way is not dedicated to the public but rather to a homeowners' association or other organization as provided in WCC [11.16.180](#) and [11.16.190](#).

(9) Landscape Improvement. Required planting strips adjacent to collector and local access streets will be required to be improved with suitable landscape materials and irrigation systems in a manner, and to the specifications of, the city engineer.

(10) Private Lanes.

(a) Private lanes are allowed when it is determined by the subdivision administrator that, pursuant to the Wenatchee urban area comprehensive plan, it is not necessary to dedicate the access in order to facilitate future subdivision of surrounding property. In no circumstance shall a private lane be permitted where the city engineer determines that future right-of-way dedication is necessary to facilitate future access to adjoining properties or where it is determined that a public road will more effectively implement the transportation goals and policies of the comprehensive plan.

(b) Private lanes are allowed within any subdivision for efficient use for land development where the private lane tract of land connects to a public road and is adjacent to the properties of a maximum of four residential units based on maximum allowable units per lot according to the underlying zoning. All properties that touch the private lane will be restricted to access through that lane to the public road. The following minimum standards apply to private lanes within a subdivision that connects to an existing or new public road:

(i) Land set aside for the private lane shall be 25 feet in width. Any land set aside for required turnaround is according to subsection (6) of this section, Dead End Streets.

(ii) Length and Turnaround Criteria for Private Lanes. The length of a private lane shall not exceed 400 feet. A turnaround shall be provided at the end of a private lane exceeding 150 feet in length and

Improved with curbs. Options of turnaround curb shapes to adequately accommodate emergency vehicles are according to subsection (6) of this section, Dead End Streets.

(iii) Pavement Width for Private Lanes. Private lanes shall be improved with 20 feet of pavement with curbs (no parking either side) constructed to a standard consistent with a public local access street.

(c) Private Lanes – Permitted within Planned Developments or Binding Site Plans. The following minimum standards apply to private lanes within planned developments or binding site plans:

(i) Land Set Aside for the Private Lane.

(A) Private lane lengths of 150 feet or less shall be a minimum 25-foot right-of-way width with no required turnaround; or

(B) Private lane lengths of between 151 feet and 501 feet shall be minimum 25-foot right-of-way width. Any land set aside for required turnaround is according to subsection (6) of this section, Dead End Streets; or

(C) Private lane lengths of 501 feet or longer shall be a minimum 32-foot right-of-way width. Any land set aside for required turnaround is according to subsection (6) of this section, Dead End Streets.

(ii) Length and Turnaround Criteria for Private Lanes. The length of a private lane within a planned development or binding site plan is not limited. A private lane that loops from a public road back to a public road is preferred. A turnaround shall be provided, improved with curbs, at the end of a private lane exceeding 150 feet in length. Options of turnaround curb shapes to adequately accommodate emergency vehicles are according to subsection (6) of this section, Dead End Streets.

(iii) Pavement Width for Private Lanes. Private lane lengths of 500 feet or less shall be improved with a minimum of 20 feet of pavement between curbs (no parking either side) constructed to a standard consistent with a public local access street; or

Private lane lengths of 501 feet or ~~longer~~ shall be improved with a minimum 27 feet of pavement between curbs (parallel parking allowed one side only) constructed to a standard consistent with a public local access street.

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(d) Private Lanes – Minimum Standards for All Private Lanes. The following minimum standards apply to private lanes within a subdivision, planned development or binding site plan that connects to an existing or new public road:

(i) Storm drainage may be required, in a manner acceptable to the city engineer.

(ii) Private lanes shall be named with a name acceptable to the city, not duplicating any street name.

(iii) A utility easement shall be dedicated to the city for the total width of the lane unless easements are provided in other locations acceptable to the utility purveyors.

(iv) A recorded binding covenant shall be prepared providing for maintenance of the lane and its associated improvements.



(v) An approved driveway approach from the street to the lane shall be provided meeting the standards of the department of public works. (Ord. 2013-41 § 1 (Exh. B); Ord. 2010-24 § 1; Ord. 99-38 §§ 1, 2; Ord. 3080 § 502, 1994)

(11) Shared Driveway Easement.

(a) Many constrained and underutilized lots exist in the City of Wenatchee, which due to historic development patterns, or the built or natural environment cannot accommodate the requirements for a private tract necessary for access for a two lot short plat under Section 11.20.020(10) Private Lane. Additionally, in limited circumstances where an access easement could provide for improved building envelopes or lot design, such as limiting the proliferation of flag lots, the use of an easement for access may be appropriate. When an applicant demonstrates these circumstances to the satisfaction of the City Engineer, a shared driveway easement may be authorized for a two lot short plat subject to meeting the following criteria and standards:

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- i. At least one of the two lots abut a public right-of-way or private lane tract with at least forty five linear feet of property;
- ii. A public street is not anticipated by the City of Wenatchee to be necessary for existing or future traffic and/or pedestrian circulation through the short subdivision or to serve adjacent property;
- iii. (iii) The shared driveway would not adversely affect future circulation to neighboring properties;
- iv. The shared driveway poses no safety risk and provides sufficient access for emergency vehicles and personnel;
- v. (vi) The applicant shall ensure the shared driveway can be continually maintained to minimum standards listed in this section by the owners of the lots served by the driveway to the satisfaction of the City of Wenatchee, prior to recording of the short plat. An operation and maintenance agreement approved by the Administrator shall be recorded with the Chelan County Auditor's Office concurrent with the final short plat;
- vi. (vii) The area of the shared driveway must be identified in an access easement to be recorded with the Chelan County Auditor's Office and be shown on the face of the final short plat. The easement shall prohibit any temporary or permanent physical obstructions within the easement including, but not limited to, the parking of non-emergency vehicles;
- vii. (viii) The minimum width of the shared driveway easement shall be 20 feet;
- viii. The driveway shall be a minimum width of 12 feet wide and have a minimum base of six inches of compacted gravel base, crushed surfacing base course or crushed surfacing top course. The surfacing shall be concrete, asphalt, or other approved surfacing capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds;
- ix. All dead end access easements greater than 150 feet in length shall be improved with an approved turnaround for emergency vehicles in accordance with the International Fire Code. The length of the access easement shall not exceed 450 feet, excluding the turnaround unless otherwise approved by the city fire code official.
- x. The maximum clear vertical distance shall not be less than 13 feet six inches;
- xi. Appurtenant traffic control devices including installation of "No Parking" signs, as required by the Department of Public Works, shall be provided by the subdivider. Lots served by the shared driveway shall be addressed to the public street to which the shared driveway connects;
- xii. The front yard of the proposed lot with no street frontage shall be determined by the primary point of access;

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- xiii. The applicant shall demonstrate that the proposed short plat can accommodate front and rear yard open space areas, outside of necessary parking and building envelopes; and
- xiv. The inability to meet the requirements under Section 11.20.020(10) as a private lane cannot be a result of the owners own actions.

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(12) Private Lanes Established by Easement.

(a) Many constrained and underutilized lots exist in the City of Wenatchee, which due to historic development patterns, or the built or natural environment cannot accommodate the requirements for a private tract necessary to meet access requirements for a short plat, binding site plan or major subdivision under Section 11.20.020(10) Private Lane. Additionally, in limited circumstances where an access easement could provide for improved building envelopes or lot design, such as limiting the proliferation of flag lots, the use of an easement for access may be appropriate. When an applicant demonstrates these circumstances to the satisfaction of the City Engineer, a private lane established as a permanent easement to provide legal access to each lot or dwelling unit of a planned residential development, under Chapter 10.42 Planned Developments, may be authorized subject to meeting the following criteria and standards:

- I. The private lane easement is developed in conformance with the criteria and requirements of Section 11.20.020(10), with the sole exception that the private lane is established as a permanent easement providing legal access instead of a private tract;
- II. The private lane easement is accessible at all times for emergency and public service vehicle use;
- III. The proposed private lane easement does not obstruct the present or future circulation identified in the Wenatchee Urban Area Motorized Transportation Circulation Map and is consistent with the goals, policies and adopted provisions of the Transportation Element of the Wenatchee Urban Area Comprehensive Plan;
- IV. A public street is not anticipated by the City of Wenatchee to be necessary for existing or future traffic and/or pedestrian circulation through the development or to serve adjacent property;
- V. The inability to meet the requirements under Section 11.20.020(10) as a private lane cannot be a result of the owners own actions; and
- VI. A finding can be made in the preliminary approval that the proposal will further the goals and policies of the Wenatchee Urban Area Plan for residential infill compatible with the surrounding residential neighborhoods.

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Chapter 11.32  
CLUSTER SUBDIVISIONS,  
BINDING SITE PLANS AND UNIT LOT SUBDIVISIONS

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Sections:

- 11.32.010 Application and fees.
- 11.32.020 Applicability of zoning regulations.
- 11.32.030 Districts permitted.
- 11.32.040 Minimum size of cluster subdivisions.
- 11.32.050 Open space restricted.
- 11.32.060 Open space use and access.
- 11.32.070 Binding site plans.

11.32.080 Unit lot subdivisions.

- 11.32.010 Application and fees.

Applications for cluster subdivision, binding site plans and unit lot subdivisions shall be made on the appropriate forms and shall follow the procedures set forth for short plats, Chapter 11.12 WCC, or major subdivision, Chapter 11.16 WCC. Filing fees, required improvements and all other requirements, except as specifically modified in this chapter, shall comply with either Chapter 11.12 or 11.16 WCC, depending on the number of lots in the cluster subdivision proposal. (Ord. 2010-24 § 1; Ord. 98-40 § 4; Ord. 3080 § 800, 1994)

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- 11.32.020 Applicability of zoning regulations.

Cluster subdivision shall meet the overall density requirements as set forth in the Wenatchee zoning ordinance. For the purposes of this chapter, the minimum lot size for the zoning district shall be divided into the gross area of land being subdivided to ascertain the total number of lots that will be allowed by this procedure. Individual lot sizes may be reduced by no more than 25 percent of the minimum lot size of the district. All such lot reductions shall be compensated for by an equivalent amount of land area in open space to be preserved and maintained for its scenic value, for recreation, or conservation purposes. Individual lot depth and width requirements may be reduced by not more than 20 percent. All other zoning ordinance regulations and use limitations remain in full force and effect. (Ord. 2010-24 § 1; Ord. 3080 § 802, 1994)

- 11.32.030 Districts permitted.

Cluster subdivisions may only be allowed in the R-S and RL zoning districts as the same are depicted on the official zoning map for the city of Wenatchee. (Ord. 2010-24 § 1; Ord. 3080 § 804, 1994)

- 11.32.040 Minimum size of cluster subdivisions.

Cluster subdivision shall not be allowed in subdivisions containing less than five acres. (Ord. 2010-24 § 1; Ord. 3080 § 806, 1994)

11.32.050 Open space restricted.

The open space accumulated as a result of the application of WCC [11.32.020](#) shall be clearly labeled and numbered as a tract with the following language inserted on any and all plats filed for record:

This tract is held in reserve as a permanent open space and shall not be considered as a building lot, or encroached upon in any manner.

(Ord. 2010-24 § 1; Ord. 3080 § 808, 1994)

11.32.060 Open space use and access.

The open space created and set aside pursuant to WCC [11.32.020](#) shall remain unimproved for preservation, recreation and conservation purposes, and shall be accessible without trespassing on private property, to all residents of the subdivision or, where the land has been deeded to the city of Wenatchee, to the public. (Ord. 2010-24 § 1; Ord. 3080 § 810, 1994)

11.32.070 Binding site plans.

The purpose of this section is to clearly delineate the criteria used by the city of Wenatchee to review and approve binding site plans. A binding site plan is intended to provide an alternative means of dividing land.

(1) Applicability.

(a) Any division of land for the purpose of lease when no residential structures other than manufactured homes or travel trailers are permitted to be placed upon the land.

(b) A division of land occurring in the commercial, including mixed use commercial zoning districts, or industrial zoning districts.

(c) A division made pursuant to Chapter [64.32](#) RCW (Horizontal Regimes Act) or Chapter [64.34](#) RCW (Condominium Act).

(2) Administrative Duties. The administrator of this title is authorized and directed to administer the provisions of this section. The authority to approve, approve with conditions, or deny a binding site plan processed in accordance with subsection (3)(a) of this section, Administrative Classification, is granted to the administrator. The authority to approve, approve with conditions, or deny a binding site plan processed in accordance with subsection (3)(b) of this section, Quasi-Judicial Classification, is granted to the city of Wenatchee hearing examiner after a public hearing.

(3) Procedure. The processing of a binding site plan shall be in conformance with the requirements associated with the classifications of binding site plans identified below:

(a) Administrative Classification. Except as provided in this section, the following categories of binding site plans shall be processed in accordance with the requirements of Chapter [11.12](#) WCC, Short Subdivisions, and WCC [13.09.040](#), Type II administrative review of applications:

(i) Applications for binding site plans which would result in nine or less lots, tracts or parcels.

(ii) Applications for divisions made pursuant to Chapter [64.34](#) RCW (Horizontal Regimes Act) and/or Chapter [64.32](#) RCW (Condominium Act), which either contain no division of land or include divisions of land into nine or less lots, tracts or parcels.

(b) Quasi-Judicial Classification. Except as provided in this section, the following categories of binding site plans shall be processed in accordance with the requirements of Chapter [11.16](#) WCC, Major Subdivisions, and WCC [13.09.050](#), Type III quasi-judicial review of applications.

(i) Applications for binding site plans which would result in greater than nine lots, tracts or parcels.

(ii) Applications for divisions made pursuant to Chapter [64.34](#) RCW (Horizontal Regimes Act) and/or Chapter [64.32](#) RCW (Condominium Act), which include divisions of land into greater than nine lots, tracts or parcels.

(4) Requirements for a Complete Application. The following materials shall be submitted to the city for a complete application. Any person desiring approval of a binding site plan shall file with the administrator a complete application for a binding site plan including a SEPA checklist, if applicable, a filing fee in an amount as required by Chapter [1.99](#) WCC, Fee Schedules, and the following additional information:

(a) A binding site plan under the administrative classification, subsection (3)(a) of this section, shall submit the materials identified within WCC [11.12.030](#), Application – Contents.

(b) A binding site plan under the quasi-judicial classification, subsection (3)(b) of this section, shall submit the materials identified within WCC [11.16.040](#), Complete application designated.

(5) Approval. Prior to approving any preliminary binding site plan, either the administrator or the hearing examiner, depending upon the classification of binding site plan identified under subsection (3) of this section, shall determine and make written findings of fact that appropriate provisions are in accordance with either WCC [11.12.060](#) or [11.16.110](#), as provided by subsection (3) of this section.

(6) Development Standards. Binding site plans shall conform to the dimensional standards of WCC Title [10](#), Zoning, any conditions of an approved planned development for the subject property and the design standards of Chapter [11.20](#) WCC.

(7) Final Binding Site Plan Review and Approval Process. All final binding site plan reviews shall be administrative. Each binding site plan shall have a perimeter survey completed by a registered land surveyor, together with written data and materials in such form that when read together provides:

(a) The information required by WCC [11.12.090](#) or Chapter [11.16](#) WCC, Article III, depending upon the applicable classification of binding site plan identified in subsection (3) of this section and all applicable review fees identified by Chapter [1.99](#) WCC, Fee Schedules, and the appropriate application form;

(b) Documents sufficient to provide for the perpetual maintenance of all common areas; and

(c) Clear indication of all covenants, conditions and restrictions applicable to the property subject to the binding site plan.

Once the administrator has determined that the requirements identified under subsection (3) of this section and this section have been met, the final binding site plan and any associated or required

documents shall be recorded with the Chelan County auditor's office. The binding site plan approval shall become effective upon that recording.

Lots, parcels or tracts created pursuant to the binding site plan procedure shall be legal lots of record. All provisions, conditions and requirements of the binding site plan shall be legally enforceable on the owner or any other person acquiring a lease or other ownership interest in any lot, parcel, or tract created pursuant to the binding site plan. (Ord. 2014-10 § 1 (Exh. B); Ord. 2010-24 § 1; Ord. 98-40 § 5; Ord. 3080 § 812, 1994)

11.32.080 Unit lot subdivisions

(1) Applicability and purpose. This section is to apply exclusively to the division of land for attached single-family dwelling units authorized under City Code and cottage housing development processed as a residential planned development under WCC 10.42. The purpose is to allow for the creation of lots for townhouse dwellings and cottage developments, while applying only those site development standards applicable to the parent site as a whole.

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(2) Administrative Duties. The administrator of this title is authorized and directed to administer the provisions of this section. The authority to approve, approve with conditions, or deny a unit lot subdivision processed in accordance with subsection (3)(a) of this section, Administrative Classification, is granted to the administrator. The authority to approve, approve with conditions, or deny a unit lot subdivision processed in accordance with subsection (3)(b) of this section, Quasi-Judicial Classification, is granted to the City of Wenatchee Hearing Examiner after a public hearing.

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(3) Procedure. The processing of a unit lot subdivision shall be in conformance with the requirements associated with the classifications of unit lot subdivision identified below:

(a) Administrative Classification. Except as provided in this section, a unit lot subdivision creating nine or less lots, tracts, or parcels shall be processed in accordance with the requirements of Chapter 11.12 WCC, Short Subdivisions, and WCC 13.09.040, Type II administrative review of applications.

(b) Quasi-Judicial Classification. Except as provided in this section, a unit lot subdivision creating 10 or more lots, tracts, or parcels shall be processed in accordance with the requirements of Chapter 11.16 WCC, Major Subdivisions, and WCC 13.09.050, Type III quasi-judicial review of applications.

(4) Requirements for a Complete Application. The following materials shall be submitted to the city for a complete application. Any person desiring approval of a unit lot subdivision shall file with the administrator a complete application for a unit lot subdivision including a SEPA checklist, if applicable, a filing fee in an amount as required by Chapter 1.99 WCC, Fee Schedules, and the following additional information:

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(a) A unit lot subdivision under the administrative classification, subsection (3)(a) of this section, shall submit the materials identified within WCC 11.12.030, Application – Contents.

(b) A unit lot subdivision under the quasi-judicial classification, subsection (3)(b) of this section, shall submit the materials identified within WCC 11.16.040, Complete application designated.

(5) Approval. Prior to approving any preliminary unit lot subdivision, either the administrator or the hearing examiner, depending upon the classification of the unit lot subdivision identified under

subsection (3) of this section, shall determine and make written findings of fact that appropriate provisions are in accordance with either WCC 11.12.060 or 11.16.110, as provided by subsection (3) of this section.

(6) General Regulations.

(a) The unit lot subdivision as a whole shall meet development standards applicable to the underlying residential site development approval associated with a commercial or residential building permit or residential planned development as applicable, and the provisions of this section. As a result of the unit lot subdivision, development on individual unit lots may be nonconforming as to some or all of the development standards based on analysis of the individual unit lot. So long as the parent site meets the criteria of the underlying residential site development plan or the dwelling units are already in existence, each unit lot will be deemed to be in conformance. If the units are already legally in existence and do not comply with the development standards, a unit lot may be created for each existing dwelling unit. Subsequent platting actions, additions, or modifications to the structure(s) may not create or increase any nonconformity of the parent lot;

(b) Unit lot subdivisions shall be subject to all applicable requirements of Title 11 WCC, except as otherwise modified by this section;

(c) Portions of the parent site not subdivided for individual unit lots shall be owned in common by the owners of the individual unit lots, or by a homeowners association comprised of the owners of the individual unit lots located within the parent site;

(d) Maximum lot coverage of the aggregate buildings located upon the parent site shall not exceed the maximum lot coverage permitted by the underlying zone or planned residential development;

(e) Except for existing nonconforming development or as approved pursuant to WCC 10.42, building setbacks shall be as required for the zone as applied to the underlying parent site as a whole. There shall be no setback required from individual unit lot lines which are interior to the perimeter of the parent site; provided however, that any structure located upon a unit lot created hereunder shall comply with the setbacks applicable to the underlying residential site development plan;

(f) Internal drive aisles providing vehicular access to unit lots shall not be considered public or private streets when utilizing the provisions of this section. However, in no instance can an internal drive aisle conflict with or preclude necessary circulation system improvements established by the Transportation Element of the Wenatchee Urban Area Comprehensive Plan;

(g) Within the parent lot, required parking for a dwelling unit may be provided on a different unit lot than the lot with dwelling unit, as long as the right to use the parking is formalized by an easement record with the Chelan County Auditor's Office.

(g) Access easements, joint use and maintenance agreements, and covenants, conditions and restrictions identifying the rights and responsibilities of property owners and/or the homeowners association shall be executed for use and maintenance of common garage, parking, and vehicle access areas; on-site recreation; landscaping; underground utilities; common open space; exterior building facades and roofs; and other similar features, and shall be recorded with the Chelan County Auditor's

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Office. Each unit lot subdivision shall make adequate provisions for ingress, egress and utilities access to and from each unit lot created by reserving such common areas or other easements over and across the parent site as deemed necessary to comply with all other design and development standards generally applicable to the underlying residential site development plan;

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(7) Final Unit Lot Subdivision Review and Approval Process. Unit lot subdivisions receiving preliminary approval under the Administrative Classification under Section 11.32.080(3)a shall have a final administrative review process. Unit lot subdivisions receiving preliminary approval under the Quasi-Judicial Classification by the City of Wenatchee Hearing Examiner under Section 11.32.080(3)b shall have a final review process which includes final legislative approval by the Wenatchee City Council under Section 11.16.250 WCC. Each unit lot subdivision shall have a perimeter survey completed by a registered land surveyor, together with written data and materials in such form that when read together provides:

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(a) The information required by WCC 11.12.090 or Chapter 11.16 WCC, Article III, depending upon the applicable classification of unit lot subdivision identified in subsection (3) of this section and all applicable review fees identified by Chapter 1.99 WCC, Fee Schedules, and the appropriate application form;

(b) Documents sufficient to provide for the perpetual maintenance of all common areas; and

(c) Clear indication of all covenants, conditions and restrictions applicable to the property subject to the binding site plan.

Once the administrator or City Council, as applicable, has determined that the requirements identified under subsection (3) of this section and this section have been met, the final unit lot subdivision and any associated or required documents shall be recorded with the Chelan County Auditor's Office. The unit lot subdivision approval shall become effective upon that recording.

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Lots, parcels or tracts created pursuant to the unit lot subdivision procedure shall be legal lots of record. All provisions, conditions and requirements of the unit lot subdivision shall be legally enforceable on the owner or any other person acquiring a lease or other ownership interest in any lot, parcel, or tract created pursuant to the unit lot subdivision.

(8) Notes shall be placed on the plat recorded with the Chelan County Auditor's Office to acknowledge the following:


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(a) Subsequent platting actions, additions, or modifications to the structures may not create or increase any nonconformity of the parent site as a whole, and shall conform to the approved residential site development plan;

(b) The individual unit lots are not separate building sites and additional development of the individual unit lots may be limited as a result of the application of development standards to the parent site.

(9) Conflicts. Any conflicts between the provisions of this section and the text of other sections of the Wenatchee City Code shall be resolved in favor of the text of this section.



**1.99.010 Community and economic development department planning division fees.**  SHARE

The department of community and economic development shall charge, and there shall be remitted to the department to help defray the expenses incurred in the processing of applications required by various city ordinances, the fees as set forth below. All application fees shall be submitted as part of the required application materials. Said application shall not be considered as complete and eligible for review until said fee has been received. All fees collected are nonrefundable except in instances where an application has been officially withdrawn in writing by the proponent or applicant prior to the act of providing public notice.

Application	Fee
(1) Application for a variance from WCC Title <u>10</u> , Zoning:	\$800.00
(2) Application for a conditional use permit from WCC Title <u>10</u> , Zoning:	\$950.00
(3) Application for a home occupation or temporary parking facility conditional use permit from WCC Title <u>10</u> , Zoning:	\$800.00
(4) Application for a boundary line adjustment pursuant to WCC Title <u>11</u> , Subdivisions:	\$200.00
(5) Application for a planned development from WCC Title <u>10</u> , Zoning; provided, however, that the planned development application fee is waived in the event that the application is	\$1,450.00

Application	Fee
concurrent with a subdivision plan application:	
(6) Application for an amendment to the official zoning map (rezone) of WCC Title <u>10</u> , Zoning. (Where a site-specific comprehensive plan map amendment and a rezone are processed concurrently, the rezone fee shall be waived):	\$1,000.00
(7) Application for an amendment to the official zoning text of WCC Title <u>10</u> , Zoning:	\$1,000.00
(8) Application for an amendment to the official text of the Wenatchee urban area comprehensive plan:*	\$1,000.00
(9) Application for an amendment to the official land use map of the Wenatchee urban area comprehensive plan:*	\$1,000.00
(10) Application for a short subdivision pursuant to WCC Title <u>11</u> , Subdivisions:	\$450.00, plus \$45.00 per lot

Application	Fee
(11) Application for a subdivision plat pursuant to WCC Title <u>11</u> , Subdivisions:	\$1,550.00 plus \$45.00 per lot
(12) Appeal of administrative, historic preservation board, or concurrency test decision, or any other appeal pursuant to WCC, to the hearing examiner:	\$500.00
(13) Review of a SEPA environmental checklist required pursuant to Chapter <u>12.04</u> WCC; provided, however, that the SEPA environmental checklist fee is waived in the event that the checklist is concurrent with a zoning or subdivision application of any type:	\$300.00
(14) Review and preparation of a SEPA mitigated environmental determination or environmental impact statement required pursuant to Chapter <u>12.04</u> WCC:	\$150.00 minimum for three hours' review, plus \$40.00 per hour for each subsequent hour of review. Developer must provide payment based on hourly estimate at time of application; balance due at completion,

Application	Fee
	including any refund, if necessary
(15) Application for a shoreline substantial development permit subject to administrative approval pursuant to the city of Wenatchee shoreline master program:	\$500.00
(16) Application for a binding site plan <u>or</u> <u>unit lot subdivision</u> pursuant to WCC Title <u>11</u> , Subdivisions:	\$450.00 up to nine lots, plus \$45.00 per lot; \$1,550.00 for 10 lots or more, plus \$45.00 per lot
(17) Application for a plat, short plat, binding site plan, <u>or unit lot subdivision</u> alteration pursuant to WCC Title <u>11</u> , Subdivisions:	\$950.00
(18) Application for a planned development amendment pursuant to WCC Title <u>10</u> , Zoning:	\$950.00
(19) Review of final plat, short plat, binding site plan, <u>unit lot subdivision</u> or alteration pursuant to WCC Title <u>11</u> , Subdivisions:	\$200.00, plus \$25.00 per lot

Deleted: or

Application	Fee
(20) Building permit – Review of residential applications:	\$50.00
(21) Building permit – Review of commercial or industrial applications:	\$150.00
(22) Annexation – Petition to annex review:	\$250.00
(23) Landscape plan review:	\$50.00
(24) Landscape inspection:	\$50.00
(25) Application for a plat, short plat, <a href="#">unit</a> <a href="#">subdivision</a> , or binding site plan vacation:	\$500.00
(26) Application for an amendment to conditions of approval – Short plats or binding site plans issued under administrative review, prior to final approval:	\$450.00
(27) Application for an amendment to conditions of approval – Plats, binding site plans, <a href="#">unit lot</a> <a href="#">subdivision</a> , or plat alterations prior to final approval, subject to hearing examiner review:	\$800.00

Application	Fee
(28) Alternative parking analysis, planning commission review:	\$500.00
(29) Shoreline substantial development permit – Hearing examiner review:	\$950.00
(30) Shoreline conditional use permit (shoreline substantial development fees are waived where a shoreline conditional use permit is required):	\$950.00
(31) Shoreline variance:	\$800.00
(32) Shoreline exemption (written):	\$300.00
(33) Shoreline revisions (requiring no public hearing):	\$150.00
(34) Shoreline time extension (requiring no public hearing):	\$150.00

\*The comprehensive plan shall not be amended more than once in any calendar year except in cases of emergency, and as otherwise established by Chapter [36.70A](#) RCW.

(Ord. 2014-16 § 1; Ord. 2011-12 § 1; Ord. 2011-03 § 1; Ord. 2009-36 § 1; Ord. 2007-31 § 1; Ord. 2004-24 § 1; Ord. 99-1 § 1; Ord. 98-11 § 1)

**RESOLUTION NO. 2017-35**

**A RESOLUTION**, amending the Wenatchee Urban Area Comprehensive Plan, the Sunnyslope Sub-Area Plan and adopting two new sub-area plans, that is to say the North Wenatchee Master Plan and the South Wenatchee Action Plan.

**WHEREAS**, the City of Wenatchee has adopted the Wenatchee Urban Area Comprehensive Plan and a series of sub-area comprehensive plans pursuant to the Growth Management Act (GMA), RCW Chapter 36.70A, which cover the Wenatchee Urban Growth Area and all incorporated areas within the City of Wenatchee, that have been found to be consistent with each other and with the adopted GMA plans of the adjoining jurisdictions; and

**WHEREAS**, the City of Wenatchee Planning Commission has transmitted a recommendation of approval to this Council regarding amendments to the Wenatchee Urban Area Comprehensive Plan; and

**WHEREAS**, the Wenatchee City Council held a public hearing on the proposed amendments, considered public testimony and the record, and made limited amendments to the Planning Commission's recommendation; and

**WHEREAS**, notice of all public hearings on this matter have been published according to law; and

**WHEREAS**, the Wenatchee City Council adopt the Findings of Fact and Conclusions of Law as set forth in Exhibit "A" and incorporate them in this Resolution by this reference as though fully set forth herein.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WENATCHEE**, that the following amendments to the Wenatchee Urban

Area Comprehensive Plan shall be and hereby are adopted as set forth in Exhibits “B” – “E” attached hereto and incorporated herein by this reference.

**BE IT FURTHER RESOLVED**, that this resolution shall be effective immediately.

**PASSED BY THE CITY COUNCIL OF THE CITY OF WENATCHEE** this 8th day of June, 2017.

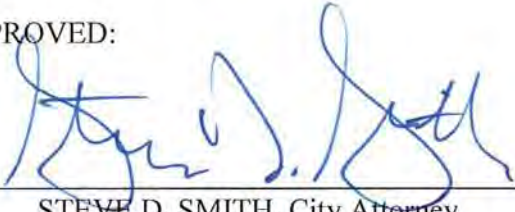
CITY OF WENATCHEE, a municipal corporation

By  \_\_\_\_\_  
FRANK KUNTZ, Mayor

ATTEST:

By  \_\_\_\_\_  
TAMMY STANGER, City Clerk

APPROVED:

By  \_\_\_\_\_  
STEVE D. SMITH, City Attorney



## Exhibit “A”

### Findings of Fact:

1. The City of Wenatchee has adopted the Wenatchee Urban Area Comprehensive Plan and a series of sub-area comprehensive plans pursuant to the Growth Management Act (GMA), RCW Chapter 36.70A, which cover the Wenatchee Urban Growth Area and all incorporated areas within the City of Wenatchee, that have been found to be consistent with each other and with the adopted GMA plans of the adjoining jurisdictions.
2. The City of Wenatchee Planning Commission is responsible for long range planning matters and providing implementation recommendations to assure compliance with the Growth Management Act for the City of Wenatchee Urban Growth Area in coordination with Chelan County and within the incorporated boundaries of the City of Wenatchee. These measures include updates and amendments to the comprehensive plan, development regulations, environmental regulations, and any other rules, actions or regulations deemed necessary to implement the Growth Management Act.
3. The schedule established by the Growth Management Act in RCW 36.70A.130(5)(c) mandates the City of Wenatchee to take action to review and, if necessary, revise its comprehensive plan to ensure compliance with the Growth Management Act prior to June 30, 2017.
4. The City of Wenatchee completed a comprehensive update of the Wenatchee Urban Area Plan in 2006. The intent of the 2017 update process was to consider strategic amendments as necessary to build upon the process from 2006 and meet state update requirements.
5. The City established a process and schedule for public participation with the adoption of a Public Participation Plan under Resolution No. 2016-13.
6. The City of Wenatchee Planning Commission held a series of 10 workshops between April 2016 and January 2017 for the purposes of reviewing and updating each of the elements of the comprehensive plan. Notice of this process was provided to a master list of current and prior stakeholders involved in planning in the community and the public was invited to attend the workshops. The public was invited to track progress on the update process by signing up with email notifications of workshops and hearings and reviewing web postings for draft materials.
7. On January 22, 2017, a 60 day public review and comment period and environmental review was issued by the City of Wenatchee on the proposed amendments. Notification was published in the Wenatchee World on January 22, 2017. Additional notices were provided to local, regional and state agencies for the 60 day review and comment period/environmental review; and to interested parties, the press, and landowners within proposed area-wide comprehensive plan and rezone amendments.
8. The City of Wenatchee Planning Commission held a “drop in” open house on February 15, 2017 from 4:00PM to 6:00PM in the Council Chambers of

- Wenatchee City Hall to provide information on the comprehensive plan update process and encourage public comments.
9. The City of Wenatchee Planning Commission held a workshop on March 15, 2017 in the City Council Chambers of Wenatchee City Hall for the purposes of reviewing public comments.
  10. A notice of intent to adopt amendments was submitted to the Washington State Department of Commerce on January 20, 2017 along with draft amendments.
  11. A periodic Update Checklist for Cities, Washington State Department of Commerce, was completed documenting compliance with the comprehensive plan update requirements and provided to the Department of Commerce on March 30, 2017.
  12. On April 19, 2017, the City of Wenatchee Planning Commission conducted an advertised public hearing. The City of Wenatchee Planning Commission continued the Public Hearing to May 17, 2017, in the Council Chambers of Wenatchee City Hall, Wenatchee, WA at 5:30 P.M. The Planning Commission entered into the record the files on this amendment, accepted public testimony at both hearings, and deliberated the merits of the proposal.
  13. The City of Wenatchee Planning Commission has reviewed the entire record including the goals and policies of the comprehensive plan and public testimony as it relates to the proposed amendments to the Wenatchee Urban Area Comprehensive Plan.
  14. On June 8, 2017, the Wenatchee City Council conducted an advertised public hearing. The Wenatchee City Council entered into the record the files on the amendments, accepted public testimony, and deliberated the merits of the proposal.
  15. The Wenatchee City Council has reviewed the entire record including the goals and policies of the comprehensive plan and public testimony as it relates to the proposed amendments to the Wenatchee Urban Area Comprehensive Plan.
  16. The City of Wenatchee issued a determination of non-significance (DNS) and adopted by reference the existing Final Supplemental Environmental Impact Statement for the Wenatchee Urban Area Comprehensive Plan Update 2006, adopted April 4, 2007, on February 17, 2017 with respect to the proposed amendments.
  17. Public and agency comments were reviewed and considered during the review and development of amendments to the Wenatchee Urban Area Plan.
  18. The April 12, 2017 Staff Report to the City of Wenatchee Planning Commission generally summarized updates to each component of the Wenatchee Urban Area Plan including two new sub area plans, the North Wenatchee Master Plan and South Wenatchee Action Plan. These proposed amendments are in response to changing needs and opportunities in the community and provide direction and guidance for the City to move forward implementing new and revised policy direction consistent with the planning goals of RCW 36.70A.020. The compilation of these changes provide an update for the City of Wenatchee Urban Area Plan in compliance with RCW 36.70A.130(5)(c).
  19. Limited changes to the Land Use and Housing Elements and Land Capacity Analysis were incorporated into the draft amendments to the Wenatchee Urban

- Area Plan after the Planning Commission recommendation to be consistent with the 2017 draft update to the City of Wenatchee Sewer Comprehensive Plan.
20. The Growth Management Act defines geologically hazardous areas to mean areas that because of their susceptibility to erosion, sliding, earthquake, or other geologic events, are not suited to the siting of commercial, residential, or industrial development consistent with public health or safety concerns.
  21. Increasing residential densities in geologically hazardous areas is not consistent with the Growth Management Act, or the Natural Environmental Element of the Wenatchee Urban Area Comprehensive Plan.
  22. The City of Wenatchee Urban Growth Area can accommodate the projected new 2,497 housing units necessary to meet future demands for growth in the 20 year planning period. The Housing Study completed by Burke and Associates has identified that current vacancy rates for multi-family units are 1% vs. a healthy standard of 5%. Median value per square foot in Wenatchee is 72% higher than Yakima, 49% higher than Spokane, and 39% higher than the Tri-Cities. Exhibit 45, Rental Income and Gap, 2010-2014, Wenatchee CCD and East Wenatchee CCD indicates a need for 1601 market rate housing units at 100-120% ratio to 2014 median household income in the Wenatchee Urban Area. Given this deficit the Housing Study indicates that the middle to high income households are likely occupying some share of the units that would otherwise be affordable to those with lower incomes. In order to meet housing needs in Wenatchee, simply accommodating the necessary population growth is not sufficient.
  23. The combination of the existing housing gap and the housing units necessary in the future for growth, demonstrate that the current City of Wenatchee Urban Growth Boundary does not significantly exceed future needs for residential growth. The most significant concern with the existing urban growth boundary is ensuring that sewer service is successfully extended into the identified 20 year sewer service area prior to non-urban densities consuming vacant land, precluding urban growth.
  24. Applicable excerpts from the Sunnyslope Sub-Area Plan Land Use Element and Goals and Policies include:
    - Chapter 4, Land Use Element, Zone of change: “New residents are coming. If preserving existing lot patterns is crucial to existing Sunnyslope residents, then other areas must intensify to accommodate forecasted growth. The primary strategy developed through the public process to accommodate this growth establishes a “Zone of Change” generally including Olds Station and that portion of Sunnyslope south of Beacon Road, identifying those places where land uses must evolve to provide increased housing density and new local services.” Pg. 36
    - “The Zone of Change represents an opportunity to manage land development in a new way. It anticipates a gradual evolution of land use in Olds Station, and a more rapid transformation of land uses in what are now some of Sunnyslope’s last remaining orchard areas. Olds Station, now an employment, shopping, and services center, is largely governed by a Planned Development District overseen by the Port of Chelan

County. This plan anticipates Olds Station will evolve over time into a district including residential use, mixing apartments or condominiums along with or in proximity to office and light industrial development.” Pg. 37

- Industrial- Olds Station will remain an employment center with the Port of Chelan County and other property owners continuing to develop industrial and professional offices in this area, consistent with planned development permit approvals. The Industrial designation will accommodate this, however, the increased demand for high-density housing in Sunnyslope calls for the inclusion of residential uses in Olds Station as part of a larger urban mixed-use strategy. Today’s market may not support residential uses in Olds Station, but areas of Wenatchee’s waterfront are now undergoing a transition that could be extended into the Olds Station area.” Pg. 39-40

25. Applicable goals and policies from the Sunnyslope Sub-Area Plan:

- Goal 3 Policy C: Encourage residential development in Olds Station
- Goal 3 Policy D: Direct residential intensity into Central Sunnyslope and, in the future, Olds Station.
- Goal 8 Develop additional housing in Olds Station and along the waterfront.
- Goal 8 Policy A. Encourage eventual permitting of housing in Olds Station and along the Columbia River/Wenatchee River waterfront.
- Goal 9 Increase diversity of housing types within the planning area.
- Goal 9 Policy A. Permit a variety of housing types within the planning area.
- Goal 9 Policy B. Encourage experimentation in housing in Sunnyslope and Olds Station.
- Goal 9 Policy C. Broaden the list of permitted housing in traditional non-housing land use classifications and zoning districts.
- Goal 9 Policy D. Coordinate with the Port of Chelan County and others to encourage residential development in Olds Station.
- Goal 11 Policy A. Encourage increased housing densities in Central Sunnyslope and Olds Station.
- Goal 11 Policy E. Coordinate with other local jurisdictions to assess housing needs and encourage the retention of housing affordable to all economic segments.

26. Policy 2, under the Residential Development Goal of the Land Use Element of the Wenatchee Urban Area Comprehensive Plan, provides: Discourage lower density development on flat, easily developed ground.

27. Policy 5, under the Residential Development Goal of the Land Use Element of the Wenatchee Urban Area Comprehensive Plan, provides: Adopt more flexible design standards for residential development that will permit the construction of different housing types compatible with surrounding neighborhoods.

28. The City has an interest\* in addressing the non-conforming commercial uses that exist in Olds Station, and providing a permit process for those uses should they choose to expand. \*It is against public policy to allow the indefinite extension of nonconforming uses. The public effort is not to extend a nonconforming use but rather to permit it to exist as long as necessary and then to require conformity in the future. The public intent is the eventual elimination of nonconforming uses.
29. The proposed amendments assist in the implementation of the Sunnyslope Sub-Area Plan.

Conclusions of Law:

1. The procedural and substantive requirements of the State Environmental Policy Act have been complied with.
2. The procedural requirements of RCW 36.70A have been complied with.
3. The proposed amendments are consistent with the Chelan County Countywide Planning Policies and the City of Wenatchee Urban Area Comprehensive Plan.
4. The proposed amendments are consistent with the requirements of Revised Code of Washington, and the Washington Administrative Code.

# NORTH WENATCHEE MASTER PLAN

Economic Redevelopment Feasibility Study and  
Focused Subarea Plan

Final 2017



# ACKNOWLEDGMENTS

## WENATCHEE MAYOR

Frank J. Kuntz

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Mike Poirier

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# EXECUTIVE SUMMARY



# INTRODUCTION

The purpose of the project is to create a redevelopment strategy for the vacant and damaged parcels impacted by the Sleepy Hollow Fire of 2015 and a development framework for returning the vacant properties to productive use supported by market demand and highest and best use of the area.

The project objectives include:

- Working closely with property and business owners, potential developers, the public, other agencies and city staff to establish redevelopment momentum
- Addressing community goals in addition to economic development objectives
- Preparing redevelopment alternatives and identify costs and phasing for a preferred development plan
- Recommending necessary code and City Comprehensive Plan updates to support redevelopment
- Pending property owner's permission prepare a Phase I Environmental Study for key properties

Avenue. This improvement may serve as the first infrastructure investment by the City to facilitate redevelopment.

Furthermore, the City is working with the Department of Revenue and local legislators to develop a tax increment financing district for the redevelopment area to assist with funding of infrastructure. The outcome of this effort will be known by May of 2017.

## PROJECT AREA

The project area borders North Wenatchee Avenue on the west, commercial and industrial properties to the north at Hawley Street, east to the waterfront and Walla Walla Point Park, and south to Maple Street. The area consists of aging auto-dominated commercial and industrial properties fronting North Wenatchee Avenue, a five lane arterial roadway and state Highway 285.

The project area is bisected by the BNSF rail line running northwest to southeast and provides limited access to parcels east of the rail line with at-grade crossings located at Hawley Street and Miller Street. Parcels east of the rail line consists of industrial properties involved in fruit packing, storage and distribution and maintenance and operations for the Chelan PUD that provide public utility systems including electricity, local water, wastewater and wholesale fiber-optics. East of the study area is Walla Walla Point Park, the Apple Capitol Loop Trail and Columbia River, to the west is aging commercial development fronting North Wenatchee Avenue and existing residential neighborhoods.

## BACKGROUND

During the summer of 2015, the Sleepy Hollow wildfire sparked an industrial fire completely destroying approximately 30 acres and three core businesses located in North Wenatchee. Furthermore, the Department of Transportation received funding in 2015 to relocate the adjacent North Central Region Headquarters by the end of 2017. Two of the three businesses are evaluating their options in terms of relocating.

Accelerated by the fires, the Master Plan will support an existing City of Wenatchee goal to plan for and facilitate redevelopment of the North Wenatchee Avenue area. A new development pattern for this property may serve Wenatchee business better and will serve as a catalyst for additional redevelopment along the North Wenatchee Avenue corridor. Concurrent with development of this Master Plan, the Chelan Douglas Transportation Council (CDTC) will be embarking on an update of the existing SR285/North Wenatchee Transportation Master Plan to refine conceptual roadway and circulation improvements along the corridor and guide the expenditure of \$23 Million in Connecting Washington funding slated for North Wenatchee. The results of this Master Plan will be used to inform the CDTC study.

The City also has funding obligated for construction of a new intersection in the heart of the project area at the intersection of McKittrick Street and Wenatchee



PROJECT AREA

--- Project Boundary

The project area is currently dominated by industrial and commercial uses, due to fire damage and the age of some buildings, use of the properties, and location, this area is poised for redevelopment and the City envisions creation of a neighborhood center supported by a mix of uses. However, redevelopment faces many challenges, including:

- Numerous property owners, and a mix of small block and large block parcels— many without current auto access and as a result are 'land locked'
- Prevalent light industrial and warehouse uses; many of these are successful businesses and may take a few years to transition from the site
- Chelan PUD is in the process of master planning for their operations and maintenance parcel and it is uncertain as to whether all or a portion of the property would be available for redevelopment.
- Possible environmental remediation because portions of sites are likely contaminated due to their history of industrial use
- Aging strip commercial development and other low-density retail uses are prevalent along the North Wenatchee arterial; these areas are pedestrian unfriendly and are auto-oriented, with substantial building setbacks and large surface parking lots
- North Wenatchee Avenue includes heavy peak hour traffic congestion that is anticipated to worsen without development of an added parallel arterial route.
- High voltage overhead powerlines traverse the middle of the project area along Miller Street and Hawley Street

In contrast there are a number of opportunities that exist to support redevelopment, including:

- The planned relocation of businesses on a few large parcels fronting on North Wenatchee Avenue and along the waterfront
- City funding for a new signal at McKittrick Street and Wenatchee Avenue which will improve access to the WSDOT redevelopment parcel
- Regional transportation plans for the Confluence Parkway which will provide a future arterial route through the parcels east of the BNSF rail line and future planning for improving the character and development environment along North Wenatchee Avenue
- Availability and access to utilities including fiber, power, water, sewer and stormwater
- Proximity of the waterfront, Walla Walla Point Park and the Apple Capitol Loop Trail to serve as an amenity and focus for mixed use redevelopment



## PROCESS

The City of Wenatchee engaged the Crandall Arambula consultant team to complete the North Wenatchee Master Plan and development strategy for the project area. The project was initiated on February 25, 2015 and completed on October 30, 2015. Over eight months, Crandall Arambula's master planning process identified and addressed real estate market, environmental and infrastructure concerns and established a bold and innovative redevelopment framework for all the properties consistent with the City's Comprehensive Plan vision for urban redevelopment. The process identified a short, mid, and long term reinvestment strategy that is mutually beneficial to the community and property owners.

3. Policy and Regulatory Recommendations: preliminary plans, table and text update recommendations for the Comprehensive Plan, Zoning Ordinance or other regulating document
4. Priority Projects and Phasing: initial recommendations for short, mid , and long term redevelopment

The Master Plan process included the following elements:

- Background Data Compilation and Assessment—including baseline market, site, infrastructure and environmental analysis and existing and future condition assessment. Findings will be summarized as opportunities and constraints
- Land Use Framework — including a 'fundamental' concept' for study area redevelopment along with a detailed 'build-out' plan that identifies all uses, locations, and intensities for all study area properties
- Transportation Framework—including a 'complete street' network for necessary to support redevelopment including detailed design for existing streets, planned streets and future additional streets, trails, and accessways
- Redevelopment Feasibility Assessment—including an assessment of a preferred redevelopment alternative. It will inform the final land use and transportation framework concepts. A 'business case' cost/benefit feasibility study of essential public investment to stimulate private sector redevelopment will inform implementation priorities and phasing strategies
- Action Plan—an implementation strategy will prioritize and phase catalytic improvements. Other key actions such as environmental remediation strategies, necessary utility improvements, and policy and regulatory changes will also be identified
- Facilitation of Public Engagement and Incorporation of Feedback—the prime consultant conducted two public open houses—one at the beginning of the project to solicit feedback on the vision for the project area, and the other presentation to council near the end of the project to present the recommendations. Numerous meetings were held with stakeholders throughout the process
- Preparation of a Final Document—concepts for the North Wenatchee project area will be finalized. Final illustrated plans, sketches, and diagrams and written text will be created that describe land use and transportation concepts. The final Master Plan concept would include:
  1. Estimated Costs: infrastructure costs and value of potential redevelopment will be summarized for the study area and specific clusters, sites, and streets
  2. Business Case a simplified cost/benefit analysis for the infrastructure investment will be conducted assessing the potential tax benefit to the city from the new development compared to the infrastructure costs required to support the ultimate plan



# FUNDAMENTAL CONCEPT

The fundamental concept is a distillation of the key design ideas, physical elements and spatial relationships that have informed the development of land use and transportation framework elements of the North Wenatchee Master Plan area.

## FRONT DOOR ACCESS AND NEIGHBORHOOD CONNECTIONS

Successful redevelopment of the project area will require safe, direct and convenient access to parcels located east of the BNSF rail line; increasing the visibility and drive-by traffic necessary to attract new development and support existing businesses; and the redistribution of traffic to relieve congestion on North Wenatchee Avenue. Hierarchies of routes have been established, including the following fundamental elements:

McKittrick 'Signature Street'— The most important new street will be the new McKittrick Street grade separated underpass connection between North Wenatchee Avenue and the Confluence Parkway. This signature street will:

- Be a focus for redevelopment within the project area and gateway from North Wenatchee Avenue to the waterfront and Walla Walla Point Park
- Be designed as a complete street, including pedestrian friendly sidewalks and a protected bikeway.

- Induce new drive-by traffic thereby increasing visibility necessary for creating development interest for existing 'backwater' sites east of the BNSF rail line.
- Provide an alternative 'cut-through' commuting route. This roadway will minimize traffic congestion on the existing busy North Wenatchee Avenue and provide a release valve for future traffic along Confluence Parkway
- Provide an attractive setting for adjacent development. The street will include special landscaping, lighting, and other streetscape elements that will signal that this street is a place worthy of investment

North Wenatchee 'Boulevard Gateway'— Boulevard treatment of North Wenatchee Avenue enhances the character of this auto-dominated arterial roadway and establishes a focus for redevelopment at McKittrick Street. This boulevard enhanced street will:

- Include a landscaped median, lighting, and other streetscape elements that establish this segment of the corridor as a destination and a setting for new street oriented development.
- Provide a new signalized intersection at McKittrick Street with improved access to adjacent parcels that will attract new commercial development and redevelopment of the WSDOT parcel.

Confluence Parkway— A limited access arterial roadway and parallel route to North Wenatchee Avenue.

The Confluence Parkway will:

- Establish a new landscaped and tree-lined entry for auto and truck traffic from US2 into North Wenatchee
- Increase visibility, access and create an attractive setting for development.
- Improve regional mobility for through traffic and relieve traffic congestion on North Wenatchee Avenue

Neighborhood Connections and Apple Capitol Trailhead— Direct pedestrian and bike connections connect adjacent neighborhoods with an enhanced trail network.

- A new McKittrick Street multi-use path and protected bikeway will provide a safe and direct east/west connection from adjacent neighborhoods to the waterfront and Apple Capitol Loop Trail
- Extension of the Apple Capitol Loop Trail along the BNSF rail line establishes a loop trail network that serves as a amenity for redevelopment parcels
- An enhanced Apple Capitol Loop trailhead, provides a new gateway entry to Walla Walla Point Park

## DISTRICT CENTER

A mix of housing and employment with complementary retail and commercial development establishes a unique district center and waterfront destination.

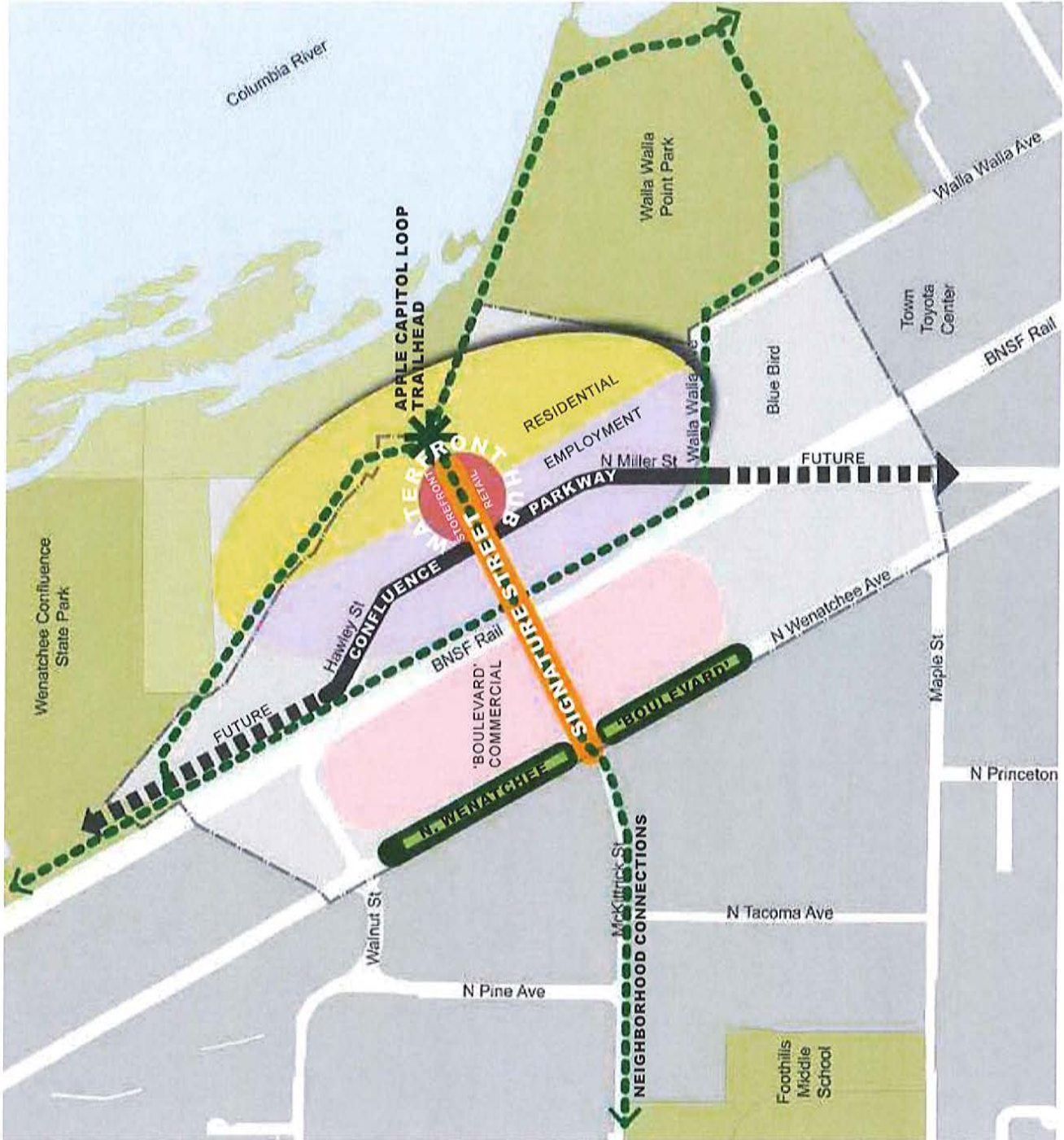
Waterfront Hub — High density, mixed-use development is envisioned at the intersection of McKittrick Street and Confluence Parkway.

Uses will create an animated '18-hour' environment of activity and opportunities for housing and employment. Hub uses will include:

- District serving storefront retail, restaurant and entertainment uses along McKittrick Street east of Confluence parkway
- High density multi-family housing. Apartments and condominiums are envisioned for a full range of resident incomes
- Employment uses are oriented to Confluence Parkway and provide for a unique and innovative employment center

North Wenatchee 'Boulevard' Commercial — A destination for street oriented commercial and retail development.

- Sites are attractive for a large format retail anchor such as a grocery and complementary commercial services and a new hotel.



FUNDAMENTAL CONCEPT

FINAL PLAN

# BUILD-OUT

The North Wenatchee build-out concept provides a future 5-15 year 'snap shot' of redevelopment within the North Wenatchee Avenue Corridor and Waterfront Hub (located east of the rail line to the waterfront).

Viable Depiction—the plan and perspective illustrate a scheme and development intensity that is realistic and economically feasible. It is based on factors that influenced the design, including:

- Wenatchee Comprehensive Plan's policy for the redevelopment of the North Wenatchee Business District and Waterfront Subarea Plan
- North Wenatchee Transportation Master Plan circulation corridor concepts for the North Wenatchee Avenue Corridor and Confluence Parkway
- Fundamental requirements necessary to attract investors such as a new underpass, public amenities, and relocation of public utilities
- Fundamental requirements for designing compact, mixed use development
- Essential active transportation elements that will ensure safe, direct and convenient neighborhood access to redevelopment and the waterfront
- Development that includes a mix of repurposed, adaptive re-use of existing structures and new construction

Graphic Tool—the plan and perspective can be used to:

- Market the community's vision for development to potential investors
- Illustrate to elected officials and the general public the 'business case' for public investment in street and utilities improvements necessary to stimulate desirable private investment

## Development Target Summary

Intensity of development within the Plan area was based on the following assumptions:

- Industrial uses calculated at 0.25 Floor Area Ratio (FAR)
- Commercial and Flex (Office/Light Industrial) at 0.3 Floor Area ratio (FAR)
- Office uses calculated at 0.5 Floor Area Ratio (FAR)
- Retail uses calculated at 0.5 Floor Area Ratio (FAR) except within the Waterfront Hub where 25,000 square feet was assumed within mixed-use development along McKittrick Street
- Park area was developed as a small area expansion of Walla Walla Point Park; a new trailhead and gateway to the Apple Capitol Loop Trail; and a new neighborhood park to serve multi-family development

SUBAREA BUILD-OUT DEVELOPMENT SUMMARY TABLE

Office	50,000 to 225,000 Square Feet
Light Industrial	140,000 Square Feet
Flex (Office/Lt. Industrial)	120,000 Square Feet
Commercial/Services	70,000 Square Feet
Retail	125,000 Square Feet
Hotel	125 Rooms
Residential	600 to 850 Units
Parks	3.5 Acre
Streets	8,070 Linear Feet

CONFLUENCE PARKWAY .....  
NORTH WENATCHEE .....  
'BOULEVARD GATEWAY'  
.....  
MCKITTRICK SIGNATURE STREET



NORTH WENATCHEE MASTER PLAN BUILD-OUT —VIEW LOOKING WEST

FINAL PLAN

# IMPLEMENTATION

The implementation strategy identifies key steps the City of Wenatchee needs to take to support immediate development momentum.

The strategy includes essential North Wenatchee area access projects and necessary policy and regulatory updates.

- North Wenatchee area access projects are of the highest priority and ensure that the area is attractive for private redevelopment
- Policy and regulatory updates will help create the regulatory framework needed to implement the plan

North Wenatchee area access projects identified serve the following purposes:

## ESTABLISH 'EARLY MOMENTUM'

This funded North Wenatchee Avenue improvements project will:

- Establish a sense of positive change along North Wenatchee Avenue and signal to the greater community that the City, State DOT and Regional Transportation Council are serious about implementing a coordinated land use and circulation plan for North Wenatchee.
- Generally occur within existing public right-of-ways and will require no or little property acquisition or easements. As a result, the project will be relatively easy to implement compared to game changing projects.

## SPUR 'GAME CHANGING' INVESTMENT

These projects will:

- Signal to the development community that the City is committed to redevelopment of the North Wenatchee area and establishment of a mixed-use waterfront destination
- Provide direct access and visibility to isolated parcels between the rail line and waterfront to attract private investment
- Improve the value of existing businesses and properties
- Require coordination and commitments between the City, Washington Department of Transportation, Chelan-Douglas Transportation Council, Chelan PUD/Utility Providers and the property owners

## ENHANCE APPLE CAPITOL LOOP TRAIL AND WATERFRONT ACCESS

These other projects will:

- Fill gaps in the existing trail and bicycle network. Projects will result in new safe, direct and convenient access routes between existing neighborhoods, and new waterfront retail and commercial development, Walla Walla Point Park and the Town Toyota Center
- Relocate a portion of the Apple Capitol Loop Trail (currently along Hawley Street) to the north side of the Chelan PUD property.

The implementation strategy is based on the principle that public dollars must be spent on projects that leverage significant private investment and spark widespread sustainable reinvestment in the North Wenatchee area.

Funding for the North Wenatchee area access projects may be secured through public/private partnerships, grants or other allocations. To support intensification of development within the North Wenatchee Master Plan area an estimated \$37 million in public investment is suggested with the potential to leverage \$235 million in private development. For every \$1 of public expenditures over \$6 of private investment is stimulated.



**NORTH WENATCHEE PROJECTS**

- ① **Wenatchee Avenue 'Boulevard Gateway'**  
(Wenatchee Avenue Median & McKittrick Signalized Intersection)
- ② **Confluence Parkway Improvements**  
(Hawley/Miller Relocation, Utilities Relocation and Trail Extension)
- ③ **McKittrick Signature Street**  
(McKittrick Extension and Underpass)
- ④ **McKittrick & Walla Walla Extension**  
(Streets & Utilities Improvements)
- ⑤ **Apple Capitol Loop Trailhead & Neighborhood Connections**  
(Trailhead/Park Expansion, Apple Loop Trail Relocation & McKittrick Multi-Use Path)



# REDEVELOPMENT LAND USE FRAMEWORK



# OVERVIEW

The land use framework envisions the grouping of complementary uses into two distinct subareas within the North Wenatchee project area.

The framework respects historic development patterns, and reflects community desires, real estate market trends, and projected growth capacity. Existing healthy or desirable uses are strengthened and sites for infill and redevelopment are maximized. Within the framework there is an emphasis on establishing distinctive mixed-use housing and employment areas with active ground-floor storefront uses located east of the BNSF rail line and re-imagining the urban design and character of North Wenatchee Avenue as a more pedestrian-oriented commercial gateway.

## MARKET ANALYSIS

The City of Wenatchee intends to create a unique district with the project area that includes a commercial destination along North Wenatchee Avenue, repurposed land uses at the waterfront, including residential and retail in a walkable compact configuration. A city goal is to see substantial change in five years and a complete build-out in fifteen years.

The purpose of the market analysis is to understand the mix of uses and their magnitude that can be feasibly placed within the project area.

The following is an overview of current and projected market characteristics for this area, the larger urbanized area of which Wenatchee is a part, and the Wenatchee metropolitan statistical area, which includes Chelan and Douglas Counties.

## DEMOGRAPHIC TRENDS AND HOUSING

There is sufficient growth in population for the Wenatchee MSA (metropolitan statistical area) to support multi-family development: approximately 1,660 to 1,800 units of attached and multifamily by 2040 and 441 multifamily units by 2021.

- The Wenatchee area (Wenatchee, East Wenatchee and Sunnyslope) can expect to capture at least two thirds of MSA attached and multifamily demand. If national trends in lifestyle and household formation of non-family households continue as they are now, these numbers will increase.
- There will be a need for new senior housing as those who are aging in place will need to move to housing that requires less driving, less maintenance by the householders, and provides some services for those unable to drive any longer.
- Income change by household age indicates that much of the growth is in households with annual incomes over \$74,999, with slight growth of households with incomes below \$50,000 in the age cohorts of 25 to 35 years and 45 to 54 years old.



**NEW EMPLOYMENT SPACE MUST BE FLEXIBLE**

Employment projections for the Wenatchee area indicate employment growth from 2016 through 2024 of approximately 3,400 to 3,460 new jobs, enough to occupy 323,000 square feet of office and 547,000 square feet of flex or other space.

- Emerging trends in business start ups and employment are for locations in mixed use areas that offer the flexibility of building types and shared use commons areas that reduce business costs and offer lower rents
- Small businesses are the majority of employment locally and flex office, light industrial and tech/manufacturing space is limited. Redevelopment of the project area industrial buildings provide an opportunity to attract these tenants.
- Local area businesses that may have a need for flex space rather than traditional office may include: Agriculture; Mining; Utilities; Construction; Manufacturing; Wholesale Trade; Transportation & Warehousing; Information; Professional, Scientific & Tech Services; Administrative & Waste Management; Educational Services; Health Care & Social Assistance; Arts, Entertainment & Recreation; Food Services; and Other Services

**NORTH WENATCHEE RETAIL**

Wenatchee is the center for retailing for an area that extends beyond its MSA. Demand within the MSA was \$1.55 billion in 2015 (spending by residents) versus sales of \$2 billion. Wenatchee retail capture is approximately 58% of MSA and is roughly twice local spending. BY 2020 the demand for additional retail is likely to be approximately 74,000 square feet.

The major challenge for retail is finding a format to compete. New retail must offer something different from the current experience in order to compete with the two existing major centers and existing scattered retail strips and freestanding big box locations.

- All of the existing retail except for downtown is auto oriented.
- Retail formats are changing nationally to what is called "experience" retail. This is retail that is aggregated with restaurants and entertainment uses in a compact walkable outdoor public space that allows friends and family to meet in public.

- Experience retail is a format that has not been done here yet. However, given the potential for horizontal mixed use on the project site, a plan for something more than 100,000 square feet arranged in concert with housing and employment uses could create an unusual and attractive place to visit for current and new residents, especially if it can also contain entertainment uses that offer casual dining.

**CONCLUSION:**

One of the main obstacles to development is site access. The Master Plan has suggested extending McKittrick Street as a grade separated under-crossing of the BNSF rail line eastward into the site at Miller Avenue. The McKittrick Street extension and grade separated underpass is critical for accessing the site and opening opportunities for redevelopment. The McKittrick Street extensions would:

- Provide access that is limited today, supporting existing businesses, enabling new business locations and strengthening the district as an employment address.
- Establish a visible gateway from one of Wenatchee's most traveled arteries and enable a residential district with office, retail and entertainment amenities that otherwise would tend to locate elsewhere with more visible access.
- Improve regional access to the Town Toyota Center and Walla Walla Point Park and support local traffic routing from the congested North Wenatchee Avenue corridor to a parallel route on Walla Walla Avenue

## REDEVELOPMENT PLAN

The Plan area has the capacity to absorb significant amounts of growth over the next 10 to 15 years. The build-out plan illustrates the character, location and intensity of new development that may be achieved through implementation of the North Wenatchee Master Plan.

BUILD-OUT DEVELOPMENT SUMMARY TABLE

Land Use	Area (Acre) Feet	Area (Square Feet)	Building Area (Square Feet)	Residential (Units)	Parking (Spaces)
OFFICE	1.21	37,000	50,000-225,000		150
LIGHT INDUSTRIAL	11.2	486,150	140,000		210
FLEX (OFFICE/LT. IND.)	9.1	396,250	120,000		300
COMMERCIAL SERVICES	2.00	86,250	70,000		210
RETAIL	7.76	338,200	125,000		375
HOTEL	1.44	62,725	50,000	125	100
MULTI-FAMILY	17.0	740,000	850,000	600-850	600-850

BUILD-OUT INFRASTRUCTURE/OPEN SPACE SUMMARY TABLE

Infrastructure & Open Space	Area (Acre/Linear Feet)	Area (Square Feet)
MCKITTRICK SIGNATURE STREET	1.80/976	76,080
NORTH WENATCHEE AVENUE	3.85/1,680	167,700
CONFLUENCE PARKWAY	3.9/2,122	169,885
NEW STREETS	5.40/3,921	235,280
WALLA WALLA PARK EXPANSION	.47	20,500
TRAILHEAD/GATEWAY PARK	1.34	58,500
NEW NEIGHBORHOOD PARK	.84	36,750
NEW TRAIL	.84/1,841	36,850
INFRASTRUCTURE TOTAL	21	910,000



- BUILD-OUT PLAN**
- Storefront Retail
  - Retail
  - Commercial
  - Flex Employment
  - Light Industrial
  - Office
  - Residential
  - Parks and Open Space
  - Plan Area
  - Existing Parcels
  - Existing Parks/Open Space



# LAND USE FRAMEWORK

The Land Use Framework primarily describes the future development of the project area and a vision for coherent growth in North Wenatchee.

## LAND USE SUBAREAS

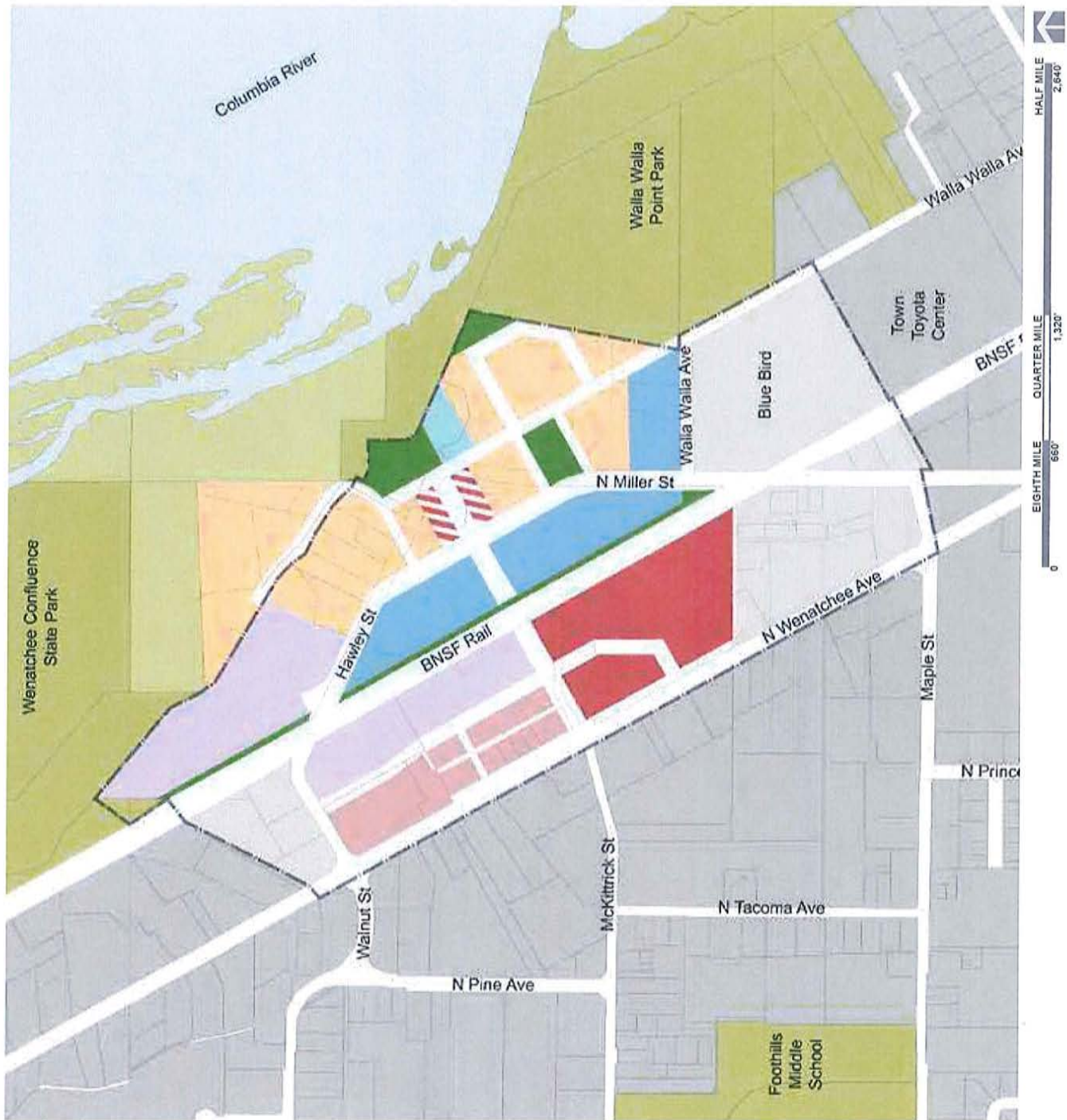
The land use framework diagram illustrates the new development block patterns and identifies the types of project area uses.

On many parcels, a mix of vertical uses is suggested. Where parcels contain a vertical mix of uses, the most likely predominant land use is indicated. Predominant uses have been sited and categorized into 'subareas' to:

- Maximize development potential based upon existing adjacent uses adjacencies and site attributes
- Maximize utilization of existing and planned improvements such as roadways, relocation of overhead utilities, stormwater lines and other utilities
- Provide a framework for development agreements between the city, Washington Department of Transportation, Chelan Douglas Transportation Council, Chelan PUD/Utility Providers and property owners
- Respond to a conceptual short term and long term phasing strategy
- Provide flexibility to respond to possible changing market conditions. In some instances, multiple uses are appropriate for a given site

The North Wenatchee Master Plan area includes the following land use subareas:

- 1) Retail and Commercial
- 2) Flex Employment
- 3) Light Industrial
- 4) Office
- 5) Residential
- 6) Parks and Open Space



LAND USE SUBAREAS

- Storefront Retail
- Retail
- Commercial
- Flex Employment
- Light Industrial
- Office
- Residential
- Parks and Open Space
- Plan Area
- Existing Parcels
- Existing Parks/Open Space

DEVELOPMENT TARGET SUMMARY

Retail	125,000 Square Feet*
Commercial	70,000 Square Feet*
Hotel	125 Rooms
Flex (Office/L. Ind.)	120,000 Square Feet*
Light Industrial	140,000 Square Feet*
Office	50,000-225,000 Square Feet*
Multi-Family	600-850 Dwelling Units
Parks/Open Space	3.5 Acres

\* Total represents approximate gross building floor area

## RETAIL AND COMMERCIAL

The subareas provide opportunities for regional retail and commercial development oriented to North Wenatchee Boulevard and local neighborhood serving or destination retail storefronts within mixed use multi-family development along McKittrick Street.

Along North Wenatchee Avenue sites provide for a range of regional serving retail, and commercial opportunities, including the potential for a smaller format grocery store. Other commercial services and hotel uses are envisioned within this subarea. Located adjacent to the waterfront, McKittrick Street offers a unique opportunity for destination storefront retail shopping, dining and entertainment uses.

The subarea provides the essential real estate site criteria for retail and commercial development :

**Proximity**—fronting a major arterial, the North Wenatchee Avenue blocks are centrally located along the existing commercial corridor, while the McKittrick Signature Street provides a location for storefront retail that benefits from proximity to the waterfront as a unique destination.

**Good visibility**—the sites are located adjacent to the busy major arterial roadway. Today, North Wenatchee provides over 31,000 daily drive-by trips and over time 13,000 daily drive-by trips on Confluence Parkway. It is projected that future traffic volumes on the McKittrick Signature Street (after construction of the grade separated underpass) will contribute 6,100 daily drive-by trips.

**Access**—the North Wenatchee Avenue sites can be easily accessed from the McKittrick Street signalized intersection. The McKittrick Signature Street sites benefit from a grade separated access of the BNSF railway from Wenatchee Avenue, direct access from the Confluence Parkway, and additional local traffic access from an extension of Walla Walla Avenue.

**Prominent Address**— regional commercial and retail uses can capture the benefits of a 'front door' address on North Wenatchee Avenue while storefront retail uses will benefit from the waterfront location.

**Amenity**—the proximity of Walla Walla Point Park, the Apple Capitol Loop trail and the Town Toyota Center provide the opportunity to attract customers over an extended period through out the day, evening and during events where shopping or dining can be linked to active or passive use of the park and walking/biking trails

oriented to North Wenatchee Boulevard and local neighborhood serving or destination retail storefronts within mixed use multi-family development along McKittrick Street.

### GENERAL DEVELOPMENT CHARACTER—

**Orientation**— Development will front North Wenatchee Avenue and McKittrick Street to form an active street edge that supports a pedestrian friendly public realm. Primary building access will be from the street rather than directly from internal parking areas.

**Form, Massing and Setbacks**— Buildings should be urban—if a site is redeveloped, for commercial a minimum 0.3 floor area ratio (FAR) will be prescribed; retail a minimum 0.5 floor area ratio (FAR) will be prescribed. Generally buildings should range from one story to six stories in height and are allowed a maximum 10' setback for landscaping and buffer along North Wenatchee Avenue and zero-setback along McKittrick Street east of Miller Street (Confluence Parkway).

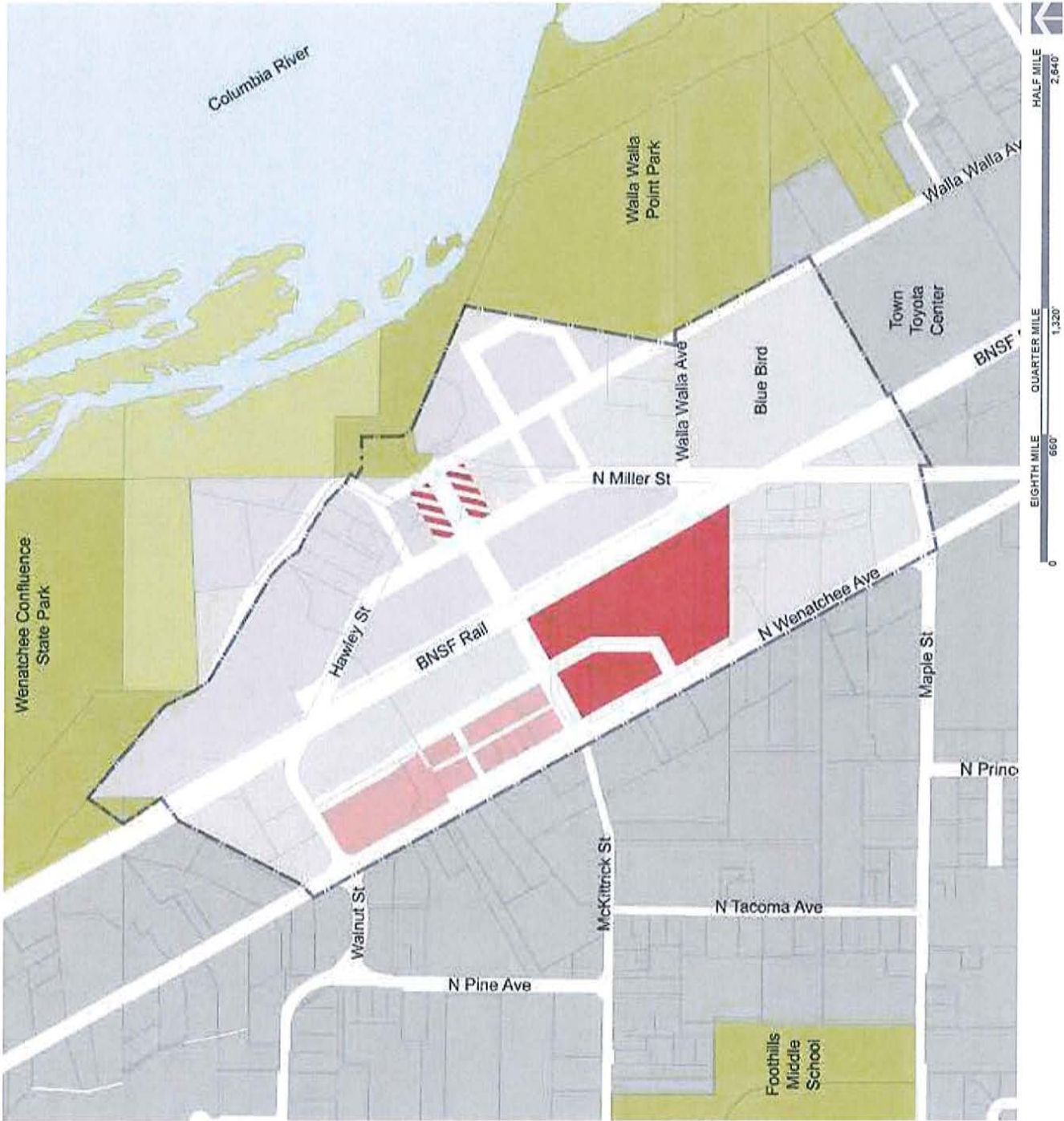
**Efficient Parking**— parking will be limited to accepted industry standards: for retail and commercial development (maximum of 3.5 spaces per 1000 square feet); Fewer spaces or shared parking will be fostered. Where parking lots are built, parking will be required to be located behind or to the side of buildings. Design techniques that minimize parked car visual impacts from streets and the disruption of the pedestrian environment will be required. For all development projects bicycle parking should be maximized.

**Sustainability**— Sustainable practices such as the incorporation of solar panels, wind turbines, and use of green roofs or bioswale green street practices should be encouraged. LEED certification should not be required but should be promoted.



**Permitted and Conditional Uses**— along Wenatchee Avenue and the McKittrick Street storefront retail prohibited uses will include those that incorporate a drive-thru or the retail sale of automobiles.

Permitted uses along Wenatchee Avenue would include the sale of goods, hospitality, dining/drinking, entertainment uses and commercial services such as hair salons, banking, or dry cleaning.

Permitted uses in the retail storefront area of McKittrick Street would include the sale of goods, dining/drinking, and entertainment uses such as music clubs, and commercial services such as hair salons, ATM banking, or dry cleaners.



**RETAIL AND COMMERCIAL**

-  Retail Storefront
-  Retail Anchor
-  Commercial
-  Plan Area
-  Existing Parcels
-  Existing Parks/Open Space

SUBAREA DEVELOPMENT TARGET SUMMARY	
Retail	125,000 Square Feet*
Commercial	70,000 Square Feet*
Hotel	125 Rooms

\*Total represents approximate gross building floor area



## FLEX EMPLOYMENT

The subarea provides room for office start-ups, business incubators, and accelerators and complementary light industrial and manufacturing that represent emerging trends in employment districts that are based on economic, social and physical "networks" fostering a creative, risk-taking culture that facilitates ideas and accelerates commercialization.

The subarea has the following essential real estate site criteria for innovative flex employment development:

**Proximity**—sites are adjacent to a new rail trail and near-by storefront retail, restaurants and entertainment uses along McKittrick Street, the Walla Walla Point Park and the Apple Capitol Loop trail (east of Confluence Parkway).

**Good visibility**—the sites are located adjacent to the McKittrick 'Signature Street' and future Confluence Parkway with estimated 6,100 and 13,000 future average daily drive-by trips respectively.

**Prominent Address**—uses can capture the benefit of a 'front door' address on Confluence Parkway

**Access**—the sites are located adjacent to or easily accessible to the Confluence Parkway and North Wenatchee Avenue via the McKittrick Street grade separated crossing.

## GENERAL DEVELOPMENT CHARACTER—

Due to the viability of existing warehouse structures, some renovation, adaptive reuse, and repurposing of existing buildings rather than new development may occur within this subarea.

Incremental infill will also be viable within this subarea because most parcels are developed at a very low density or suffered damage from the 2015 Sleepy Hollow fire. The large parking lots and underutilized landscape areas provide opportunities for intensification while preserving the existing structures. Where redevelopment or infill should occur, the following characteristics will be required:

**Orientation**—Development will front Confluence Parkway (realigned Hawley and Miller streets) and Walla Walla Avenue to create a campus-like street edge that supports a pedestrian oriented public realm. Primary building access will require at least one entrance directly accessible to the street rather than directly from internal parking lots.

**Form, Massing and Setbacks**—Buildings should be urban—if a site is redeveloped, a minimum 0.3 floor area ratio (FAR) will be prescribed. Generally buildings should range from one story to six stories in height and are allowed a maximum 10' setback for landscaping and buffer along Confluence Parkway and Walla Walla Avenue.

**Efficient Parking**—parking will be limited to accepted industry standards: for office and industrial development (maximum of 3 spaces per 1000 square feet); and for commercial/retail (2.5 spaces per 1000). Fewer spaces or shared parking will be fostered. Where parking lots are built, parking will be required to be located behind or to the side of buildings. Design techniques that minimize parked car visual impacts from streets and the disruption of the pedestrian environment will be required. For all development projects bicycle parking should be maximized. Ground floor, street accessible, long term bike parking rooms should be required for all new development or major renovation projects.

**Sustainability**—adaptive reuse, renovation, expansion and repurposing of existing structures should be encouraged. Maximizing the imbued energy and materials of these buildings is a key component of sustainability objectives of the project. Other sustainable practices such as the incorporation of solar panels, wind turbines, and use of green roofs or bioswale green street practices should be encouraged. LEED certification should not be required but should be promoted

**Permitted and Conditional Uses**—For redevelopment proposals, uses that are auto-oriented will be prohibited. Development of new or expansion of existing warehousing and storage uses will be prohibited. Manufacturing or assembly uses will be permitted, but limitations on uses that may create adverse impacts—noise, air quality, etc. will be identified.



**FLEX EMPLOYMENT**

- Flex (Office/Light Industrial)
- Plan Area
- Existing Parcels
- Existing Parks/Open Space

SUBAREA DEVELOPMENT TARGET SUMMARY	
Flex	120,000 Square Feet*

\*Total represents approximate gross building floor area

## LIGHT INDUSTRIAL

Light industrial, warehousing and manufacturing functions are envisioned to largely remain within most of these areas.

### GENERAL DEVELOPMENT CHARACTER—

Due the nature of industrial development a greater auto and truck orientation will occur in this area. Nevertheless, site improvements that enhance the pedestrian environment will be required for any new or major renovation project.

Where redevelopment or infill should occur, the following characteristics will be required:

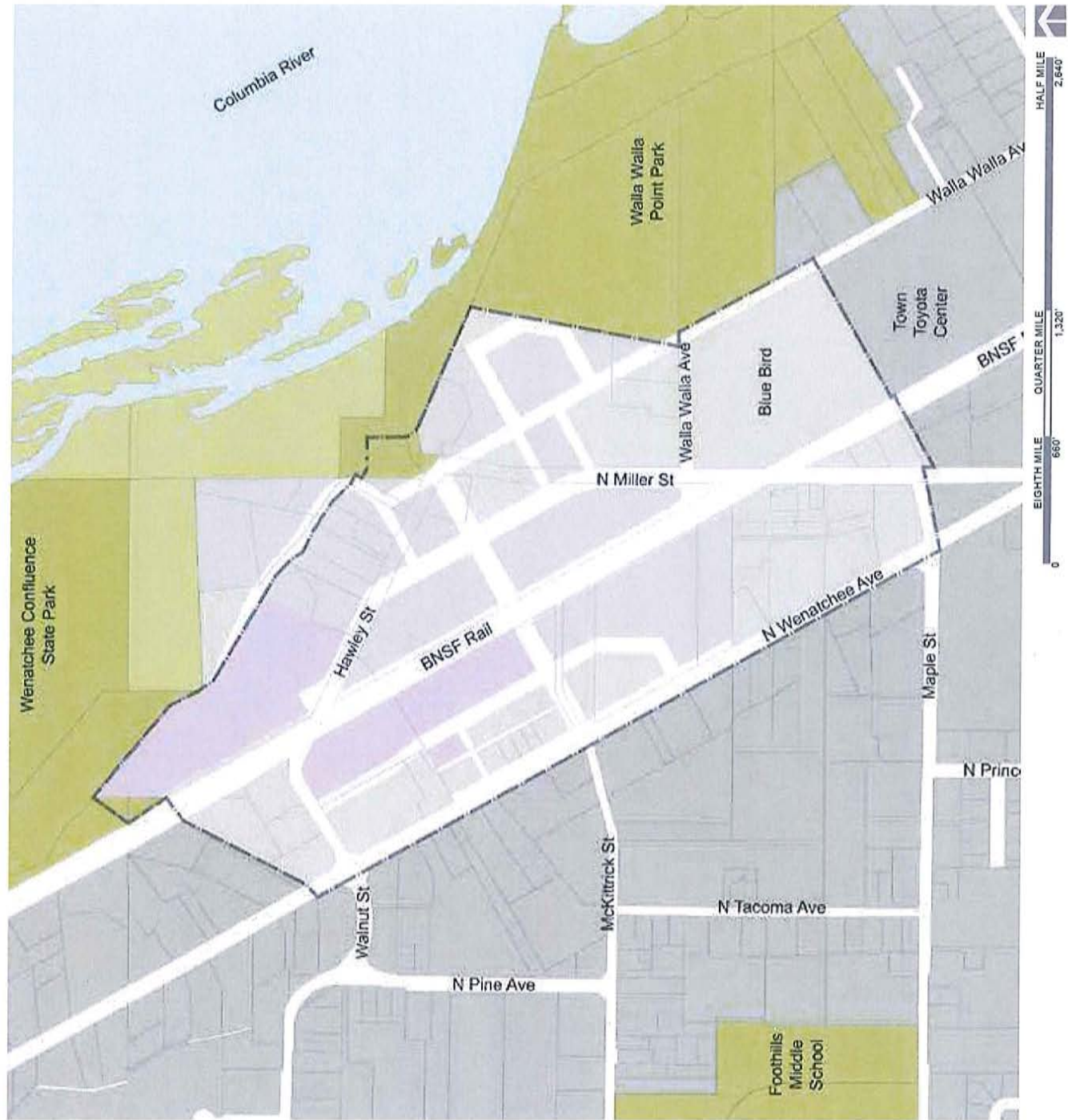
**Orientation**—Development will front the existing streets to new streets to create a more urban street edge that supports a pedestrian friendly public realm. Primary building access will require at least one entrance directly accessible to the street rather than directly from internal parking lots.

**Form, Massing and Setbacks**—Buildings should be urban—if a site is redeveloped, for commercial a minimum 0.3 floor area ratio (FAR) will be prescribed; for industrial a minimum 2.5 floor area ratio (FAR). Generally buildings should range from one story to six stories in height and are allowed a maximum 10' setback for landscaping and buffer along primary streets.

**Efficient Parking**—parking will be limited to accepted industry standards: for commercial and industrial development (maximum of 2 spaces per 1000 square feet) Fewer spaces or shared parking will be fostered. Where parking lots are built, parking will be required to be located behind or to side of buildings. Design techniques that minimize parked car visual impacts from streets and the disruption of the pedestrian environment will be required. For all development projects bicycle parking should be maximized.

**Sustainability**—adaptive reuse, renovation, expansion and repurposing of existing structures should be encouraged. Maximizing the imbued energy of the materials of these buildings is a key component of sustainability objectives of the project. Other sustainable practices such as the incorporation of solar panels, wind turbines, and use of green roofs or bioswale green street practices should be encouraged. LEED certification should not be required but should be promoted

**Permitted and Conditional Uses**— For redevelopment proposals, uses that are auto-oriented will be permitted. Development or expansion of new warehousing and storage uses will be permitted. Manufacturing or assembly uses will be permitted, but limitations on uses that may create adverse impacts—noise, air quality, etc. will be identified.



**LIGHT INDUSTRIAL**

- Light Industrial
- Plan Area
- Existing Parcels
- Existing Parks/Open Space

**SUBAREA DEVELOPMENT TARGET SUMMARY**

Light Industrial	140,000 Square Feet*
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\* Total represents approximate gross building floor area

## OFFICE

Traditional office development is envisioned at sites along the waterfront where the existing Dovex office exists today or the potential for a Chelan PUD corporate headquarters should they decide to consolidate their administrative functions at their maintenance facility located along Hawley Street.

The subarea has the following essential real estate site criteria for office development:

**Proximity**—sites are adjacent to near-by storefront retail, restaurants and entertainment uses along McKittrick Street, the Walla Walla Park and the Apple Capitol Loop Trail (east of Confluence Parkway).

**Access**—the sites are located adjacent to or easily accessible to the Confluence Parkway and North Wenatchee Avenue via the McKittrick Street grade separated crossing.

**Amenity**—the proximity to the waterfront and views of the river are attractive for corporate office development.

### GENERAL DEVELOPMENT CHARACTER—

New development will occur within this subarea. Located at the trailhead to the Apple Capitol Loop Trail and Walla Walla Point Park the subarea will set the bar for the waterfront area. The perceptions of the entire district will largely be defined by buildings that are constructed here. To provide a positive experience and image, the development must be welcoming, pedestrian-friendly, and compatible with surrounding subarea context.

The following characteristics will be required:

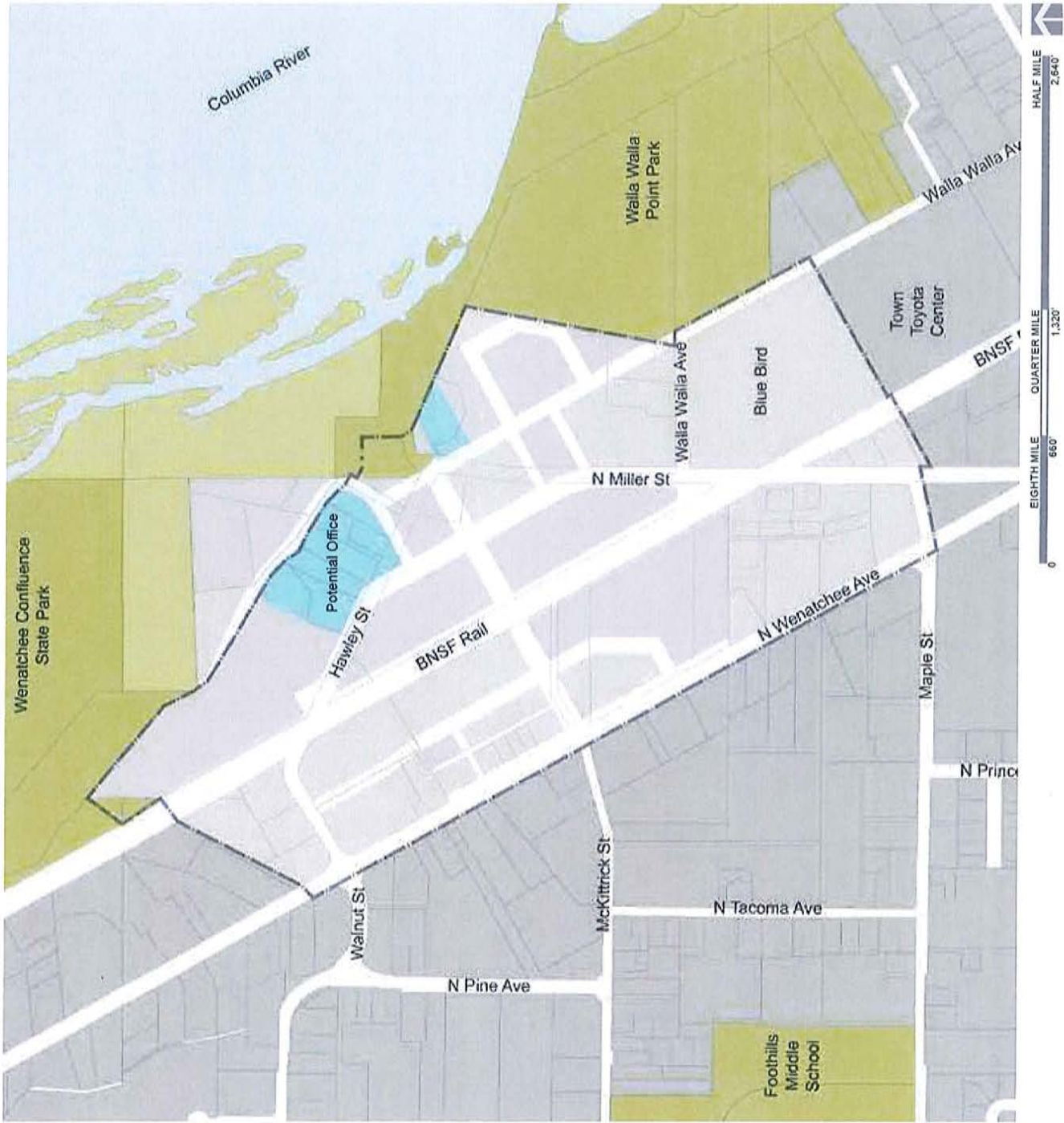
**Orientation**—Development will front Confluence Parkway and new streets to create an urban street edge that supports a pedestrian friendly public realm. Primary building access will be from the street rather than directly from internal parking lots or parking ramps

**Form, Massing and Setbacks**— Buildings should be urban, covering a majority of development parcels—when a site is redeveloped, a minimum 2.0 FAR for office development will be prescribed. Generally, buildings should range from two to six stories in height for the majority of the subarea

**Efficient Parking**—parking will be limited to accepted industry standards: for office development (maximum of 3 spaces per 1000 square feet); for commercial/retail (2.5 spaces per 1000); shared parking will be fostered. Parking should be located behind, within buildings, or in structures. Design techniques that minimize parked car visual impacts from streets and the disruption of the pedestrian environment will be required. For all development projects bicycle parking should be maximized. Ground floor, street accessible, long term bike parking rooms will be required for all new development or major renovation projects

**Sustainability**—Sustainable practices such as the incorporation of solar panels, wind turbines, and use of green roofs or bioswale green street practices should be encouraged. LEED certification should not be required but should be promoted

**Permitted and Conditional Uses**—prohibited uses will generally include those that are auto-oriented, manufacturing, warehouse or storage.



**OFFICE**

- Office
- Plan Area
- Existing Parcels
- Existing Parks/Open Space

**SUBAREA DEVELOPMENT TARGET SUMMARY**

Office	50,000 to 225,000 Square Feet*
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\* Total represents approximate gross building floor area

## MULTI-FAMILY RESIDENTIAL

Multi-family development and establishment of a waterfront residential neighborhood is envisioned for blocks east of Confluence Parkway. The area provides for the layout of a range of multi-family housing opportunities from affordable apartments, senior housing, to market rate apartments.

Multi-family residential uses meets the following essential real estate criteria for successful housing development:

**Proximity**—views of the river, located above and adjacent to neighborhood serving storefront retail and commercial uses and in a location close to the downtown, will establish a high density residential neighborhood, that is unique to Wenatchee

**Access**—the sites have good arterial access via the Confluence Parkway and North Wenatchee Avenue and local access along Walla Walla Avenue to downtown and waterfront destinations such as the Pybus Public Market

**Amenity**—the proximity to the McKittrick Street storefront retail, Walla Walla Point Park, the Apple Capitol Loop Trail and a new neighborhood park will attract residential development interest.

### GENERAL DEVELOPMENT CHARACTER—

New development will occur within this subarea. Located at the Apple Capitol Loop trailhead, the subarea will set the bar for the entire station area. The identity of the entire project area will largely be defined by buildings that are constructed here. To provide a positive experience and image, the development must be welcoming, pedestrian-friendly, and establish an urban waterfront living environment. Development should avoid an institutional, repetitive, 'apartment complex' character. Multiple developers and architectural design teams should be fostered to ensure variety and interest. Multi-family development should be phased so that early phase development is located near Confluence Parkway, while later phase development is located along the waterfront.

The following characteristics will be required:

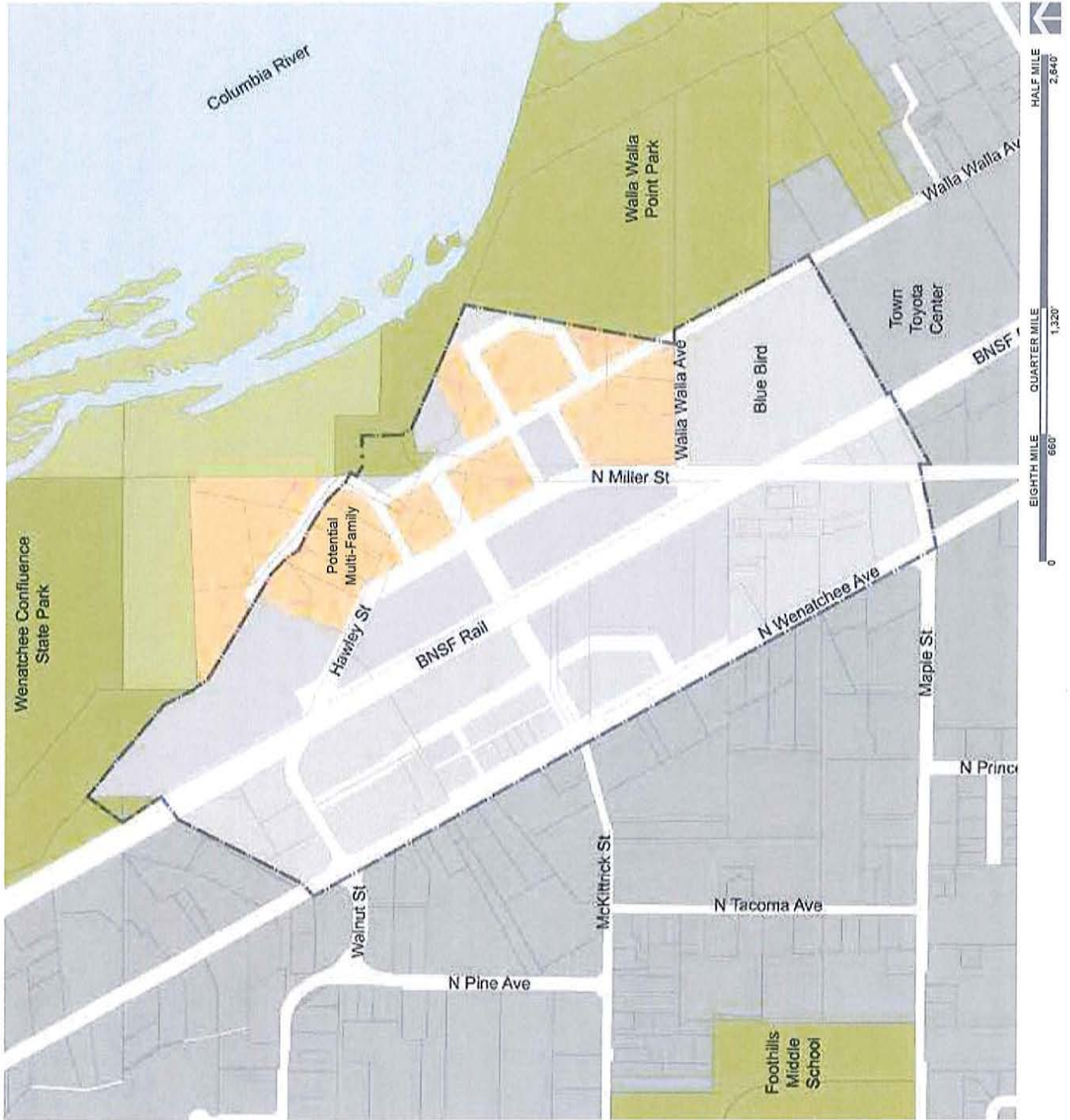
**Orientation**—Development will front the existing and new streets to create an urban street edge that establishes a vibrant pedestrian friendly public realm. Primary building access/lobbies should be from the street, green spaces or pedestrian corridors rather than directly from internal parking lots or structures. Along primary streets, ground floor units may be accessed from the street rather than internal corridors.

**Form, Massing and Setbacks**— Buildings should be urban, covering a majority of development parcels—when a site is redeveloped, a minimum density of 60 dwelling units per acre or a 0.5 FAR for commercial/retail development will be prescribed. Buildings fronting McKittrick Street will require a zero-setback while buildings fronting other streets will be allowed a maximum 10' setback. Generally buildings should range from two to six stories in height for the majority of the area.

**Efficient Parking**— parking will be limited to accepted industry standards: for commercial/retail (2.5 spaces per 1000); and residential (1 space per unit). Fewer spaces or shared parking will be fostered. Parking should be located behind, within buildings, or in structures. Design techniques that minimize parked car visual impacts from streets and the disruption of the pedestrian environment will be required. For all development projects bicycle parking should be maximized. Ground floor, street accessible, long term bike parking rooms will be required for all new development or major renovation projects.

**Sustainability**—Sustainable practices such as the incorporation of solar panels, wind turbines, and use of green roofs or bioswale green street practices should be encouraged. LEED certification should not be required but should be promoted

**Permitted and Conditional Uses**— prohibited uses will generally include those that are auto-oriented. A mix of multi-family over ground-floor retail is required along both sides of McKittrick Street east of Confluence Parkway.



**MULTI-FAMILY RESIDENTIAL**

- Residential
- Plan Area
- Existing Parcels
- Existing Parks/Open Space

**SUBAREA DEVELOPMENT TARGET SUMMARY**

Multi-family 600 to 850 Dwelling Units



## PARK/OPEN SPACE

A network of parks and open spaces are envisioned to provide an amenity and focus for development between Confluence Parkway and the waterfront and expand access and use of Walla Walla Point Park.

- Expansion of Walla Walla Park between the ball fields and Apple Capitol Loop Trail
- At the terminus of McKittrick Street, a new Apple Capitol Loop trailhead and gateway to Walla Walla Point Park
- An extension of the Apple Capitol Loop trail along the rail line from Hawley Street to Walla Walla Avenue.
- A new neighborhood park centrally located to serve multi-family development

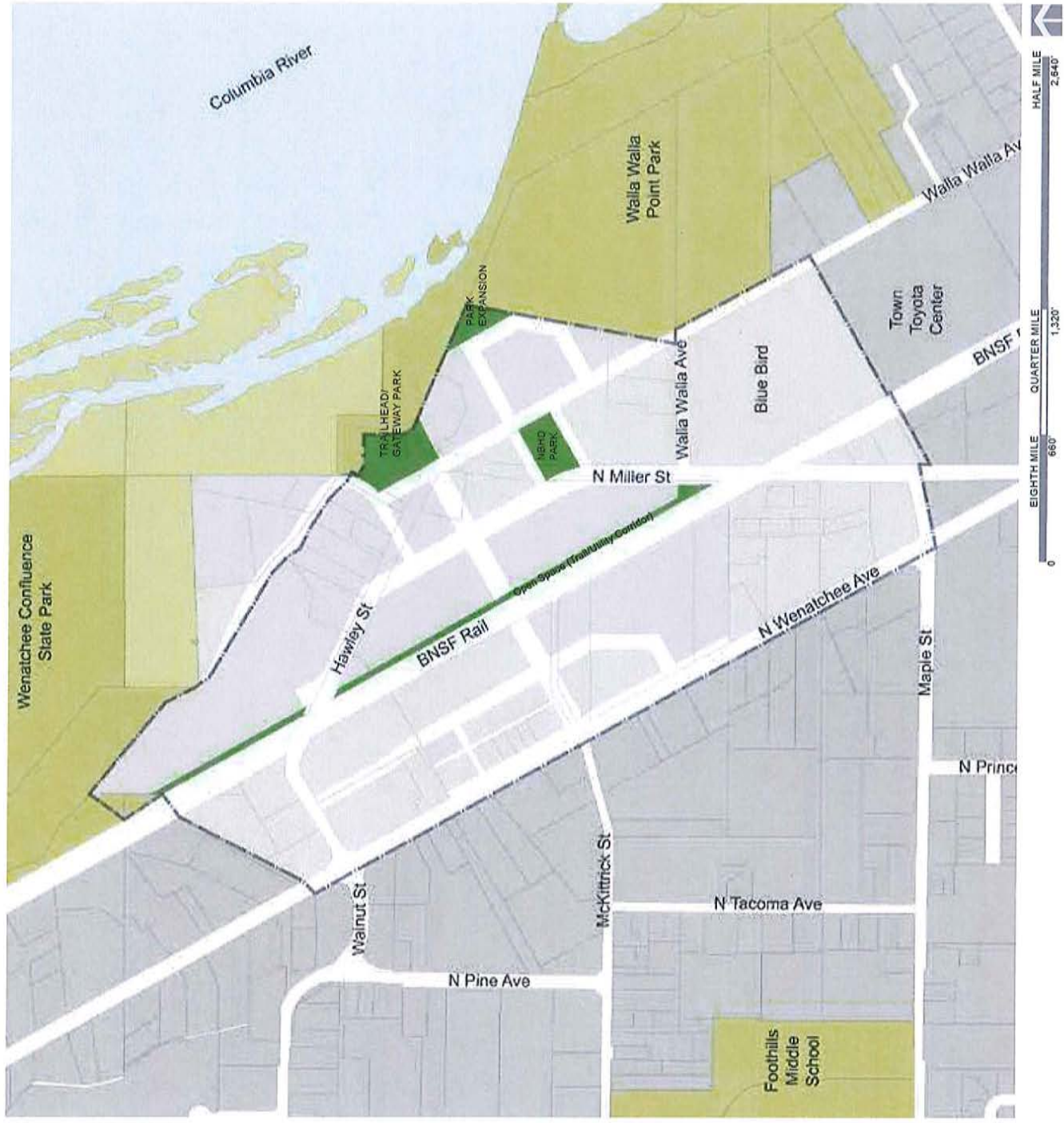
- Adjacent to the rail line a 20' open space buffer is intended for the relocation of overhead powerlines that extend from the Chelan PUD switchyard and an extension of the Apple Capitol Loop trail. The trail should be a minimum 12' in width to provide multi-use of the trail for walking, running, and biking.

## GENERAL DEVELOPMENT CHARACTER—

- The design of the park and open space network should be sympathetic to adjacent land uses, such that office uses are typically best served by urban hardscape design elements and residential uses are best served by shrubs, trees and lawn design elements.
- Consider opportunities for community gardens
- Park and open space uses should be a focus of development.
- Plant materials should consist of fire resilient/water resistant plantings and those most responsive to local climate and soil conditions.

## Detail—

- Expansion of Walla Walla Park between the ball fields and Apple Capitol Loop Trail provides an opportunity for additional access to Walla Walla Point Park and is intended for passive use or possibly as a dog park and may include elements such as lawn, landscaping, pedestrian-scale lighting and seating.
- The Apple Capitol Loop trailhead and gateway is intended as the 'front door' to Walla Walla Point Park at the crossroads of the McKittrick Street protected bikeway and the Apple Capitol Loop trail. The trailhead and gateway may include a mix of hardscape, and landscape features and incorporate design elements such as seating, pedestrian-scaled lighting, trail and interpretive signage.



PARKS/OPEN SPACE	
	Parks/Open Space
	Plan Area
	Parcels
	Existing Parks/Open Space

SUBAREA DEVELOPMENT TARGET SUMMARY	
Walla Walla Park Expansion	.47 Acre
Trailhead/Gateway Park	1.34 Acre
New Neighborhood Park	.84 Acre



# CIRCULATION FRAMEWORK



# OVERVIEW

The Circulation Framework identifies the location and describes the future design character for the project area access routes. It has an emphasis, in terms of focus and detail, on 'complete street' multimodal connections located within the project area.

Recommendations on the location and configuration of automobile, bus, pedestrian and bicycle access throughout the North Wenatchee Master Plan are identified. The framework includes:

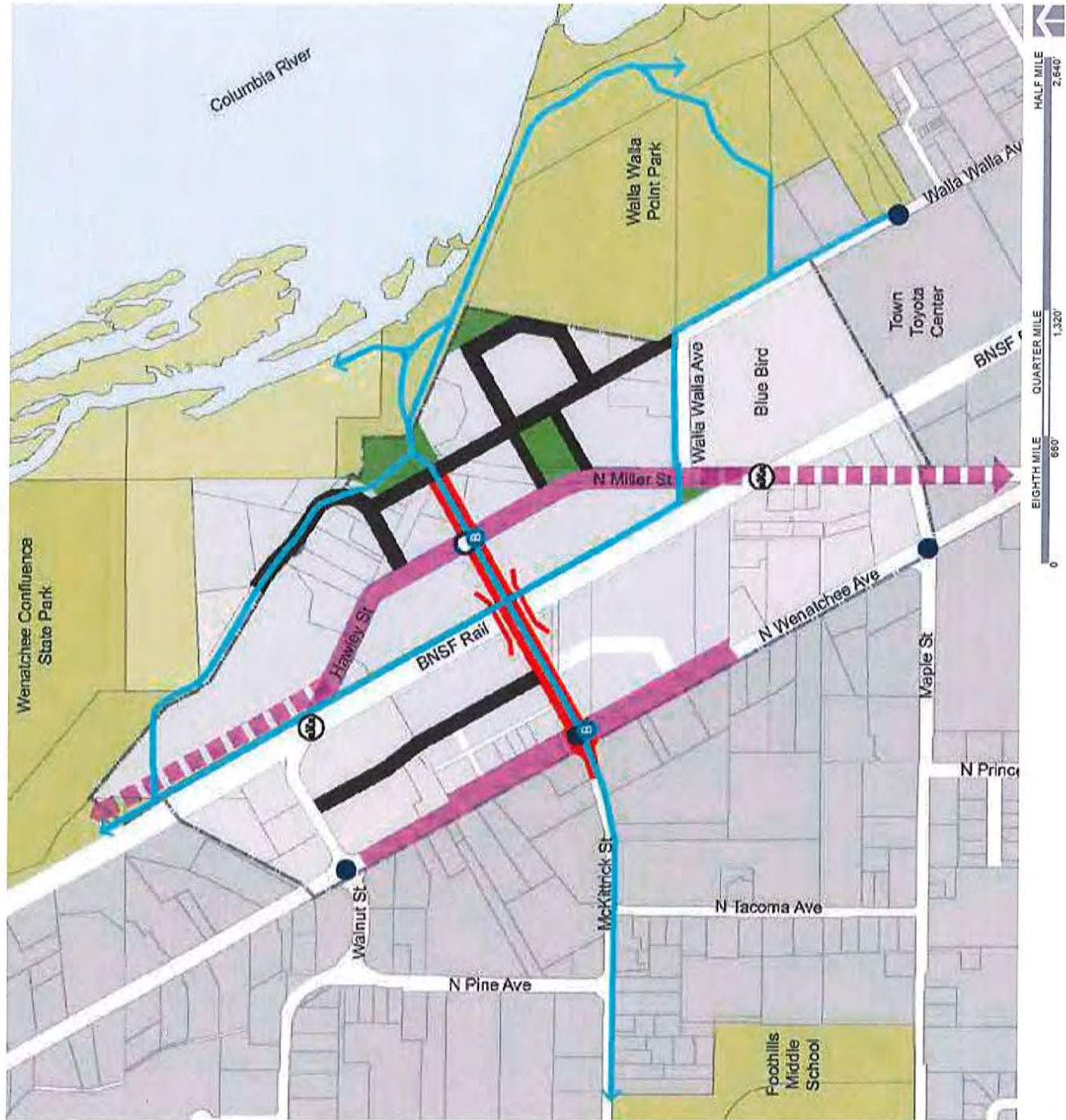
- **Roadway hierarchy** — the circulation diagram prescribes a street network of 'Signature Street' (McKittrick Street), enhanced existing and planned arterial routes (North Wenatchee Avenue and Confluence Parkway ) and new street grid consisting of a local street system that improve access within North Wenatchee and a framework for pedestrian oriented development.
- **An emphasis on 'active transportation'** — pedestrian and bicycle circulation systems as a means to reduce auto dependency, traffic and parking impacts; maximize non-motorized access to Walla Walla Park, the waterfront and foster community health benefits.

Transportation infrastructure improvements identified in this plan are recommended to satisfy concurrency in order to make implementation of the plan permit ready. Traffic mitigation measures are not required beyond the improvements shown in the plan for the anticipated future build-out and development schedule.

Traffic generation as a result of future development identified in the plan is not considerably different from the heavy industrial uses previously occupying the east side of the rail line.



COMPLETE STREETS



- CIRCULATION**
- McKittrick Signature Street
  - Underpass
  - Existing/Planned Arterial Streets Enhancements
  - Street Grid (Local Street)
  - Neighborhood Connections Transportation)
  - Existing Traffic Signal
  - Traffic Signal
  - Rail Signal Xing
  - Bike Signal

## CURRENT TRAFFIC CONDITIONS

### TRAFFIC FLOW

North Wenatchee Avenue is the primary route for north-south travel through the study area, with approximately 32,000 average daily traffic (ADT). Typically, this route is heavily congested for multiple hours on weekdays during the midday and PM peak periods. A smaller share of north-south traffic uses Walla Walla Avenue, Miller Street, and Hawley Street (between 3,500 and 4,200 ADT). These routes are often less preferable to North Wenatchee Avenue for through traffic due the at-grade BNSF railway crossings on Miller and Hawley Street, which serve approximately 25 trains per day.

### TRANSIT

North Wenatchee Avenue serves as a primary service corridor for Link Transit. In particular the highway serves all regional, intercity routes traveling north of the Wenatchee River. Transit service to businesses and residential areas along the corridor also uses portions of the highway or travels through major intersections along the highway. Issues related to transit service include:

- The need for consistency in travel speeds to meet service objectives
- Reliability of maintaining scheduled stop times
- Improved pedestrian connectivity and accessibility to transit
- Opportunities to increase transit share and to support future development

### PEDESTRIAN AND BICYCLE TRAVEL

The high volume of traffic, number of trucks and other large vehicles, combined with substandard sidewalks greatly reduce the comfort for walking and bicycling in the corridor. The highway corridor also is a barrier for pedestrians and bicyclists wishing to connect between residential and other destinations west of North Wenatchee Avenue and the Apple Capitol Loop Trail, parks, and other destinations along the waterfront. Issues related to pedestrian and bicycle travel include:

- Safety of pedestrian and bicycle travel within and crossing the corridor
- Connectivity of the pedestrian and bicycle systems to transit
- Limited pedestrian and bicycle access to and between the corridor
- Enhancing accessibility between and across the corridor to access the Apple Capitol Loop Trail, waterfront and parks



## FUTURE TRAFFIC CONDITIONS

The City's adopted North Wenatchee Transportation Master Plan (2011) includes the Confluence Parkway project, a new two-lane arterial corridor extending Miller Street south of the Wenatchee River to connect to Euclid Avenue and US 2. While currently unfunded, this project could provide significant relief to demand on North Wenatchee Avenue and divert north-south traffic to other streets within the project area.

To better understand how Confluence Parkway could affect build-out of the project area, scenarios both "with" and "without" Confluence Parkway were analyzed. Average daily traffic (ADT) forecasts by Fehr and Peers (Transportation Assessment of Alternatives Memo, June 2015) were developed using outputs from the Chelan-Douglas Transportation Council Travel Forecast Model. Assumptions, traffic volumes estimates, traffic growth trends, and key results and observations are summarized for each of the analysis scenarios.

**BUILD OUT WITHOUT CONFLUENCE PARKWAY**

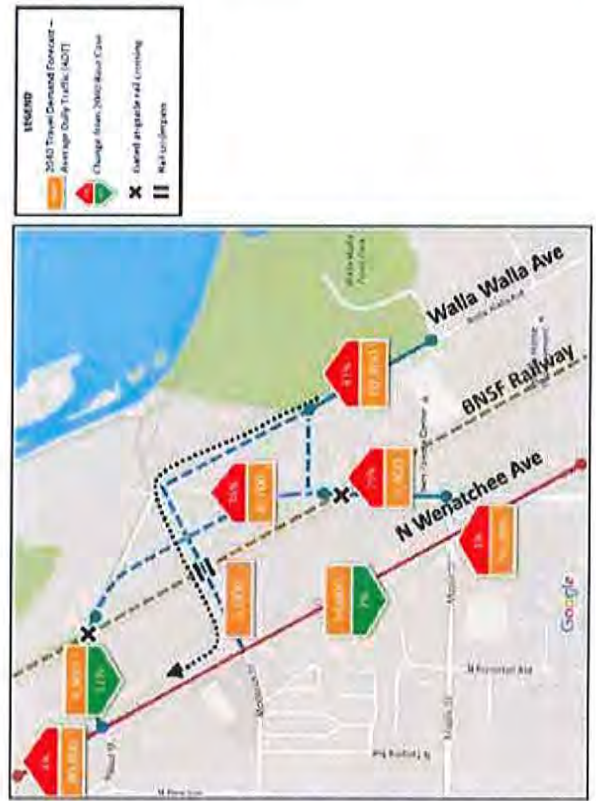
Assumptions for this scenario included:

- Land use build-out of the study area plus regional model projected growth (Build-out Summary, page 16).
- New grade-separated connector on McKittrick Street, extending from Wenatchee Avenue to Confluence Parkway and an extension of Walla Walla Avenue.
- Realignment of Miller and Hawley corridors (Confluence Parkway).
- Existing at-grade rail crossings remain at Miller and Hawley Streets

Results and Observations

Analysis of the scenario indicates:

- A slight increase in Future 2040 traffic on North Wenatchee Avenue compared to regional model without 'build-out' despite increased project area development.
- Walla Walla Avenue would become a more attractive north-south route and relieve growing demand on North Wenatchee Avenue.
- 2- or 3-lane cross sections would appropriately accommodate traffic demand on Hawley Street, Miller Street, McKittrick Street, and Walla Walla Avenue.
- ADT near proposed retail land uses would be 6,000 on McKittrick Street and 8,700 near the McKittrick Street / Miller Street intersection.



**BUILD OUT WITH CONFLUENCE PARKWAY**

Assumptions for this scenario included:

- Land use build-out of the study area plus regional model projected growth (Build-out Summary, page 16).
- New grade-separated connector on McKittrick Street, extending from Wenatchee Avenue to Confluence Parkway and an extension of Walla Walla Avenue.
- Realignment of Miller and Hawley corridors (Confluence Parkway).
- Grade-separated rail crossing (underpass) at Miller Street

Results and Observations

Analysis of the scenario indicates:

- ADT on North Wenatchee Ave north of Maple Street would be slightly less than 2009 ADT
- McKittrick Street connector would give drivers and emergency response reliable alternative to Miller Street.
- Without McKittrick underpass, Miller Street could need additional lanes due to Confluence Parkway demand.
- Hawley Street segment with 20,200 ADT would need 3- to 4-lane cross section leading into Confluence Parkway.
- ADT near proposed retail land uses would be 6,000 on McKittrick Street and 14,600 near the McKittrick Street / Miller Street intersection.



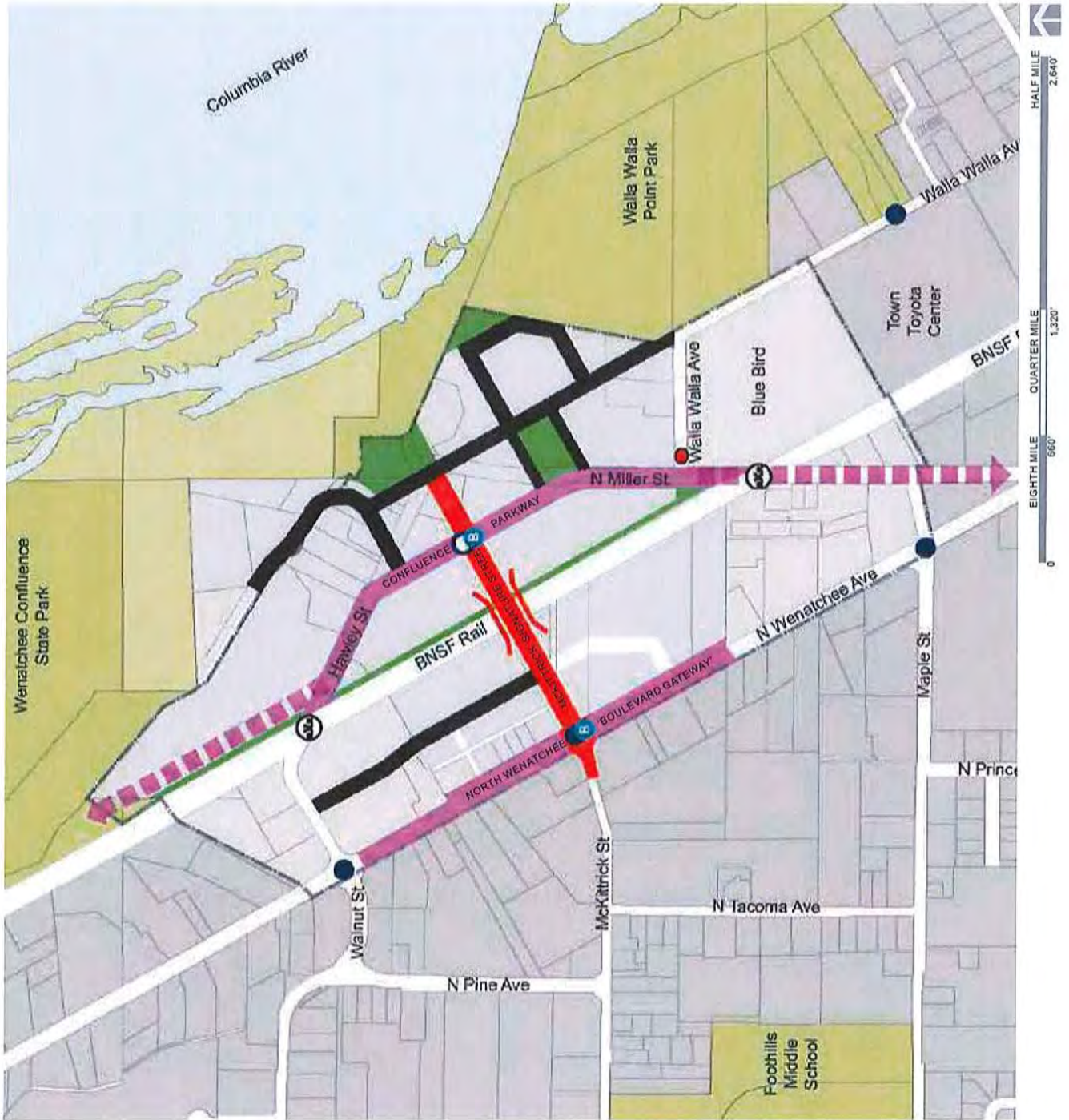


## ROADWAY HIERARCHY

The framework establishes holistic 'complete streets' where minimum facilities for all modes—auto, truck, transit, pedestrian, and bicycle are adequately provided. These complete streets include essential auto and truck infrastructure—right-sized roadway travel lanes preserve necessary mobility for arterial roadways while the underpass provides direct access to development parcels and local streets foster high density mixed-use development.

The roadway hierarchy diagram, illustrates the minimum street types and locations required to provide study area and development parcel access. Moreover, it establishes a development context—block scale and massing limitations for future land uses and a setting for 'placemaking'. These design elements will contribute to the creation of a distinct and attractive mixed-use urban district. A hierarchy of streets has been established to address both mobility and adjacent land use needs. Categories are as follows:

- A. McKittrick Signature Street
- B. Existing/Planned Arterial Streets Enhancements (North Wenatchee Avenue & Confluence Parkway)
- C. Street Grid (Local Streets)



- ROADWAY HIERARCHY**
- McKittrick Signature Street
  - Underpass
  - Existing/Planned Arterial Streets Enhancements
  - Street Grid (Local Street)
  - Existing Traffic Signal
  - Traffic Signal
  - Rail Signal Xing
  - Bike Signal
  - Existing Stop Sign

MCKITTRICK SIGNATURE STREET

The Signature Street serves as the primary connection between North Wenatchee Avenue and the planned Confluence Parkway arterial streets and project area redevelopment parcels. The street scale and street elements have been crafted to foster a pedestrian –friendly, urban, vertical mixed use development environment. The street will not be a seam; rather it will knit the North Wenatchee commercial corridor and the waterfront.

The Signature Street consists of two segments—

- a) Segment 1 — Between North Wenatchee Avenue and Confluence Parkway the street will provide grade separated (underpass) multi-modal access into the project area
- b) Segment 2 — East of Confluence Parkway to an extension of Walla Walla Avenue the street will provide a destination for storefront retail within new mixed-use waterfront development.



- SIGNATURE STREET**
- McKittrick Signature Street
  - Underpass
  - Existing Traffic Signal
  - Traffic Signal
  - Rail Signal Xing
  - Bike Signal
  - Existing Stop Sign
  - Stop Sign

**MCKITTRICK SIGNATURE STREET - SEGMENT 1 (UNDERPASS)**

Between North Wenatchee Avenue and Confluence Parkway the street will provide grade separated (underpass) multi-modal access into the project area

**Placemaking Character**— this segment can be described as the front door to the project area with enhanced pedestrian and bike facilities that provide access to redevelopment parcels and the waterfront, but more importantly however, it will be distinctive and memorable. The street will:

- Attract additional traffic to existing and new redevelopment parcels east of the rail line and help alleviate traffic congestion on North Wenatchee Avenue
- Incorporate a high quality design with a landscaped median, street trees and pedestrian scale lighting that designates this segment as an entry to the area.
- Provide safe and direct pedestrian and bicycle access to area redevelopment, Walla Walla Point Park and the Apple Capitol Loop Trail.

**Detail**— the street should include the following elements:

- A. A public right-of way dimension of 80'
- B. Two 12' travel lanes
- C. One 12' Median/Turn Lane
- D. A 5' protected bike lane with 4' curbside landscaping buffer
- E. A 13' wide sidewalk (with landscaping/hardscaping) adjacent to the protected bike lane
- F. A bike signal and bike signal phase will be included at the intersection of McKittrick Street and Wenatchee Avenue, including striped crosswalks and green thermoplastic paint and striping for bikes.





TYPICAL MCKITTRICK —SIGNATURE STREET - SEGMENT 1 (80' RIGHT-OF-WAY: VIEW LOOKING EAST)

MCKITTRICK SIGNATURE STREET - SEGMENT 2 (RETAIL STREET)

East of Confluence Parkway to an extension of Walla Walla Avenue the street will provide a destination for storefront retail within new mixed-use waterfront development.

Placemaking Character— this segment provides a setting for an active 18-hour street environment with anticipated shopping, restaurants, and entertainment uses that will establish a waterfront destination serving both resident's and employees of the project area and a community-wide attractor with it's proximity to the waterfront, parks and Town Toyota Center. The street will:

- Be highly visible and accessible to regional traffic along Confluence Parkway
- Have good local street access from Walla Walla Avenue and is easily accessible from the Town Toyota Center and downtown Wenatchee.
- Provide a terminus of the McKittrick Street at the trailhead of the Apple Capitol Loop Trail and proposed expansion of Wall Walla Point Park.

Detail— the street should include the following elements:

- A. A public right-of way dimension of 80'
- B. Two 12' travel lanes
- C. Two 8' curbside parking lanes
- D. A 5' protected bike lane, 2' door zone buffer
- E. A 13' wide sidewalk (with landscaping/hardscaping) adjacent to the protected bike lane
- F. A bike signal phase will be included at the intersection of McKittrick Street and Confluence Parkway, including striped crosswalks and intersection green thermoplastic paint and striping for bikes.



MCKITTRICK & CONFLUENCE PARKWAY INTERSECTION (VIEW LOOKING EAST)





**WENATCHEE 'BOULEVARD GATEWAY'**

Planned enhancements to this existing arterial street will transform a portion of the auto oriented corridor into a 'gateway' entry to the project area and establish a design template for further enhancements and urban design elements that support existing uses and attract future pedestrian oriented commercial development.

**Placemaking Character**— The City has funded North Wenatchee Avenue street improvements for approximately 600' on either side of the McKittrick Street intersection to include a landscaped median, new traffic signal and McKittrick Street widening to accommodate additional turn lanes. Additional recommended enhancements include:

- Widening the existing 80' right of way to 100' south of McKittrick Street within the current WSDOT parcel
- Accommodate an additional northbound turn lane at McKittrick Street
- Expand the length of the landscaped median and provide additional landscaping and widened sidewalk on the east side of the roadway
- Accommodate u-turns as is needed for north and south bound traffic

The City will evaluate alternative options for Wenatchee Avenue and thus these recommendations and details will be refined as part of a subsequent study.

**Detail**— the street should include the following elements:

- A. A public right-of way dimension of 100'
- B. Four 12' travel lanes
- C. One 12' Median/Left Turn Lane
- D. West Side: 8' sidewalk
- E. East side: 12' landscape buffer/northbound right turn pocket
- F. East Side: A 20' wide promenade with 12' multi-use trail and 4' landscape strip on each side
- G. At the intersection of Wenatchee Avenue and McKittrick Street, a single right turn pocket will be added on the east side of the street.



TYPICAL SECTION - 100' RIGHT-OF-WAY (VIEW LOOKING NORTHWEST)



- WENATCHEE 'BOULEVARD GATEWAY' (ARTERIA)**
- Existing/Planned Arterial Streets Enhancements
  - Existing Traffic Signal
  - Traffic Signal
  - Bike Signal

**CONFLUENCE PARKWAY**

Realignment of Miller Avenue and Hawley Street serves as the initial phase of Confluence Parkway and planned by-pass to relieve congestion along North Wenatchee Boulevard. The new two-lane arterial roadway will be constructed between Miller Street south of the Wenatchee River to connect to Euclid Avenue and US 2.

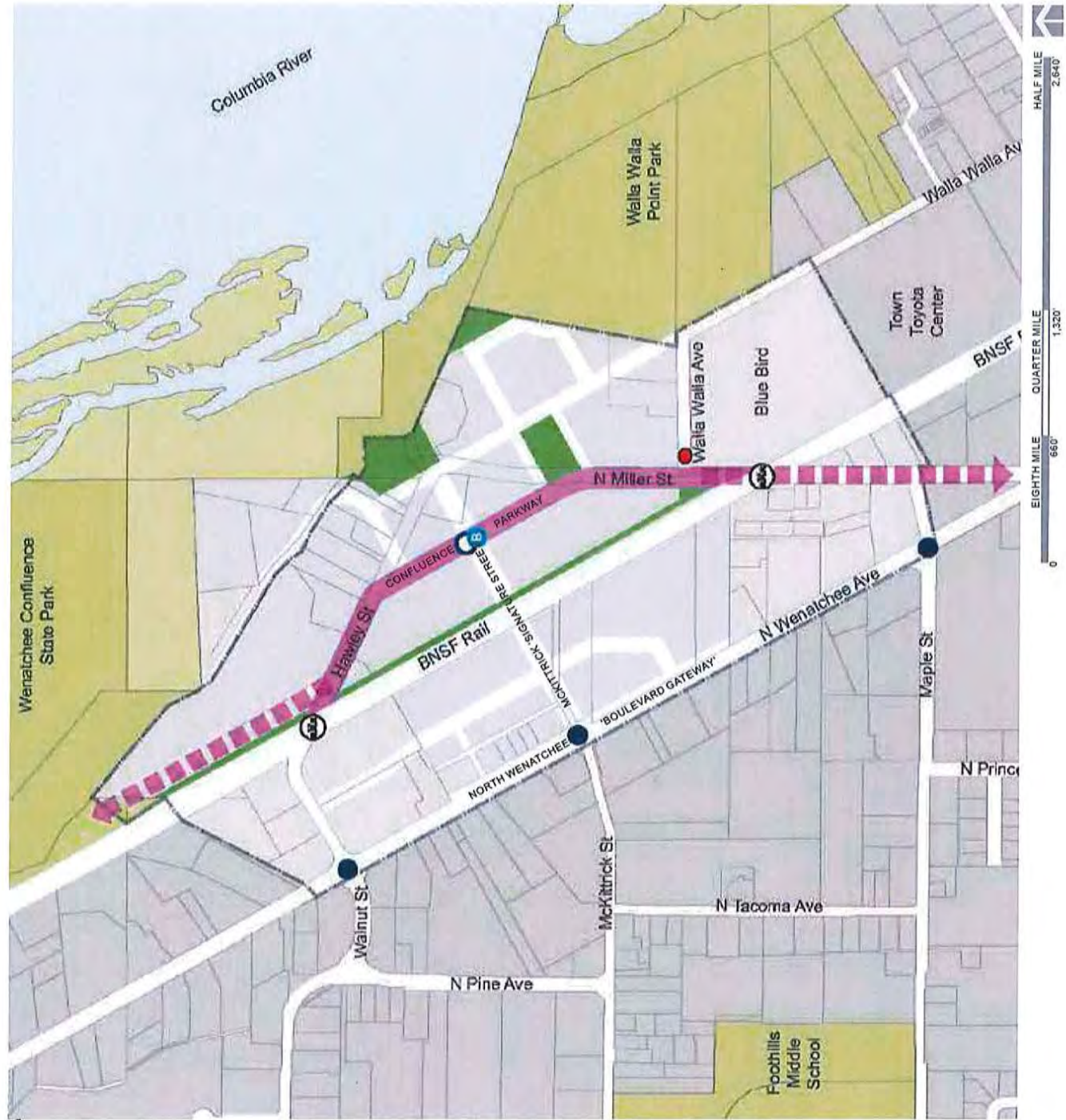
**Placemaking Character**— this street functions as a major parallel mobility corridor to North Wenatchee Avenue and provides good visibility and access to adjacent redevelopment sites. The street will:

- Realign Miller Street and Hawley Street approximately 200' west from their existing intersection establishing a more regular block structure and providing for a greater amount of high value waterfront development parcels
- Be designed as a limited access arterial roadway. Driveways and curb-cuts will be minimized and access will be restricted to right-in/right-out only.
- Provide a gateway experience for drivers entering into North Wenatchee and demonstrate to those traveling through North Wenatchee that the area is worthy of investment.
- Incorporate a landscaped median, a wide landscaped buffer between sidewalks and the roadway, and roadway/pedestrian scaled lighting.
- Accommodate a future extension north to Euclid Avenue and US 2 and to the south a future grade separated under pass at Miller Street and the BNSF rail line.
- Eliminate the at-grade rail crossing at Hawley Street when the final Confluence Parkway segment is constructed north of Hawley Street.

**Detail**— the street should include the following elements:

- A. A public right-of way dimension of 80'
- B. Two 14' travel lanes
- C. One 16' Median/Left Turn Lane
- D. West Side: 8' sidewalk and 10' curbside landscaped buffer
- E. East side: 8' sidewalk and 10' curbside landscaped buffer
- F. A signalized intersection with additional bike phase, at the intersection of Confluence Parkway and McKittrick Street and include left turn pockets for northbound and southbound traffic





CONFLUENCE PARKWAY (ARTERIAL)

- Existing/Planned Arterial Streets Enhancements
- Existing Traffic Signal
- Traffic Signal
- Rail Signal/Xing
- Bike Signal
- Existing Stop Sign

**NEW STREET GRID**

A new street grid will provide a local street network through portions of the Master Plan area. Moreover, commitment to the street grid establishes a fine-grained block structure for redevelopment and a walkable street network.

**Typical Local Street**

**Placemaking Character**— these streets provide a setting for front door development that might be animated by ground floor activities or a functional role for accessing parking, service bays or other necessary uses.

**Detail**— the street should include the following elements:

- A public right-of way dimension of 60'
- Two 10' travel lanes
- Two 8' curbside parking lanes
- Two 12' wide sidewalks (with landscaping/hardscaping)



TYPICAL LOCAL STREET SECTION- 60' RIGHT-OF-WAY

**Typical Park adjacent Local Street**

**Placemaking Character**— these streets provide a setting for front door development that is adjacent to the neighborhood park. On-street parking would not be provided adjacent to the park.

**Detail**— the street should include the following elements:

- A public right-of way dimension of 52'
- Two 10' travel lanes
- One 8' curbside parking lane (one side only)
- Two 12' wide sidewalks (with landscaping/hardscaping)



TYPICAL PARK ADJACENT LOCAL STREET SECTION- 52' RIGHT-OF-WAY



STREET GRID (LOCAL STREET)

- Local Street
- Existing Traffic Signal
- Traffic Signal
- Rail Signal Xing
- Stop Sign

## NEIGHBORHOOD ACTIVE TRANSPORTATION CONNECTIONS

For the Master Plan area to see a transfer of a significant number of current and estimated future daily trips away from autos to walking and cycling, it is essential that well designed safe and direct active transportation routes be established. The benefit of these active transportation routes is reduced auto congestion, and safe, direct pedestrian and bike connections to key destinations such as the waterfront, shopping, recreation, employment and schools.

The active transportation framework includes direct, convenient, and safe five minute (one mile) bicycle access routes that provide for essential neighborhood connections.

The Active Transportation Concept prescribes:

- Routes that are intended to build upon the existing multi-use Apple Capitol Loop Trail.
- Future routes that will also provide linkages to adjacent neighborhoods, schools and existing trails and bike routes.
- Coupled with bicycle facilities, enhanced pedestrian sidewalks and crosswalks to foster walking within a quarter mile of the McKittrick Signature Street and for those willing to travel further distances.

### BICYCLE AND PEDESTRIAN ENHANCEMENTS

The Master Plan area is designed to include premium 'active transportation'—pedestrian and bicycle transportation facilities.

Protected bike lanes—serve primarily a commuting function. They are physically separated by a combination of parked cars, landscaping, raised curbs, or other vertical elements from the roadway traffic. Protected bike lanes attract riders that do not typically ride on the street with auto traffic because of safety concerns. When implemented as a complete network they can significantly increase bike ridership within the Master Plan area. Protected bike lanes include:









- A 5' bike only lane buffered by landscaping and/or curbside parking on both sides of the McKittrick Signature Street and underpass from North Wenatchee Avenue to the Apple Capitol Loop Trailhead. A bicycle signal phase will be added at North Wenatchee Avenue and Confluence Parkway to provide a safe crossing at these busy intersections. West of North Wenatchee Avenue a 12' wide multi-use path will be provided on south side of McKittrick Street to N Western Avenue. East of Confluence Parkway at the intersection of McKittrick Street and the new street a stop sign should be located to allow for safe pedestrian and bicycle access to and from the park and Apple Capitol Loop Trail.

Multi-use Trails—serve both a recreation and a commuting function. A number of pedestrian and bicycle routes currently exists; expansion of these routes is planned to create a network. New multi-use trails (10-12 foot wide paved surfaces) or enhancements include:

- Along the east side of the BNSF rail line a new trail and extension of the Apple Capitol Loop Trail will connect Hawley Street to Walla Walla Avenue. The trail would be incorporated into a 20' easement or dedicated right-of-way that would accommodate the trail and relocation of overhead utility lines that currently exist on Miller Avenue and Hawley Street.
- Along the northeast property line of the Chelan PUD properties a new trail realignment will replace the existing Hawley Street segment
- South of the Walla Walla Point Park baseball field parking lot, a trail segment will connect Walla Walla Avenue to Walla Walla Point Drive.
- Along McKittrick Street a multi-use path will expand the existing sidewalk (on the south side of the street) and connect the McKittrick Street protected bikeway to the N. Western Avenue bike lanes and provide a safe route to Foothills Middle School.
- Along Walla Walla Avenue a multi-use path will expand the existing sidewalk (on the north and east sides of the street) and connect the new rail trail to the signalized intersection at Walla Walla Avenue and the Town Toyota Center.



**NEIGHBORHOOD ACTIVE TRANSPORTATION CONNECTIONS**

-  Protected Bike Lane
-  Multi-Use Trail
-  Existing Bike Routes\*
-  Existing Traffic Signal
-  Traffic Signal
-  Bike Signal
-  Existing Stop Sign
-  Stop Sign

\* Existing bike routes include off-street multi-use trails, striped bike lanes, roadway shoulders, and in-roadway designated routes.





# IMPLEMENTATION



# OVERVIEW

The implementation strategy identifies key steps the City of Wenatchee needs to take to support immediate development momentum.

The strategy includes essential North Wenatchee area access projects and necessary policy and regulatory updates.

- North Wenatchee area access projects are of the highest priority and ensure that the area is attractive for private redevelopment.
  - Policy and regulatory updates will help create the regulatory framework needed for compliance with State requirements for growth management.
- North Wenatchee area access projects identified serve the following purposes:

## ESTABLISH 'EARLY MOMENTUM'

This funded North Wenatchee Avenue improvement project will:

- Establish a sense of positive change along North Wenatchee Avenue and signal to the greater community that the City, State DOT and Regional Transportation Council are serious about implementing a coordinated land use and circulation plan for North Wenatchee.
- Generally occur within existing public right-of-ways and will require no or little property acquisition or easements. As a result, the project will be relatively easy to implement compared to game changing projects.

## SPUR 'GAME CHANGING' INVESTMENT

These game changing projects will:

- Signal to the development community that the City is committed to redevelopment of the North Wenatchee area and establishment of a mixed-use waterfront destination.
- Provide direct access and visibility to isolated parcels between the rail line and waterfront to attract private investment.
- Improve the value of existing businesses and properties .
- Require coordination and commitments between the City, Washington Department of Transportation, Chelan-Douglas Transportation Council, Chelan PUD/Utility Providers and the land owners.

## ENHANCE APPLE CAPITOL LOOP TRAIL AND WATERFRONT ACCESS

These other projects will:

- Fill gaps in the existing trail and bicycle network. Projects will result in new safe, direct and convenient access routes between existing neighborhoods, and new waterfront retail and commercial development, Walla Walla Point Park and the Town Toyota Center
- Relocate a portion of the Apple Capitol Loop Trail (currently along Hawley Street) to the north side of the Chelan PUD property.

The implementation strategy is based on the principle that public dollars must be spent on projects that leverage significant private investment and spark widespread sustainable reinvestment in the North Wenatchee area.

Funding for the North Wenatchee area access projects may be secured through public/private partnerships, grants or other allocations. To support intensification of development within the North Wenatchee Master Plan area an estimated \$37 million in public investment has been identified with the potential to leverage \$235 million in private development. For every \$1 of public expenditures over \$6 of private investment is stimulated.



# PROJECTS

## 'EARLY MOMENTUM' PROJECTS

- ① **Wenatchee Avenue 'Boulevard Gateway'**— Modifications of preliminary designs for planned roadway improvements will be required and include:
  - Expanding the right-of-way along the WSDOT parcel (east side of roadway) from 70' to 100' and adding an additional right turn lane for northbound traffic at McKittrick Street, a multi-use trail and added landscaping
  - Lengthening the median approximately 45' north of the McKittrick Street intersection and 100' south
  - Widening the sidewalk on the south side of McKittrick Street to 12' for a multi-use trail

## 'GAME CHANGING' PROJECTS

- ② **Confluence Parkway Improvements**— Realignment of Hawley and Miller Streets is necessary to establish a fine-grained block structure for redevelopment of the Stemitt parcels east of the rail line and initiate the first phase of the Confluence Parkway project. To implement the project, pre-development activities will be required soon, including:
  - Preparation of a public/private partnership development agreement between the city, Chelan-Douglas Transportation Council, WSDOT, Chelan PUD and the property owner Stemitt for necessary right-of-way and utility corridor easements and improvements.
  - Preparing additional traffic analysis, design, engineering and a financing strategy
  - A detailed design and impact study to determine timelines and costs for relocation of Chelan PUD overhead transmission lines, fiber cables, water mains and necessary upgrades to accommodate future redevelopment.
  - A plan and design for relocating the Apple Capitol Loop Trail along the north side of the Chelan PUD property and extension of the trail along the rail line between Hawley Street and Miller Street.
- ③ **McKittrick Signature Street**— Commitment to a grade separated underpass is a critical element necessary to attract redevelopment of the Stemitt properties and alleviate congestion on North Wenatchee Avenue by diverting traffic to Miller Street and Walla Walla Avenue.

To implement the project, pre-development activities will be required soon, including:

- Preparation of a public/private partnership development agreement between the city, BNSF, Chelan-Douglas Transportation Council, WSDOT, Northwest Wholesale Inc., Chelan PUD and the property owner Stemitt for necessary right-of-way.
  - Additional traffic analysis, design, engineering and a financing strategy
  - City pursuit of federal transportation funding for the McKittrick underpass
- ④ **McKittrick/Walla Walla Extension**— provide the framework for a local street network and organizing element for creating a retail main street on McKittrick Street and a front door for high density multi-family development adjacent to the waterfront. Implementation will require:
- Preparation of a public/private partnership development agreement between the city and the property owner Stemitt for necessary subdivision and/or right-of-way dedication for extending McKittrick Street and Walla Walla Avenue
  - Preparing additional roadway design, engineering and a financing strategy

## OTHER PROJECTS

- ⑤ **Apple Capitol Loop Trailhead & Neighborhood Connections**— an expansion of the park and new trailhead establishes a gateway to the waterfront and an essential amenity to attract mixed-use retail and multi-family development. New and relocated trails provide necessary connections to neighborhoods north, south and east of the waterfront. Implementation of the improvements will require:
  - Preparing additional design, engineering and a financing strategy for park expansion, trailhead entry and trail design
  - Potential subdivision and or dedicated easement for relocating the Apple Capitol Loop Trail north of the Chelan PUD property.
  - City acquisition of right-of-way through subdivision, dedication or easement along the south side of McKittrick Street to accommodate a 12' multi-use trail from North Wenatchee Avenue east to existing bike lanes at N. Western Avenue



**NORTH WENATCHEE PROJECTS**

- ① Wenatchee Avenue 'Boulevard Gateway' (Wenatchee Avenue Median & McKittrick Signalized Intersection)
- ② Confluence Parkway Improvements (Hawley/Miller Relocation, Utilities Relocation and Trail Extension)
- ③ McKittrick Signature Street (McKittrick Extension and Underpass)
- ④ McKittrick & Walla Walla Extension (Streets & Utilities Improvements)
- ⑤ Apple Capitol Loop Trailhead & Neighborhood Connections (Trailhead/Park Expansion, Apple Loop Trail Relocation & McKittrick Multi-Use Path)

**SCHEDULE**

Action on all projects will be initiated and substantially completed within 5 years.

PROJECTS	TIMELINE									
	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6	YEAR 7	YEAR 8	YEAR 9	YEAR 10
① Wenatchee Avenue 'Boulevard Gateway'	COMPLETED WITHIN 2									
② Confluence Parkway Improvements	INITIATED IMMEDIATELY & COMPLETED WITHIN 3 YEARS									
③ McKittrick 'Signature Street'	INITIATED IMMEDIATELY & COMPLETED WITHIN 5 YEARS									
④ McKittrick and Walla Walla Extension	INITIATED IMMEDIATELY & COMPLETED WITHIN 5 YEARS									
⑤ Apple Capitol Loop Trailhead & Neighborhood Connections	INITIATED IMMEDIATELY & COMPLETED WITHIN 5 YEARS									

**INVESTMENT - BUSINESS CASE**

Identified are 'early momentum' projects and 'game-changing' projects public investment summaries.

**'Early Momentum' Public Investment Summary**

These are the essential public investments required to attract redevelopment of the WSDOT and North Wenatchee Avenue properties at the McKittrick Street intersection.

The 'Early Momentum' Costs to Value tables and diagram below illustrates the amount of public investment (\$2,800,000) that if spent, is anticipated to stimulate substantial private investment (\$41,475,000).

'Early Momentum' Project	Projected Cost
① Wenatchee Avenue 'Boulevard Gateway'	\$2,800,000
<b>Public Investment Total:</b>	<b>\$2,800,000</b>

**Stimulated Private Investment Summary**

Private Development Project	Projected Value	
Hotel	50,000 Square Feet	\$16,150,000
Retail/Commercial	100,000 Square Feet	\$23,350,000
Light Industrial	15,000 Square Feet	\$1,975,000
<b>Private Investment Total:</b>	<b>850 Units</b>	<b>\$41,475,000</b>



**'Game-Changing' Public Investment Summary**

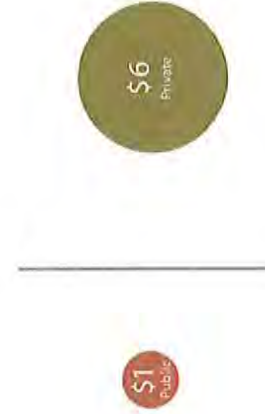
These are the essential public investments required to stimulate significant private investment of the Stemilt properties and waterfront redevelopment east of the BNSF rail line.

The 'Game Changing' Costs to Value tables and diagram below illustrates the amount of public investment (\$34,550,000) that if spent, is anticipated to stimulate substantial private investment (\$193,175,000).

'Game-Changing' Project	Projected Cost
② Confluence Parkway Improvements	\$5,750,000
③ McKittrick Signature Street (Underpass)	\$25,000,000*
④ McKittrick and Walla Walla Extension	\$3,800,000*
<b>Public Investment Total:</b>	<b>\$34,550,000</b>

**Stimulated Private Investment Summary**

Private Development Project	Projected Value	
Retail/Commercial	25,000 Square Feet	\$8,150,000
Flex Employment	120,000 Square Feet	\$15,750,000
Office	50,000 Square Feet	\$12,500,000
Light Industrial	125,000 Square Feet	\$8,500,000
Residential	850 Units	\$148,275,000
<b>Private Investment Total:</b>	<b>850 Units</b>	<b>\$193,175,000</b>





## POLICY AND REGULATORY UPDATES

This Master Plan will form the basis for a City-initiated and staff-prepared Comprehensive Plan Update and incorporated as an adopted Plan or guidance plan to direct implementation of the North Wenatchee Business District, Waterfront Subarea Plan and North Wenatchee Transportation Master Plan.

The Comprehensive Plan Update will include amendatory text to the Transportation Plan Element and Capital Facilities Plan Element to reflect proposed changes under this Plan. These actions are important to ensure that future projects described in this North Wenatchee Master Plan are consistent with the Comprehensive Plan. In addition, the Master Plan outlines potential adjustments to the zoning regulations, proposed design guidelines and other implementation measures. These items may follow adoption of or be produced in concert with the Comprehensive Plan Update.

### COMPREHENSIVE PLAN UPDATE

The North Wenatchee Master Plan provides the basis for land use and transportation updates to the Comprehensive Plan and additional plans adopted as reference in the Comprehensive Plan's land use and transportation elements:

- Prepare comprehensive plan text amendments as needed for each element of the Comprehensive Plan

### NORTH WENATCHEE TRANSPORTATION MASTER PLAN UPDATE

Sections of the North Wenatchee Transportation Master Plan (Adopted 2011) will need to be updated to be consistent with the Master Plan. Updates include:

- Right-of-way design and realignment of Miller Street and Hawley Street to implement an initial phase of the Confluence Parkway
- Incorporating the McKittrick Underpass as a collector or local access roadway providing direct access and an additional east-west route between North Wenatchee Avenue, Confluence Parkway and the waterfront
- Incorporating McKittrick Avenue pedestrian and bicycle improvements between Walla Walla Park and North Western Avenue
- Relocating the Apple Capitol Trail from Hawley Street to the north side of the Chelan PUD property between Walla Walla Point Park and the BNSF rail line and extending the rail trail south from Hawley Street to Walla Walla Avenue

### WENATCHEE WATERFRONT SUB-AREA PLAN UPDATE

Plan Elements of the North End section of the Waterfront Subarea Plan (Adopted 2003) will need to be updated to be consistent with the Master Plan. Updates including:

- Realignment of Miller Street and Hawley Street to implement an initial phase of the Confluence Parkway
- Providing waterfront access and gateway improvements on an extended McKittrick Street east of North Wenatchee Avenue and grade separated underpass of the BNSF rail line
- Establishing a new street grid east of the realigned Miller Street and Hawley Street including extension of Wall Walla Avenue and McKittrick Street
- New residential and storefront retail development east of the realignment of Miller Street and Hawley Street and new Flex (office and compatible light industrial) employment uses west of the Miller and Hawley realignment
- Revisions to the parking codes

### IMPLEMENTATION SCHEDULE

See page 63 for initial implementation approach.

Should property owners and the City desire full implementation, the updates described above would be necessary.

## WENATCHEE CITY CODE AND COMPREHENSIVE PLAN

Current land use designations of the Wenatchee Urban Area Plan and associated zoning districts shall be maintained in this area at this time. The study area is regulated under the Waterfront Mixed Use Zone (WMU) and Industrial Overlay east of the rail line and Industrial-I and North Wenatchee Business District zones west of the rail line along North Wenatchee Avenue. The North Wenatchee Master Plan land use framework is, for the most part, consistent with existing zoning.

Based on feedback from property owners, it is the desire of the City and property owners to work cooperatively to maintain economic value of the properties in the identified area while pursuing implementation of the plan with stakeholders.

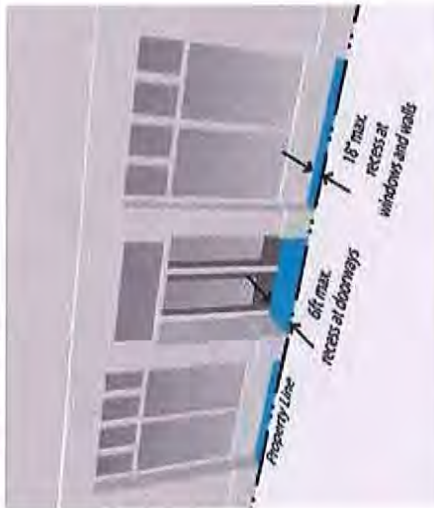
The recommendation is to adopt the plan for the purpose of securing funding for infrastructure and allow for the formation of a development agreement consistent with this master plan at the sole discretion of property owners.

Land Use designations and Zoning code updates may occur later once property owners have had the opportunity to evaluate their options and critical infrastructure funding has been secured.

SITE DESIGN AND IMPROVEMENT STANDARD UPDATES

To ensure that the McKittrick Retail Main Street is active and animated, requiring additional 'form-based' building site design and façade design standards should be enacted and include:

BUILD-TO-LINES



Build-to-Lines require a continuous 'street wall' framing identified retail streets. A diagram that illustrates where ground floors of buildings must engage the property line directly should be provided as suggested. Exceptions to these 'zero-setback' requirements might include— windows and walls recessed up to 18" from the property line to accommodate columns or other architectural elements. Conditional approval of deeper setbacks should be reviewed for:

- Dining and entertainment uses that intend to use the setback area for outdoor seating
- Interruptions for accommodation of passageways, building lobbies, or private courtyard entrances

ACTIVE EDGES



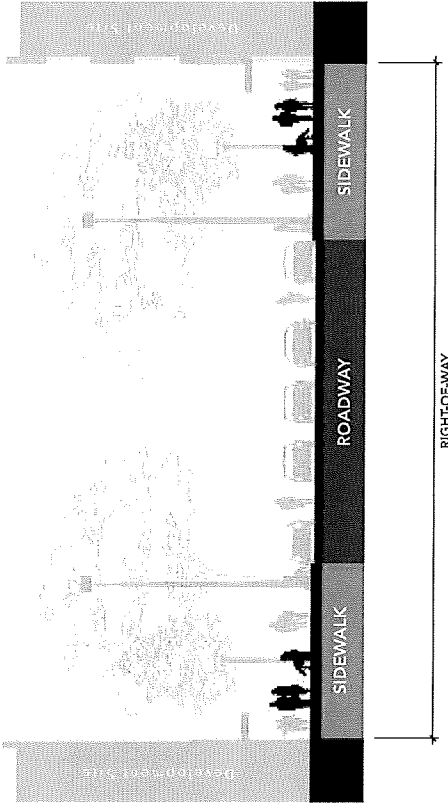
Active edges are building frontages with direct sidewalk entries and a high degree of transparency. Active edges increase visual and physical interaction between people inside and people outside of the buildings and create a safe and vibrant pedestrian environment. Access to service/loading bays, and parking lot/garage entrances are prohibited along designated active-edge frontages. A required active edges diagram identifies only building frontages where active-edge treatments is essential. The following active-edge criteria should be met for all ground floor retail and commercial uses:

- A minimum of 70 percent transparent glass along ground-floor facades; frosted, tinted, reflective or other types of glass that diminish transparency should be prohibited
- Primary ground-floor uses must be oriented to the public right-of-way

The following active-edge criteria should be met for all other land uses throughout the project area:

- Primary entrances must be oriented toward the street
- Windows should be provided along facades; but no minimum percentage of transparency should be required

GENERAL REQUIREMENTS EXAMPLE



NORTH WENATCHEE AREA STREET STANDARDS

Development of North Wenatchee Area Street Design Standards will ensure that a complete streets approach to circulation design is built as envisioned in the Master Plan. Additionally, the standards would ensure that a unified, consistently applied design of streetscape improvements are constructed throughout the Master Plan area. The City, other public agencies, private utility companies and private developers would be required to adhere to the Standards when constructing all new street improvements and any major replacement or repairs.

The Standards document should include general requirements and design elements.

General Requirements

The General Requirements should classify and locate project area 'street types', describe the required street type plan and section, and dimension all essential design elements of each street type for all public rights-of-way. The General Requirements should generally describe the:

- Roadway— measured from face-of-curb to face-of-curb within the right-of-way; the roadway includes travel and turn lanes, curbside parking and protected bikeways, bike lanes, bus, accommodation for potential future trolley infrastructure, landscaped medians, etc.
- Sidewalk— measured from development property line to face-of-curb within the right-of-way; in some instances sidewalks may extend into development easements or setbacks

Design Elements

The design elements prescribe specific design and specifications of all roadways and sidewalks for each street type. The design elements are the following:

- Sidewalk and Roadway Zones— identify the character and arrangement of 'functional zones' within sidewalks and roadway lanes. Provide detailed dimensioned layouts (plans and sections) for all elements within each sidewalk zone and roadway lane
- Sidewalk and Roadway Details— provide construction design details for all key elements within the right-of-way
- Street Furniture Elements— identify the type, location, and material specifications for lighting, benches, bicycle racks, landscape planting lists, etc.

# South Wenatchee Action Plan

Chelan County 2017 Update



Exhibit D



Attachment C

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<b>Introduction</b>	<b>III</b>
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<b>Community Focus and Priorities</b>	<b>6</b>
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The City of Wenatchee's Vision Statement is:

**"To create community through responsive leadership and services for the citizens and visitors of the Apple Capital of the World."**



### A Message from the Mayor and City Council

This plan for South Wenatchee was inspired by a richly diverse range of community perspectives shared with us in meetings, community engagements, and workshops. It includes goals rooted in community values and priorities and will guide policy-making priorities and investments over the next decade.

South Wenatchee folks are passionate about their part of the valley and practical about finding ways to grow and improve. The community has articulated some key priorities that bring government, residents, businesses, and civic institutions together to work on making the community's vision come to life.

We will need an unprecedented level of civic engagement, full participation, and commitment from public entities, non-profits, and business partners to help us implement this plan successfully.

Please join us as we move forward,

Mayor Frank J. Kuntz

### City Council Members

Jim Bailey

Ruth Esparza

Lyle Markhart

Keith Huffaker

Mark Kulaas

Linda Herald

Mike Poirier

Introduction

City of Wenatchee Boards and Commissions

Arts, Recreation and Parks Commission

Cemetery Board

Civil Service Board

Code Enforcement Board

Diversity Advisory Committee

Historic Preservation Board

Lodging Tax Advisory Committee

Planning Commission

Tourism Promotion Area Committee

A Charge to City Boards and Commissions

The City of Wenatchee has eight Boards and Commissions. These citizen committees and task forces can involve residents in government and improve the quality of government decision-making. The City of Wenatchee actively encourages citizen involvement. Implementation of the South Wenatchee Action Plan will require stewardship and attention from these entities.

These Boards and Commissions are stewards, advocates, and advisors of the City's various interests in land use, arts, culture, recreation, and planning.

South Wenatchee residents have come forward to better articulate the issues that are important to them that they would like improved in the community. Our residents look to the City's Boards and Commissions to assist the Mayor, City council, City staff, community residents, civic agencies, and local businesses in implementing the South Wenatchee Action Plan.

Introduction

**A Message to the Community Members Involved in Planning**

Thank you to those who took the time to participate in the process and provide feedback. We took this challenge with serious commitment and pride. Throughout 2015 and 2016, we worked with South Wenatchee community members, government, service groups and private businesses to develop a strategic plan (The South Wenatchee Action Plan) for improving the conditions in South Wenatchee. Everyone worked to lay out community strategies for the next several years by articulating a vision, core values, and priorities. We have seen the gravity and the opportunities this plan presents in changing perceptions and the environment of South Wenatchee for the better and we are excited about the commitments made to implement the plan through various actions. We look forward to working together with everyone in the community to make South Wenatchee an even greater place.



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## A Different Kind of Subarea Plan

The South Wenatchee Action Plan is trying to do things differently in five BIG ways. It is a statement about wanting to change perceptions about the community and build on community assets, and it requires people to work together in new and sustained ways in order to make a difference in peoples' lives.

### Make Tomorrow Better than Today

The Plan does not try to address all the challenges or issues in the community. However, it does try to suggest specific actions that will make tomorrow better than today. It does this by listening to what community members identify as priorities and responding with action. Most of the community's desires revolve around basic infrastructure to improve the quality of life in the neighborhoods. For example, hands down, the top priorities of this plan are installation of sidewalks and lighting. This theme has been consistent for years and would improve safety. The community has asked that we stop asking the question of what they want and start implementing what we've heard.

### Find Ways to Improve Lives

The South Wenatchee Action Plan recognizes that improving lives in South Wenatchee requires a multi-pronged approach. The City is diverse, and regardless of race and origin, the plan will look to support people as they grow—finding actions for children, adolescents, adults, families, and older persons to reach their potential and live a high-quality life.

### Nobody Does it Alone

The scale and complexity of community and economic development issues make change difficult. The South Wenatchee Action Plan seeks for community leaders to find a collective approach to improving local conditions. Fixing one issue doesn't usually make much difference unless there is a comprehensive approach to improve all parts at the same time. No single person or organization is capable of accomplishing this alone.

### A New Role for the City of Wenatchee: Convener and Supporter

Collaboration is nothing new. The City has many previous examples of projects with partnerships, networks, and other types of joint efforts. But this initiative is distinctly different. The City is poised to play a central role in supporting the Plan through coordinating activities among partners, dedicating staff and resources, and committing to community building at its roots—an often creative and unpredictable process that relies on leveraging both human and financial resources at appropriate times. Continued presence of an engaged and supportive city in the neighborhood builds trust and confidence to make positive change.

Developing trust among residents, businesses, nonprofits, and government agencies is a monumental challenge. People need space and continuity to build up enough experience with each other to recognize and appreciate the common motivation behind their different efforts. The City is stepping up to play the role of "backbone" organizer and convener to support the work ahead.

### A Capital Intensive Action Plan—But Not in the Way You Might Think

While this plan does include some huge capital infrastructure needs, it aspires to make great things happen regardless of perceived financial limitations. While huge amounts of financial capital can go a long way, they are very hard to come by. This process will require (and ask for) additional resources where it makes sense, with a focus around solving problems with intellectual and human capital—maximizing the bang for the buck.

## What Does the Plan Do—Business Case for Action

The end planning process in a few months will actually mark the beginning of the South Wenatchee Action Plan. Moving forward in South Wenatchee means that people need to step outside of the traditional box for how things can be accomplished. The planning process identified the need for new operating arrangements, new partnerships, and most of all—be ready for change. The focus of this plan is to figure out what to do and to secure commitments of people to move these items into action:

- **Action:** The plan creates a set of individual action plans that show how they respond to community priorities, who needs to be involved, what type of resources are needed, and when it should be completed.
  - **Shared Purpose:** All participants need to have a shared vision for change, one that includes a common understanding of the problem and a joint approach to solving it through agreed upon actions.
  - **Mutually Reinforcing Activities:** The plan depends on everyone working together. Everyone needs to undertake the specific set of activities at which they excel, in a way that supports and is coordinated with the actions of others.
  - **Measurements for Success:** Developing metrics is essential. Collecting data and consistently measuring results on a short list of indicators at the community level and across all participating organizations not only ensure that all efforts remain aligned, they also enables the participants to hold each other accountable and learn from each other's successes and failures.
- Success is also measured by celebration. Community ownership is demonstrated by participation and buy-in. This is the community's plan and thus action is ultimately the community's success. Community perception is also a huge measure of success.



In 2012, community residents participated in the *I Imagine* visioning process where people identified a number of unique ideas and issues for the neighborhood. Community members made it clear that planning efforts have to be rooted in the values and lives of people in the area.

# A Different Kind of Subarea Plan

## How Was the Plan Put Together?

The community and its civic partners have been working in South Wenatchee for decades. Recently, the City has launched a series of planning efforts aimed at more comprehensively understanding and addressing community issues.

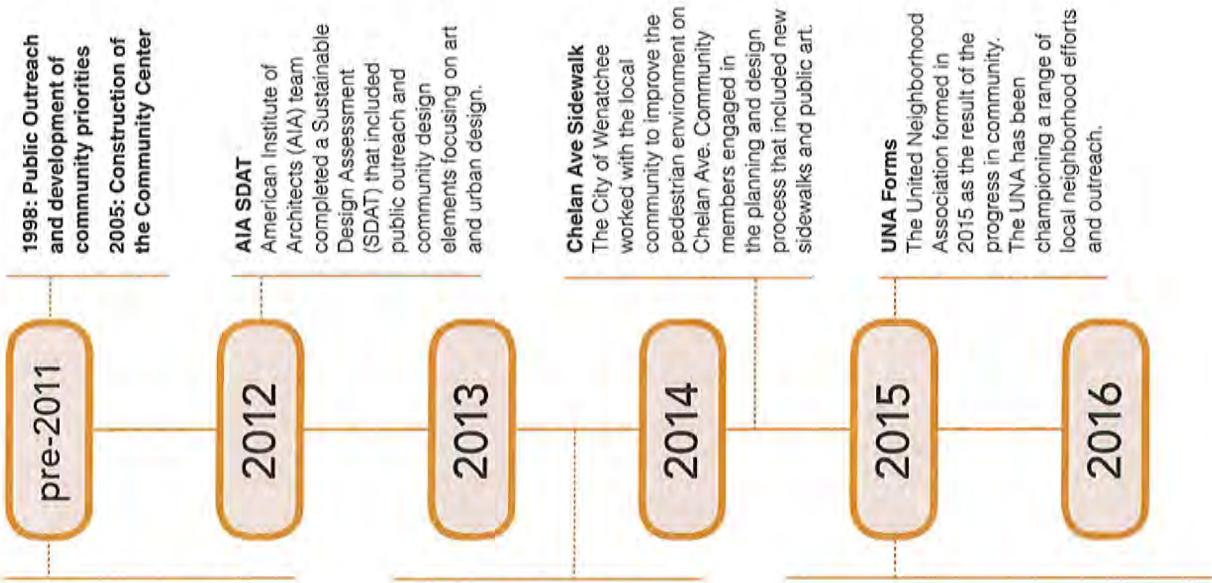
The *Imagine* Plan was the culmination of these efforts. It included community outreach efforts, review of past plans and studies, original economic development research, and community processes to develop the plan. The South Wenatchee Action Plan drew on all of these sources to create a set of actions that would respond to community desires for betterment.

Public involvement was an important part of developing the South Wenatchee Action Plan. The community engagement program was widespread, and included a variety of ways to gather input from organized stakeholder groups, the general public, and from communities that are sometimes under-represented in community planning.

The Plan process was guided by residents, business owners, property owners, City staff, and many other agency staff members that represented the South Wenatchee area's diverse voices. These volunteers participated both in committee meetings and in community events. Together, they worked to ensure that the plan's values, opportunities, priorities, and accountability measures reflect the dreams and aspirations of South Wenatchee's remarkable community.

In the end, the participants became community champions who are committed to moving these action items along. In preparing the plan and basis for action, participants were charged with the following four tasks:

- Voice community values.
- Acknowledge the key community priorities.
- Help identify solutions (What to do, who should be involved, how to get it done, when does it need to happen).
- Follow through and begin implementation when the plan is complete.



## Community-Driven Plan

A diverse set of community members was responsible for driving the Plan forward. Residents and other stakeholders participated in interviews, in-depth work sessions, public meetings, and online feedback throughout the planning process. The City of Wenatchee is deeply indebted to the passion, ideas, compassion, and food (many community members volunteered their services to feed residents at planning events). The Plan would not be possible without the community's participation. People representing varying interests participated in the planning process. The following is a list of interests and perspectives people brought to the Plan development.

### Economic Vitality Interests

Business Owners  
 Property Owners  
 Chambers of Commerce  
 Job/Skill Development Groups  
 Higher Education Agencies  
 Economic Development Agencies  
 Utility Providers  
 City Community and Economic Development Groups  
 Transportation Planning and Provider Agencies  
 Historic Preservation Groups  
 Parks and Recreation Groups  
 Primary Education Agencies  
 Arts Groups

### Health and Safety Interests

Health and Human Service Providers  
 Faith-Based Groups  
 Business Owners  
 Community Residents  
 Property Owners  
 Housing Groups  
 Affordable Housing Providers  
 Public Safety Providers  
 Criminal Justice Groups  
 Chambers of Commerce  
 Higher Education Agencies  
 Historic Preservation Groups  
 Primary Education Agencies  
 City Community and Economic Development Groups  
 Transportation Planning and Provider Agencies

### Transportation and Infrastructure

Business Owners  
 Property Owners  
 Community Residents  
 Chambers of Commerce  
 Economic Development Agencies  
 Public Works Agencies  
 Utility Providers  
 City Community and Economic Development Groups  
 Transportation Planning and Provider Agencies  
 Parks and Recreation Groups  
 Arts Groups



A Different Kind of Subarea Plan



At the final planning meeting, members of the community posed with their "commitment cards," on which they identified one way they could immediately make South Wenatchee a great place to live.

Community Focus and Priorities

Community Focus and Priorities

The broad goal for communities is improving the "quality of life" for people. That goal is too general to support systematic decision-making. Quality of life has many dimensions; therefore, this broad goal must be parsed into sub-goals. The categories of these sub-goals for planning are similar across jurisdictions and generally involve increasing economic prosperity, environmental quality, public safety, and amenities in a cost-effective way. The following proposed six focus areas are based on what was heard at community meetings and subsequent joint commissions and boards. An important outcome of this planning effort was recognition of the crossover that actions have between these interest areas. Thus, all actions should be deliberately performed in a cross-sector approach by engaging a wide range of interests.



Arts, Culture, and Recreation



Economic Vitality



Education and Learning



Health and Human Supports



Transportation and Infrastructure



Public Safety



## Arts, Culture, and Recreation



### Why It's Important for South Wenatchee:

Arts, culture, and recreation represent the character and identity of the community and help bring people together. These all contribute to social relationships, civic engagement, and neighborhood vitality.

### Community Priorities

- There is a need to invest in community-driven public art projects to harness community pride, culture, and legacy. Public art has a particular relevance to this area of the City, which has a diverse and rich history of craftsmen who migrated to Wenatchee to work in the fruit industry and build dams and railroads.
- There is a strong desire to invest in active and passive recreation spaces (open space, parks, trails, etc.) This includes existing and new places.
- Efforts should begin to beautify the neighborhood and create iconic markers and gateways that distinguish the community from other places in the region.
- A desire to create great public places that can host social events; places that bring together all members of the community—from children to older people.
- The community sees the opportunity to honor its past and diversity by creating a cultural district that can serve as a great community gathering place and attraction for residents and visitors of the Valley—a district rich in colors, honoring the multitude of Latino cultures as well as Anglo and other immigrant groups. Public art and a cultural district provide the opportunity to change the perception of South Wenatchee and still honor those who live and do business there now.
- Residents place a high value on parks and expressed desires to see them maintained and improved with amenities for kids, such as splash pads. Also, some parks need basic facilities such as bathrooms, bathroom repairs, and picnic facilities.
- In South Wenatchee's dense neighborhoods, opportunities for green space and pocket parks should be pursued.
- A historic building survey yielded 69 significant sites that warrant Historic Preservation. Historic Preservation tax incentives offer real opportunities to preserve the history of South Wenatchee while promoting redevelopment. (See the Economic Opportunities Analysis in the Appendix for more information.)



By 2012, Latinos were a majority of the population in South Wenatchee, composing 56 percent of the total population, up from 45 percent in 2000.

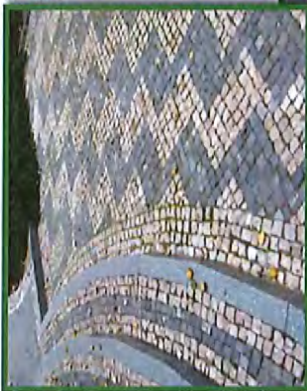


There are three existing parks in South Wenatchee (Locamoda, Lincoln, and Methow) with three new parks in the works (Hale Park on the river, Cashmere Street, and Okanogan Street).

### Typical topics within arts, culture, and recreation include:

Music/Theater	Festivals
Public Art	Volunteerism
Historic Preservation	Public Art
Community Institutions	Diversity
Active Recreation	Religious Communities

**NATURAL**



Rich resources found in South Wenatchee can mix up materials in public and private infrastructure.

**HONOR THE DIVERISITY**

Use art to advance the image of South Wenatchee by recognizing the multi-cultural representation of resiliency, self-reliance, craftsmen, dam builders, fruit workers, railroad builders and more.



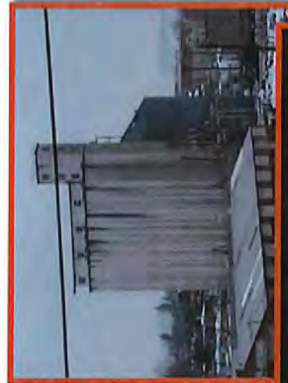
**PARTICIPATORY ART**



Create a new level of experience for residents by inviting them to take part from start to finish.

**BE BOLD**

Keep an eye out for various canvas opportunities to showcase our City.



### HISTORY

With many old buildings and 69 significant historic structures, we can use historic preservation incentives to re-purpose them!



### CULTURAL DISTRICT

We already have the beginnings of a cultural district so let's enhance it and bring it to life!

Olvera Street in Los Angeles and the Mission District in San Francisco are great examples.



# YOUTH ACTIVITIES



Activities assist in development of social skills and overall physical health. Parks and recreation programs play an important role and the community desires more in the school and at the Community Center.

# PARKS



Park oriented uses and events such as cafés, art studios, farmers markets, movies or music are all ways to create more safe and vibrant parks.



## Economic Vitality \$

### Why It's Important for South Wenatchee:

A vital economy benefits the region and South Wenatchee by providing individuals with expanded employment opportunities and business opportunities, as well as increased tax revenues to fund public investments.

### Community Priorities

- Community members felt that it was imperative to create a safe and clean environment in the business district that would instill a sense of pride and identity for the area. Issues of public nuisance and property damage were cited as key areas to tackle. This is integral to changing perceptions and improving the business climate.
- Residents have voiced the desire for more local jobs. Commercial activity in the business districts is very important to the health and identity of the area. South Wenatchee has a huge workforce and customer base who currently travel out of the community for work. Keeping jobs within walking distance saves residents time and money.
- Business leaders suggested finding new ways to make parking a priority for patrons and travelers for certain locations.
- Members felt that the private and public sectors need to continue to find creative and innovative ways to create more demand for local goods and services. One such

idea is the development of a cultural district, creating a unique draw to the area. Additionally, the maker movement fits well with the businesses that already exist in South Wenatchee.

- The George Sellar Bridge offers one of many gateways into town with 55,000 or more vehicles per day. Opportunities for highway commercial exists in the interchange area, which has the greatest traffic exposure of anywhere in the Wenatchee Valley.
- The assessed value of the city is relatively low. Data centers warrant some examination as an economic development opportunity that the City might pursue. South Wenatchee has some unoccupied or vacant buildings that might be put to productive use as data centers. The broader region is home to a cluster of data centers that find the mix of low utility rates and other characteristics appealing.
- Building a regional innovation system helps startups and small businesses succeed in developing value through innovation. South Wenatchee is well positioned to be part of this system which pairs well with "Makerspace" principles. Holding an Entrepreneurship Summit would help develop recognition for the entrepreneurship culture as well as accelerate its growth.



About 60% of all businesses in South Wenatchee employ two or fewer people.



The median household income in South Wenatchee in 2010 was \$31,612 compared to \$44,879 citywide. The largest share of households in South Wenatchee earned less than \$25,000.

### Typical topics within economic vitality include:

Quality Jobs	Tax Revenue
Workforce Development	Local Business Formation
Regulation	Tourism
Community Institution	Innovation
Poverty Reduction	Women and Minority-owned Businesses
Job/Income Growth	

**ENTREPRENEURIAL SPIRIT**

There are *only 2* national chains in South Wenatchee!



Makerspaces provide inspiration for developing skills, work ethic and confidence to be a small business owner! These could be held at the Community Center.



South Wenatchee has a history of creativity and courage towards startups and small businesses. Long standing small businesses in the area are a creative mix from auto repair to service specialty shops.



**HIGHWAY COMMERCIAL**



The George Sellar Bridge has the highest traffic volume in the Wenatchee Valley with over 55,000 vehicles daily. This makes properties around the bridge well suited for businesses that thrive with traffic exposure.





**OPPORTUNITY SITES**

These sites have unique business opportunities.  
See Appendix.



BNSF Headquarters – Columbia/Thurston  
Cascadian Warehouse – Worthen/Thurston  
City Parking Lot – Mission/Kittitas  
Columbia Station's 2 Building Pads  
Columbia Warehouse – Yakima/Chelan  
Federal Building – Yakima/Chelan  
Former ESD/Catholic Family Bldg – Peachy/Mission



Former Wilber Ellis Site – Wen. Ave/Marr  
Former Viewdale Drive-In – Wen. Ave/Viewdale  
Encouraging Words Warehouse – Chelalis/Wen. Ave.  
Historic Buildings – See Appendices  
Old Train Depot Building – Amtrak Platform  
Property Consolidation – West end George Sellar Bridge  
Surface Parking Lots – Various Locations



**TRANSIT ORIENTED DEVELOPMENT**



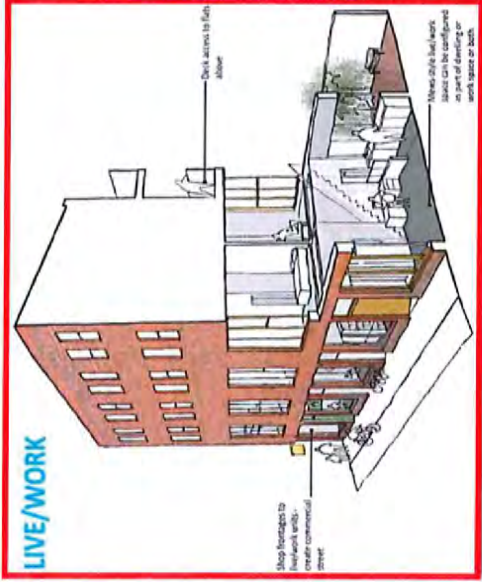
Columbia Station is the hub for Link Transit and hosts an Amtrak platform and regional bus service.



Two pads in the photo to the left could be used for TOD such as residential units and a daycare.



**LIVE-WORK & MIXED USE**



Live-work and mixed use housing offers savings by combining housing and workspace. Older housing stock has been converted and block between Mission and Chelan lend themselves to innovative redevelopment options along high exposure streets.



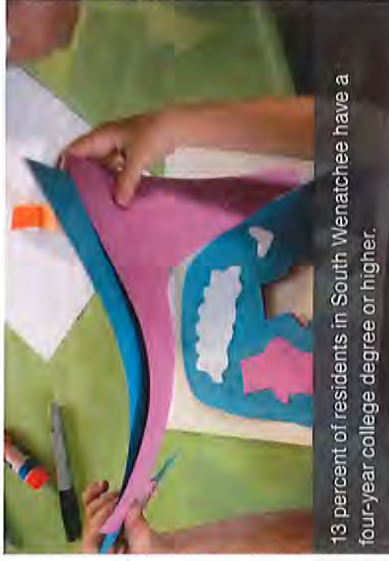
## Education

### Why It's Important for South Wenatchee:

Education supports individuals in developing their cognitive abilities, critical thinking, and technical skills throughout their life. These assets strengthen the entire community and create new opportunities for individuals to improve their lives.

### Community Priorities

- Create better access to adult life skills education classes (more flexibility in schedules, better information on options, improved transportation options, and cost assistance). Community members feel there is a real need to help people with basic life skills, financial literacy, and family supports.
- Find ways to expand opportunities for after-school education and recreation programs available to children—especially for children from disadvantaged backgrounds.
- Parents want to build stronger relationships based on good communication between schools and parents.
- There is a desire to invest in marketable labor skills via expanded access to science, technology, and vocational training for young and older adults.
- Capitalize on South Wenatchee's artisan heritage to promote skills development and work ethic.
- School health centers must address problems associated with Adverse Childhood Experiences (ACEs).
- Increase education attainment by increasing graduation rates and securing postsecondary education in terms of technical training, certificates, apprenticeships, and continuing education.
- Explore the community center to offer opportunities for education and skill development. Such opportunities could include activity space similar to makerspaces.



13 percent of residents in South Wenatchee have a four-year college degree or higher.



20 percent of students in Wenatchee school district were considered "Transitional bilingual" (8.1 percent in state).

### Typical topics within education and learning include:

Early Childhood Learning	High School Readiness
College Readiness	English Language Learners
Community Institutions	
School Safety	
Vocational Skills	

Community Focus and Priorities

**COMMUNITY CENTER**

Imagine! What would a community center look like with lively activities for neighbors of every age?



The Wenatchee Community Center has room to grow programs... Could the old Catholic Family building or one like it be repurposed?



What space is needed for craft rooms, makerspaces, fitness classes or even commercial kitchens?



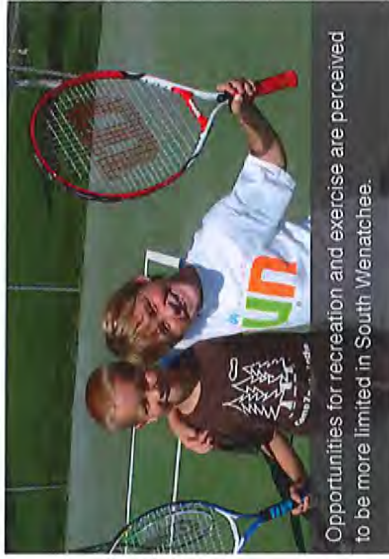
## Health and Human Supports +

### Why It's Important for South Wenatchee:

Health and human supports enable neighborhood residents to address basic human needs. Health and human support services delivered through government, faith-based, and non-profit organizations also complement other important issues for the community, such as education and economic development.

### Community Priorities

- Mental health issues for families and adults are seen as a silent and rising issue in the community that has impacts beyond those directly affected.
- Many residents struggle with getting low-cost health and dental care even though they would qualify for assistance. Reducing barriers to services and increasing utilization of services is a community priority.
- Many younger people struggle with getting nutritious meals and making exercise a part of their daily lifestyle. Encouraging healthy lifestyles is a place where progress can be made.
- The Opportunity Community Model initiated by United Way strives to alleviate poverty.
- Permanent supportive housing for the most vulnerable populations is a priority.
- Increasing the supply of market-rate housing is a top priority of the City stemming from a housing crisis in 2008 which has reappeared in 2016.
- Housing quality and affordability issues are becoming more prevalent in the community. Some housing in South Wenatchee does not meet current safety codes. The lack of new housing supply (market rate and income qualified) has put pressures on housing affordability. In addition, affordable housing providers struggle to provide needed units to help clients.



Opportunities for recreation and exercise are perceived to be more limited in South Wenatchee.



Columbia Valley Community Health: Provides services such as primary care, behavioral help, dental, and the Women, Infant and Children nutrition program.

### Typical topics within health and human supports include:

Child Care	Medical and Dental Care
Mental Health	Food Access
Community Institutions	Homelessness
Senior Care	

# HOUSING

Housing was a crisis before the Great Recession in 2008 and is still a crisis now in 2016.



Demand is for affordable and mixed housing types. Single family home conversions create tremendous density in South Wenatchee.



How do we increase the housing supply?  
How can we preserve and enhance the existing supply?



Mother-In-Law

Live – In Units

Housing over Parking

Cottages

Shared Housing

Tiny Houses

## Transportation and Infrastructure

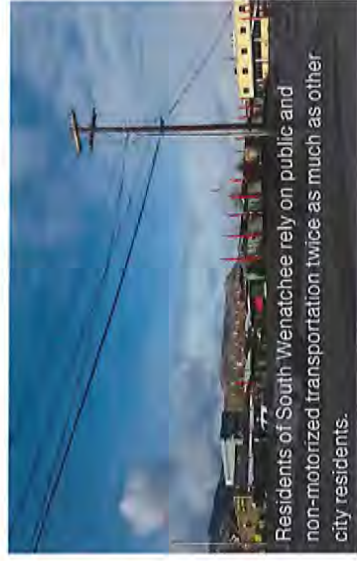


### Why It's Important for South Wenatchee:

Transportation and infrastructure support all aspects of livability. Infrastructure enables mobility, safety, physical activity, environmental protection, and economic development.

### Community Priorities

- Community members agreed that the single greatest priority is to create a safe and connected pedestrian environment. Many feel that there are not enough safe routes to school, which places young children at unacceptable levels of risk. Lighting and sidewalks (a crucial aspect of a safe and connected pedestrian environment) have consistently been the top priority for South Wenatchee.
- Residents think access to transit could be enhanced. People felt that more specialized forms of transit that supported work commuting or special populations could be explored.
- Residents felt that SR 285 and the railroad tracks limit access to regional recreation facilities and trails. Arterial streets such as Crawford Avenue, Ferry Street, Mission Street, and Wenatchee Avenue create pedestrian barriers and divide the community. Creating safe pathways around these barriers is a priority.



### Typical topics within transportation and infrastructure include:

Sidewalks	Mobility
Safety	Public Transit
Stormwater Drainage	Multimodal
Lighting	Accessibility
Parking	

- Parking in dense neighborhoods creates congestion. Developing opportunities for small parking lots is recommended while maximizing on street parking. Focusing on the removal of junk vehicles will also provide additional parking and cleaner streets.
- Squilchuck Creek has never been evaluated by FEMA for flood concerns. Flood control and mitigation may be necessary upon the evaluation of drainage and flood risk.

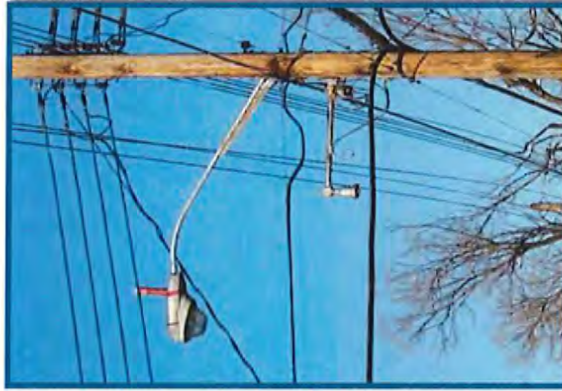
## SIDEWALKS & LIGHTING



Sidewalks enhance safety and help to revitalize blocks. When residents are able to walk safely, more people will be out and the block comes to life!



Pedestrian scale lighting consist of numerous poles 16 feet tall (left) to create uniform lighting levels that eliminate shadows and increase safety and security lighting.



Lights on power poles is a very cost effective to provide neighborhood lighting. Pedestrian scale lighting should be installed on high pedestrian traffic walking routes and new sidewalk construction.

Typical street light poles 30 feet tall (left) create intense lighting with dark shadows between.



South Wenatchee is lacking both adequate lighting and sidewalks. This creates dark and unsafe routes for pedestrians, especially youth on their way to school bus stops. The #1 priority identified by residents was to have safe passages for youth to school bus stops.



**STREET SAFETY**



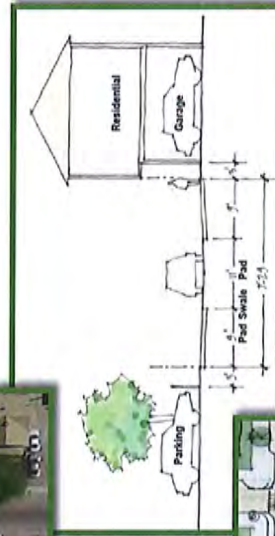
Arterial streets (Mission) create high-risk environments for pedestrians. Safety improvements such as street treatments and bulb outs improve the comfort level and associated pedestrian safety.



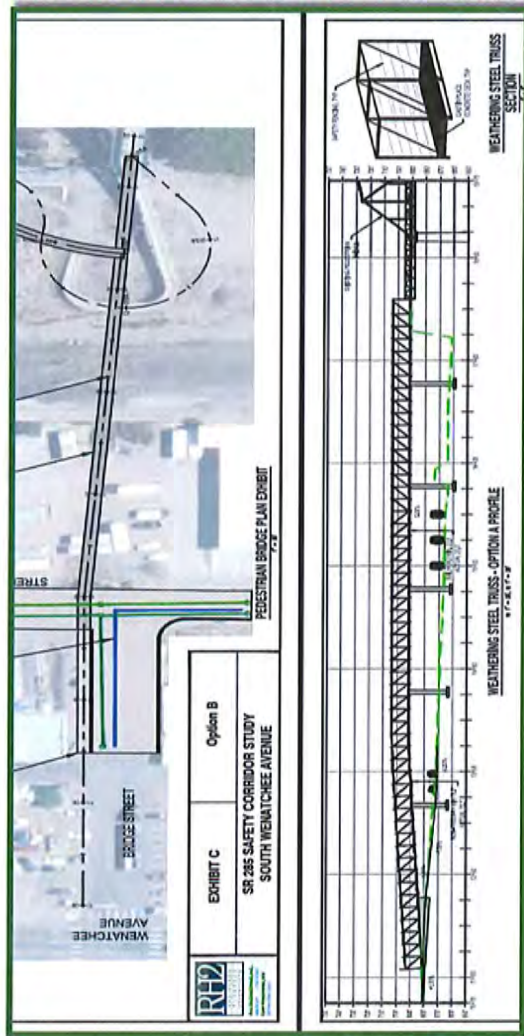
**NEIGHBORHOOD PARKING**



Dense neighborhoods, small homes and narrow streets are highly sought after development; however parking solutions are needed. Small parking lots can help!



## PEDESTRIAN BRIDGE - EXTENSION



The historic 1908 pipeline bridge serves as the primary pedestrian and bicycle transportation route by connecting downtown East Wenatchee to South Wenatchee

The bridge landing offers a great opportunity for a pedestrian plaza... Food Truck Court? Cultural District?

A bridge extension connects to Hale Park being developed on the riverside of the tracks.



There is limited connectivity between South Wenatchee and the Apple Capital Loop trail.



## PEDESTRIAN CORRIDORS & ALLEYS

Infrastructure is a multimillion dollar endeavor. A Pedestrian Master Plan will help guide the City to make strategic investments and develop cost effective construction programs. Resulting in enhanced routes to prioritize pedestrian and bicycle use.



Many communities transform alleys into front door access to both commercial and residential areas.



South Wenatchee's street grid includes many alleys and with improvements to increase safety and comfort level, they will be crucial pedestrian corridors.

# GATEWAYS & SREETSCAPE

## OUR FRONT DOOR!

- Mission Street
- Wenatchee Avenue
- South Mission
- Chelan Avenue
- Ferry Street



A little greenery goes a long way! Let's improve the environment for businesses and residents?

South Wenatchee has businesses fronting the streets and wide sidewalks. Parking is a concern and angled parking options are available between Yakima and Spokane.



Stevens St. is one of two primary gateways into our City. We want to welcome motorists to our City by developing a landscaping and a gateway feature.

## Mountain to Orchards to City!

Squilchuck Hwy is the gateway from Mission Ridge.



## PARK INFRASTRUCTURE



Parks infrastructure includes land and facilities. Facility repairs and additions, such as hand/foot washing sinks outside of bathrooms, were identified as the biggest community needs!

Could the isolated property near Apple Yard be a boat park? The Rock Island reservoir attracts many water sports.



What opportunities are here to develop a park along Squilchuck Creek for environmental protection, flood control and blight reduction?



A splash pad at Lincoln Park was highly requested...  
Service Clubs?!

Thank you Trust for Public Lands and Kiwanis for Methow Kiwanis Park upgrades!



# NEIGHBORHOOD CONDITIONS



Let's keep the investment interest in South Wenatchee strong and build on the opportunities we have!



There is a fine line between maintaining a safe and quality place to live and dealing with neighborhood blight. It is a community effort to improve the image of a neighborhood and prevent boarded up homes and graffiti from taking over.



Neighborhood cleanliness and maintenance is a top priority among residents. With the many quality housing structures in South Wenatchee all the area needs is a little extra tender loving care.



Partnerships between Code Enforcement, the Police Department and willing community members create a team ready to help neighborhoods sustain and improve over time.



Murals and other public art have gained significant traction in South Wenatchee and are great because they rarely get vandalized. The community has shown interest in expanding the art around their neighborhood.

## Public Safety

### Why It's Important for South Wenatchee:

Safety and feeling safe are essential components of community health and individual well-being. Public safety includes issues of crime, physical hazards, and public health. Increasing public safety can foster community cohesion, increase happiness, increase physical activity, and support economic development.

### Community Priorities

- Residents are appreciative of higher levels of police patrols in the neighborhood. They see adding more public safety services as an impactful solution.
- Community members felt that it was important for area residents adhere to life safety codes, mitigating risks to the larger community.
- Residents felt that commissioning public art on sites prone to graffiti and property damage would deter vandalism.
- Increased street lighting, paved sidewalks, and bike lanes were all common requests from residents at past planning efforts.
- Targeted efforts at jail diversion programs to social services could help many members in the community avoid incarceration for problems caused by mental illness or drug addiction.
- Residents identified the need for collaboration with the courts to develop community service programs for youth offenders to redirect youth energy to positive outcomes instead of criminal records.
- Improving the relationship between uniformed public safety officials and the residents was recommended through engagement programs and greater presence in schools.



Although overall rates of crime have gone down over the past ten years, there has been a recent increase in property crime. Many community members voiced concern about youth participation in gangs and increased gang violence.



Creating safe places for children is a benchmark for community safety.

### Typical topics within public safety include:

- |                        |                      |
|------------------------|----------------------|
| Crime                  | Housing Quality      |
| Recidivism             | Environmental Safety |
| Emergency Preparedness | Law Enforcement      |
| Traffic Safety         | Fire Department      |

## South Wenatchee Action Plan Core Values

The South Wenatchee Action Plan is the blueprint for how the community works together. It is grounded in the shared values of the community which, ideally, form the basis for cooperation and action. These values are a call-to-arms for taking action that responds to community priorities and challenges.

### Core Values in South Wenatchee

In planning for the South Wenatchee Action Plan, community members, business owners, and civic leaders coalesced around four core values. Grounding the plan in these shared values makes the plan immediately more understandable and achievable.

- **We Strive for Better Opportunities.** At the highest level, people believe that South Wenatchee should be able to maximize its potential and create opportunities for advancement. Residents connected opportunity to the hard-working, blue-collar history of the area and their desire to see that effort put forth in areas of employment, education, and general life satisfaction.
- **We Value Personal and Community Responsibility.** People in South Wenatchee value responsibility and accountability. It is displayed in the lives of people, businesses, and civic institutions of the area. People felt that hard work should be rewarded and that people should be accountable for the things they can control. People connected the focus on responsibility to the importance of family.
- **Everyone Should Feel Safe and Secure.** Security connected two key ideas for people in South Wenatchee. First, they thought it was important that people feel safe and secure in the area so that they could pursue opportunities for themselves and their families. Second, they felt that providing some levels of community security and compassion was important for everyone, but particularly for those whose challenging circumstances were no fault of their own.



The owners of Methow Market wanted to display a positive and uplifting message to the youth in South Wenatchee. They brought in a local artist to paint this mural on the store outside wall to remind the kids how special they all are.

- **Be an Inclusive Community.** South Wenatchee is changing; it is growing more diverse in terms of race, age, and family structure. The community views this diversity as a strength of the area and an opportunity to be more inclusive as a region. People were also mindful that all residents must have equitable opportunities to reach their full potential and share in the benefits of community progress. This means being mindful to issues of economic displacement and affordability. People should be able to stay in their community as long as they desire.



## Community Goals, Strategies, and Actions

### From Values to Goals

The planning conversation produced three overarching goals that the community wants to implement in its action plan. Those are:

- **Strengthen Families.** People want activities that help families succeed. They felt that actions that create a safe and desirable place to live would help the community reach multiple goals.
- **Promote Work.** People in South Wenatchee value hard work and economic opportunity. They want to see efforts that make starting, owning, and running a business in South Wenatchee more successful. They also want to see enhanced programs for skill development for employees and entrepreneurs. They favor efforts to grow the level of private investment in the area.
- **Build Community.** People in South Wenatchee wish to build stronger ties with each other, their city, and their civic institutions. They see cooperation and collaboration as the first steps toward accomplishing their goals. They also see the need to invest in the physical elements of the communities.



United Neighborhood Association (UNA). In 2015, neighbors in South Wenatchee recognized common needs and formed the UNA in order to improve safety, expand youth programs, enhance quality of life, and invest in the future of their neighborhood.

## Goal: Strengthen Families



### Key Objectives

- Create great neighborhoods for all in South Wenatchee.
- Support children, parents, and schools in South Wenatchee.

### Policies

1. Create housing options:
  - Pursue public/private partnerships as a catalyst for the development of affordable housing.
  - Rezone the commercial/industrial area along South Wenatchee Avenue and South Columbia Street in order to promote repurposing of warehouses to flex space including residential where appropriate.
  - Rezone the commercial area along the southern portion of the Chelan/Mission couplet to accommodate conversions to mixed-use and live-work housing. Pursue revisions to the zoning code to allow for, or create additional opportunities for, a variety of housing types including, but not limited to, the addition of accessory dwelling units, conversion to multiple unit structures, and cottage housing.
  - Pursue the development of neighborhood parking lots to relieve on-street parking and facilitate the conversion of existing properties to higher densities.



Each year the Community Development Block Grant (CDBG) program allocates funding to projects that improve low- to moderate-income neighborhoods. Upon completion, the Chelan Sidewalk Project will provide three blocks of sidewalk that connect South Wenatchee residents to the Community Center, parks, and downtown Wenatchee. With intense citizen involvement, the design of this project included sidewalks, pedestrian-scale lighting with colorful metal banners hanging from the posts, stamped concrete, landscaping, traffic-calming devices, and roadway channelization.

### 4. Enhance activities and grow the community center:

- Grow the Wenatchee Community Center into a hub and activity center by initiating partnerships with school districts; developing a maker-space associated with the community center; and examining opportunities to expand recreation and programmed activities at new or other facilities.

- Consider establishing a formalized Neighborhood program
- Continue to support the Neighborhood Improvement Grant and seek to enhance funding in order to expand the program.
- 5. **Create a family and community outreach initiative:**
  - Ensure all social service and educational and informational materials are printed in both English and Spanish and marketed at community events. Utilize neighborhood champions to help connect with hard-to-reach families.
- 6. **Invest in adult life skills:**
  - Work with community partners to design and test an adult life skills program, find ways to expand use of current ESL programs, work with civic organizations to expand leadership skills and other opportunities for mentorship.
- 7. **Support education initiatives:**
  - Work with schools to: develop and enhance afterschool programs; partner with other educational organizations like the museum or library; engage parents by establishing a comfortable atmosphere for folks who may be intimidated by large institutions.
  - Support School District efforts for the inclusion of on-campus health centers for students and parents. Support the Adverse Childhood Experiences (ACE) program.
  - Continue to work with schools to ensure there are safe routes to schools and safe bus stops throughout the city.
  - Establish and support multigenerational youth-oriented programs.
  - Pursue initiatives that promote or enable healthy lifestyles. These should include initiatives promoted by the North Central Accountable Community of Health.
- 8. **Invest in public safety:**
  - Strengthen existing code enforcement efforts by enabling the abatement of delinquent properties as part of the process.
  - Work with the courts to develop youth diversion and community service restitution programs.
  - Pursue crime prevention programs including Crime-Free Housing, Block Watch, and Map Your Neighborhood.
  - Utilize crime-mapping software and techniques in pursuing crime prevention.

## Goal: Promote Work

### Key Objectives

- Create a safe and clean environment in the South Wenatchee business district.
- Find ways to grow, make, and sell things in South Wenatchee.
- Work with the public and private sectors to grow financial investments in South Wenatchee.

### Policies

1. **Support the entrepreneurial spirit:**
  - Support business by achieving and maintaining affordable commercial rental rates
  - Host an entrepreneur-focused summit.
  - Support code changes to allow for live-work options.
  - Establish a "New Business" packet for those that are looking into starting their own business and may not know about various requirements.

2. **Create a cultural and business district:**

- Create an attractive South Wenatchee business district by improving streetscaping, installing art and heritage projects, implementing changes to city code, and providing connections to the Apple Capital Loop Trail.

3. **Enhance South Wenatchee gateways and corridors:**

- Make streetscape improvements to South

Mission Street in the vicinity of Squilchuck Market as a gateway to Mission Ridge.

- Make streetscape improvements to South Wenatchee Avenue to improve aesthetic appeal and cleanliness and support the creation of a business district.

- Make street lighting and sidewalk improvements to support a plaza at the base of the proposed pedestrian bridge connecting Bridge Street with the Apple Capital Loop Trail.

- Work with Amtrak to enhance service at Columbia Station, specifically to provide an enclosed shelter for use when Columbia Station is closed.

4. **Create long-range strategies for large opportunity sites:**

- Work with public and private partners to create long-range strategies for large development opportunity sites defined in the South Wenatchee Subarea Plan.

5. **Make land use changes to support economic development:**

- Consider rezoning or adding an overlay in the vicinity of Bridge Street and Columbia Street to enable the development of a plaza with food trucks or other small food service businesses.

- Pursue any necessary zoning code/land use map revisions to facilitate the development of commercial highway uses in the vicinity of the SR285 interchange at the George Sellar Bridge.

- Pursue any reasonable changes to the city code to promote street vending while maintaining public order and safety.

- Pursue the development of transit-oriented development (TOD) at, and in the vicinity of, Columbia Station.

- 6) **Make-Invent-Learn in South Wenatchee:**

- Bring together entrepreneurs and civic leaders to create incubator spaces for startup companies. Explore options for creating maker-spaces and/or co-working spaces.

- 7) **Support work training programs (skill development and supports):**

- Establish more formal mentorships and/or business technical support programs and increased educational training and vocations certifications, especially for opportunity sectors.
- Encourage private businesses to develop apprenticeships and intern programs to connect with students.

## Goal: Build Community



### Key Objectives

- Connect the neighborhood to city and regional places and services.
- Change perceptions of South Wenatchee.
- Make South Wenatchee a beautiful place to live and visit.
- Create and enhance community hubs, gathering places, and recreation opportunities.
- Extend health supports to neighbors who are less fortunate.

### Policies

1. **Improve access and mobility in South Wenatchee (Multimodal):**
  - Increase funding and prioritization for sidewalk and street lighting construction in order to create better pedestrian access. Pursue the development of complete streets.
  - Study the possibility of partnering with the Chelan County PUD to make street lighting installation a public power benefit.
2. **Encourage LINK Transit to increase route frequency, bus stops and shelters.**
3. **Pursue historic preservation of significant buildings and features.**

4. **Identify priority areas for sidewalk and street lighting improvements.**
  - Examine the use and improvement of alleys as pedestrian infrastructure.
  - Promote pedestrian safety along arterials.
5. **Create and install more public art:**
  - Artwork can be more commonly incorporated into capital projects just as was done on South Chelan Avenue. Murals are a great way to deter graffiti and lend interest to an area. The City has the opportunity to be intentional about bringing artwork into South Wenatchee.



The Wenatchee Community Center provides year-round space for programs, projects, gatherings, events, and organizations. Meeting spaces can accommodate small business meetings and even large social events like this Zumba class in the Social Hall.

- Incorporate artwork into capital projects whenever practical.
6. **Support public safety engagement:**
    - Establish a Police Substation in South Wenatchee.
    - Develop a community resource team that consists of community-oriented policing officers and code enforcement officers who work with residents to ensure compliance with City code.
  7. **Community Engagement:**
    - Hold regular, non-formal community "get-to-know-each-other" events.
    - Ensure all social service and educational/informational materials are printed in both English and Spanish, marketed at community events, and that neighborhood champions are utilized to help connect with hard-to-reach families.
- Work with community partners to design and test an adult life skills program, expand use of current ESL programs, and work with civic organizations to expand leadership skills and other opportunities for mentorship.
  - Support the United Neighborhood Association (UNA) in its annual neighborhood gathering.
  - Increase awareness and understanding of how the community can use the Neighborhood Improvement Grant to support initiatives.
  - Support the establishment of recognized neighborhoods throughout the City.

## Economic Impact of Potential Future Development in South Wenatchee

Taken together, the actions in this plan can produce large and sustainable impacts to the community and economic vitality of the area and city. These benefits can be measured in terms of demand for new investment in the area that can be translated into jobs, income, and taxes.

Twenty-three properties, totaling 19 acres, have been looked at for potential future development in the form of dwelling units, retail, and office space. Approximately half of the properties currently contain existing buildings and are assumed to undergo a major redevelopment; the remaining properties are either vacant or contain improved parking areas.

The estimated private investment and resulting public revenue is purposefully conservative, based on potential for various development options over a timeframe likely greater than seven years. The property zoning allows for a mix of land uses in many combinations, such as ground floor retail or office with dwelling units on upper floors.

The potential development assumed properties would be built-out at 40 percent lot coverage with ground floor retail or office and two floors for residential above; Central Business District properties were calculated at 100 percent lot coverage. The former federal building is assumed to remain tax exempt as a governmental office. Based on these assumed variables, the estimate at right is provided.i

### Private Investment

Total Development at 40% lot coverage	585,744 s.f.
Potential Residential Development @ 2 stories above ground level retail or office	773 units
Potential Retail s.f. ground floor	100,945
Potential Office s.f. ground floor	484,799
Jobs	524
Annual Wages	\$21,682,072
Annual Business Income	\$54,205,180

### Total Public Revenues

	Current	Potential	Increase over Current
Development Property Tax Assessed Value	\$14,141,296	\$92,304,101	\$78,162,805
City Portion of Property Tax	\$18,242	\$119,072	\$100,830
Total Annual Taxable Retail Sales City	\$3,700,000 (est)	\$32,535,254	\$28,835,254
Portion of Taxable Retail Sales	\$32,000 (est)	\$276,550	\$244,550
Entire South Wenatchee Area Property Tax Assessed Value	\$400,519,315		
City Portion of Property Tax	\$433,826		

### Implementation: Getting the Plan to Work

Along with the more traditional visible actions done by cities, such as specific regulations and policy changes that promote a better future, informal actions have the potential to make an impact. One powerful thing the City can do to inspire action is to act as a convener. As a convener, the City has the power to connect business leaders, civic institutions, community leaders, and government.

The City of Wenatchee realizes that it cannot act alone. City leadership and staff intend to be the "backbone" of the plan; but needs help from the community to fully implement the actions.

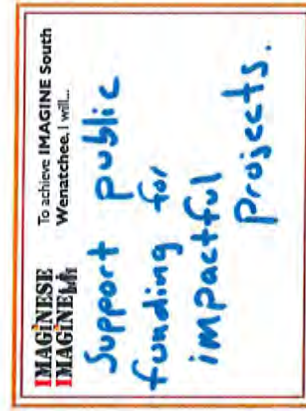
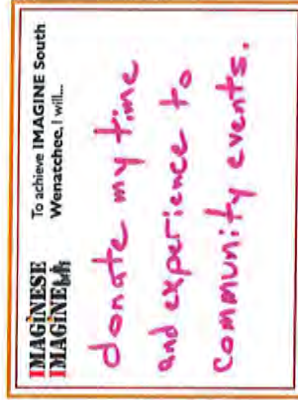
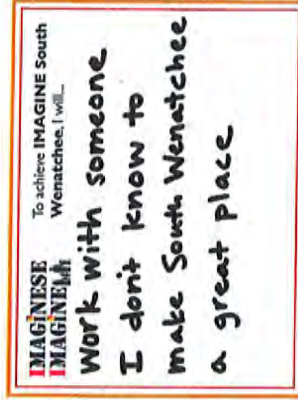
- **Measure progress:** The City of Wenatchee will collect information and data showing when and how conditions in South Wenatchee are improving as a result of the Plan's actions.
- **Communicate with partners:** It will make a pledge to convene its community partners in an effort to continue to build trust, motivation, and shared objectives in the plan.
- **Provide support:** It will dedicate City staff time and resources to manage the Plan's implementation, providing skills and experience where needed.
- **Be accountable to the public:** It will convene a community steering committee to check in on the Plan's progress. The steering committee will include a diverse representation of the community's stakeholders and will meet periodically to guide the plan's implementation.

### Work Plan—Why, What, Who, and When

The following pages provide an overview of the specific action the South Wenatchee Action Plan has articulated. The first pages have a summary of the action and detail the nature of the work that can be included in it, such as:

- Changes to the Comprehensive Plan, city policy, and zoning changes
- Resources for staff time or capital expenditures
- Partners that need to consult, coordinate, and implement the work

Following the implementation summary are detailed "business case" summaries for the actions needed to implement the plan.



South Wenatchee Action Plan

Each action will require city staff time, partnerships and community engagement in order to be successfully implemented.

Implementation Summary: Strengthen Families										
Actions	Comprehensive and Policy	Zoning and Code	Capital Resources	Partnerships						
				Arts, Culture, and Recreation	Economic Vitality	Education	Health and Human Supports	Transportation and Infrastructure	Public Safety	
Create new housing opportunities	✓	✓			✓	✓	✓	✓	✓	✓
Expand and enhance parks and trails	✓	✓	✓	✓						
Increase access to healthy foods	✓	✓			✓	✓	✓	✓	✓	
Grow the Wenatchee Community Center	✓		✓	✓	✓	✓	✓	✓	✓	✓
Create a family and community outreach initiative	✓		✓	✓						
Invest in adult life skills programs	✓				✓					
Support education initiatives	✓		✓		✓	✓	✓	✓	✓	✓



South Wenatchee Action Plan

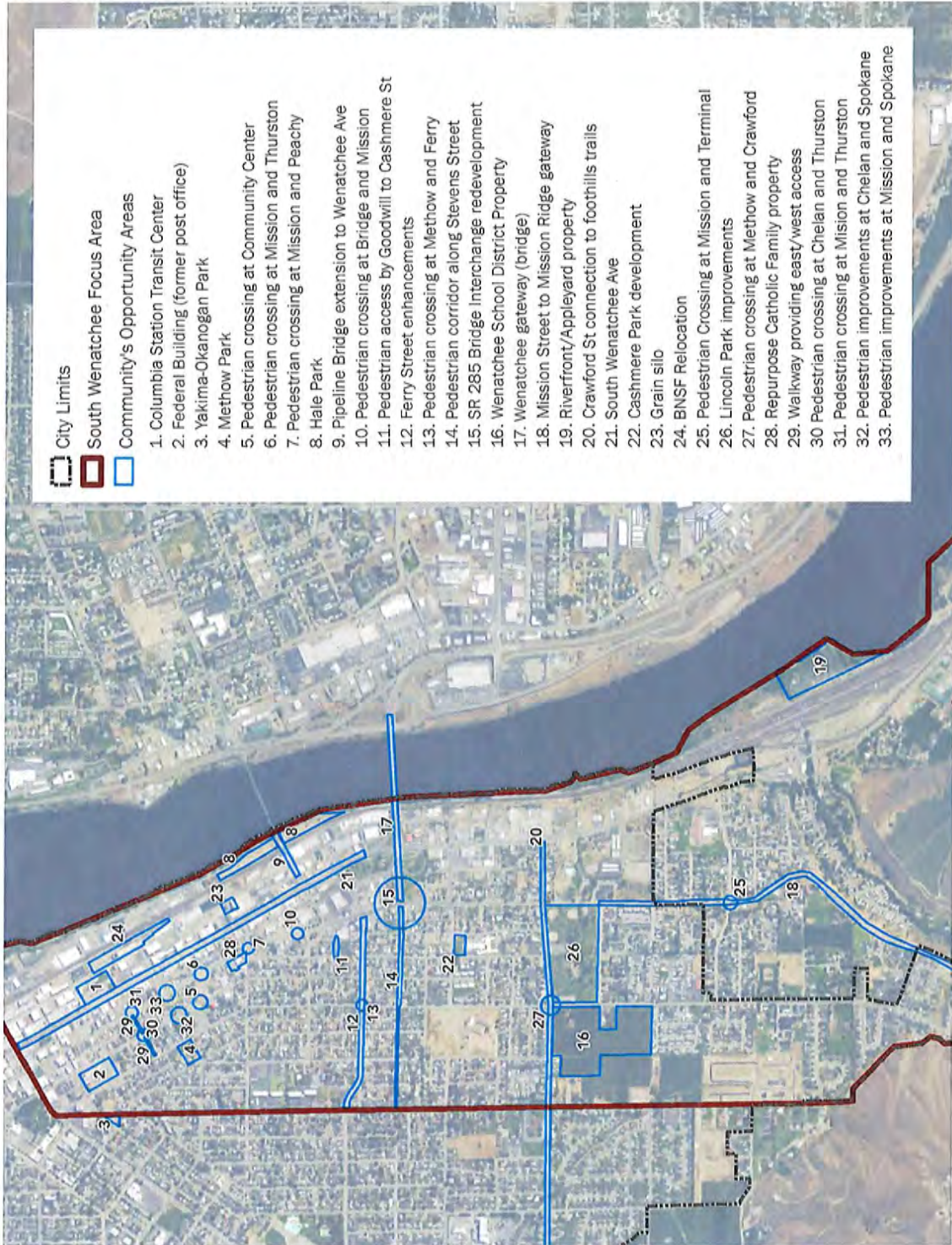
Implementation Summary: Promote Work

Actions	Comprehensive and Policy	Zoning and Code	Capital Resources	Partnerships						
				Arts, Culture, and Recreation	Economic Vitality	Education	Health and Human Supports	Transportation and Infrastructure	Public Safety	
Support a business-friendly, entrepreneurial environment	✓	✓		✓	✓	✓	✓	✓	✓	✓
Create a Cultural and Business District	✓	✓	✓	✓	✓					✓
Enhance South Wenatchee Gateways	✓	✓	✓	✓	✓					
Create long-range strategies for large opportunity sites	✓	✓		✓	✓					
Encourage land-use changes to promote economic development	✓	✓		✓	✓				✓	✓
Encourage entrepreneurship through incubator and co-working spaces	✓		✓		✓					✓
Support work training programs	✓		✓							✓

South Wenatchee Action Plan

Implementation Summary: Build Community										
Actions	Comprehensive and Policy	Zoning and Code	Capital Resources	Partnerships						
				Arts, Culture, and Recreation	Economic Vitality	Education	Health and Human Supports	Transportation and Infrastructure	Public Safety	
Make South Wenatchee walkable	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Add street lighting and invest in sidewalks	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Bring public artwork into South Wenatchee	✓		✓	✓	✓	✓				
Increase public safety engagement	✓					✓	✓	✓	✓	✓
Hold regular community-building events	✓		✓			✓	✓	✓	✓	✓
Support a sustainable neighborhood association	✓									

This map provides a summary of needs and desired improvements throughout South Wenatchee. The list is not a comprehensive list of projects but provides a first attempt at identification and costing.



## Resources Needed to Implement the Plan

To implement the plan, residents and leaders of the community will need to find new ideas, new ways of working together, and new resources.

### Break Down Silos and Work Together

Agencies with different professional orientations and institutional mandates don't always see the ways they can help each other. The planning process brought people together and made clear that it would be essential that people step outside the traditional ways they deliver services. Implementing the South Wenatchee Action Plan means a commitment to change must be broad-based and should include the participation of not only those with the power to bring about change, but also from the representatives whose lives will be affected.

### Find Champions, Skills, and Experience

All changes need visible champions who are committed to the goal and can lead others. The planning process made it clear that the Wenatchee Valley has a community full of people with great ideas and passion who are willing to share their time, skills, and experience to make the community a great place to visit, live, and work.

### Create Financial Resources

Creating sufficient funds to provide necessary support and investments will be required to make lasting differences for the people living in South Wenatchee. The plan actions identify the types of financial resources that might be needed to support the action items.

Map #	Project Name	Estimated Public Investment
1	Columbia Station Transit Center	\$5,000,000
2	Federal Building (former post office)	\$5,000,000
3	Yakima-Okanogan Park	\$250,000
4	Methow Park	\$2,000,000
5	Pedestrian crossing at Community Center	\$100,000
6	Pedestrian crossing at Mission and Thurston	\$100,000
7	Pedestrian crossing at Mission and Peachy	\$100,000
8	Hale Park	\$4,000,000
9	Pipeline Bridge extension to Wenatchee Ave	\$3,600,000
10	Pedestrian crossing at Bridge and Mission	\$100,000
11	Pedestrian access by Goodwill to Cashmere St	\$50,000
12	Ferry Street enhancements	\$1,000,000
13	Pedestrian crossing at Methow and Ferry	\$250,000
14	Pedestrian corridor along Stevens Street	\$250,000
15	SR 285 Bridge Interchange redevelopment	\$500,000
16	Wenatchee School District Property	\$5,000,000
17	Wenatchee gateway (bridge)	\$500,000
18	Mission Street to Mission Ridge gateway	\$500,000

Map #	Project Name	Estimated Public Investment
19	Riverfront/Applyard property	\$3,000,000
20	Crawford St connection to foothills trails	\$250,000
21	South Wenatchee Ave	\$1,500,000
22	Cashmere Park development	\$350,000
23	Grain silo	\$500,000
24	BNSF Relocation	\$36,000,000
25	Pedestrian Crossing at Mission and Terminal	\$50,000
26	Lincoln Park improvements	\$2,000,000
27	Pedestrian crossing at Methow and Crawford	\$50,000
28	Repurpose Catholic Family property	\$2,500,000
29	Walkway providing east/west access	\$250,000
30	Pedestrian crossing at Cheilan and Thurston	\$10,000
31	Pedestrian crossing at Mission and Thurston	\$10,000
32	Pedestrian improvements at Cheilan and Spokane	\$250,000
33	Pedestrian improvements at Mission and Spokane	\$250,000
	Sidewalks	\$6,000,000
	Streetslights	\$2,500,000
	<b>Total</b>	<b>\$83,770,000</b>

South Wenatchee Plan Actions

<p><b>Action:</b> Make South Wenatchee Walkable      <b>Goal:</b> Strengthen Families/Build Community</p>	
<p><b>Why is this important?</b></p> <p>A more walkable and safer community would support the high pedestrian levels in the area and improve livability for individuals and families. Community members have cited the difficulty in walking around the neighborhood due to the lack of sidewalks and challenging arterial street crossings, including Mission, Crawford, Ferry, Okanogan, and Orondo. This issue is compounded by a higher level of traffic, needed pedestrian facilities around schools, and the prevalence of many high-speed arterials that cross many natural walking paths in the community.</p>	
<p><b>What do we need to do?</b></p> <p>The City and community want to create more safe and accessible places for people to walk. This would include considering both short- and long-term solutions. The first order of action is to create a comprehensive pedestrian and walking plan for the area. Community members believe the plan should cover the following areas:</p> <ul style="list-style-type: none"> <li>■ Enhance funding for sidewalk construction beyond CDBG funding.</li> <li>■ Prioritize sidewalk needs through a pedestrian master plan and working with neighborhoods.</li> <li>■ Develop creative construction techniques to stretch limited dollars available for new sidewalks.</li> <li>■ Develop an alternative sidewalk design that allows lower-cost and more immediate solutions to pedestrian safety.</li> <li>■ Create better pedestrian access from Goodwill to Cashmere Street.</li> <li>■ Develop better arterial pedestrian crossings at: The Community Center, Mission and Thurston, Mission and Peachy, Mission and Benton, Methow and Ferry, Crawford and Methow, Mission and Terminal, South Wenatchee.</li> <li>■ Create a better pedestrian environment on corridor along Stevens Street as a shared path from the Sellar Bridge to the High School and Hospital.</li> <li>■ Examine the use and improvement of alleys as pedestrian infrastructure.</li> <li>■ Extend the pipeline bridge across the tracks to Bridge Street and Wenatchee Avenue.</li> </ul>	
<p><b>Who's Leading?</b> City of Wenatchee</p> <p><b>Partners</b></p> <ul style="list-style-type: none"> <li>■ Chelan County PUD: Coordinate with the City on lighting and pedestrian planning</li> <li>■ Chelan-Douglas Transportation Council: Support funding discussions</li> <li>■ Wenatchee School District and Safe Routes Program: Consult on planning for school routes</li> <li>■ United Neighborhood Association: Work with the neighborhood and City on planning and construction activities</li> </ul>	<p><b>Resources Needed:</b></p> <ul style="list-style-type: none"> <li>■ Planning efforts can be accomplished under existing staff resources and funding. Estimates of more than \$6 million have been suggested for sidewalks in the residential section of South Wenatchee.</li> <li>■ The pipeline bridge extension is estimated at \$3.3 million.</li> <li>■ Specific resources for construction have not been identified yet. The pedestrian plan will include costs and funding sources.</li> <li>■ 1422 Grant from Grant County Health District is helping to fund the planning effort.</li> </ul> <p><b>Performance Measures and Outcomes:</b></p> <ul style="list-style-type: none"> <li>■ Creation of a pedestrian master plan</li> <li>■ Miles of sidewalks built</li> <li>■ Number of crosswalks built</li> <li>■ Population utilizing pedestrian paths in Wenatchee</li> </ul>
<p><b>How are we going to get it done?</b></p> <p><b>Action Steps:</b> Short-term (1-2 years)</p> <p>The City is working on a pedestrian master plan. The process will consider short- and long-term solutions for South Wenatchee. It would identify appropriate projects and specify how much they would cost and when they could be funded. This process is expected to last 6 months. After completion, resident engagement should be maintained through community meetings, doorbelling, phone trees, ongoing planning, and by leveraging place making.</p> <p>The City's Complete Streets Policy and the ADA Transition Plan are also being combined with the Pedestrian Master Plan.</p>	



**Who's Leading?**

City of Wenatchee

**Partners:**

- Chelan County PUD
- United Neighborhood Association
- Business and property owners

<b>Action: Add Street Lighting</b>	<b>Goal: Strengthen Families/Build Community</b>
<b>Why is this important?</b>	
<p>Poor lighting contributes to public safety issues related to crime, and pedestrian and vehicular safety. Community members have cited the lack of lighting in the area relative to other areas in the city. A better-lit community would ease a fear that many people cite about going out at night.</p>	
<b>What do we need to do?</b>	
<p>The City and community want to find a way to create a safer and better-lit neighborhood. This would include both short- and long-term solutions. The first action is to create a comprehensive lighting plan for the area. Community members suggest that the plan should cover the following areas:</p> <ul style="list-style-type: none"> <li>■ Build more lighting with sidewalk investments in the area.</li> <li>■ Identify more priority areas and corridors for lighting.</li> <li>■ Identify opportunities for lighting investments that can be built in the short-term.</li> <li>■ Examine if lighting in the area could qualify as a public power benefit.</li> <li>■ Partner with Chelan PUD for installation of street lights on power poles as an interim lighting strategy for non-priority routes.</li> <li>■ Focus on installing pedestrian-scale lighting as a priority to enhance safety through uniform lighting levels.</li> </ul>	

<b>How are we going to get it done?</b>	
<b>Action Steps: Short-term (1-2 years)</b>	
<ul style="list-style-type: none"> <li>■ Install lighting with ongoing CDBG sidewalk projects.</li> <li>■ The Chelan PUD is currently working on a lighting audit for the area. They believe they can complete a lighting plan for South Wenatchee within six months. The plan should be completed in 6 months and include planning, audit results, estimates of per light/per area costs, and articulation</li> <li>■ Beyond 6 months, participants agreed that funding partners should be identified, modification of existing policy should include a street lighting project, and it needs to be determined where street lighting fits into the overall subarea plan.</li> </ul>	<p><b>Resources Needed:</b></p> <ul style="list-style-type: none"> <li>■ Planning efforts can be accomplished under existing staff resources and funding.</li> <li>■ Prioritize lighting in pedestrian routes and safety concerns.</li> <li>■ Specific resources for construction have not been identified yet. The lighting plan will include costs and funding sources. CDBG is an eligible funding source, but is limited.</li> </ul> <p><b>Performance Measures and Outcomes:</b></p> <ul style="list-style-type: none"> <li>■ Percentage of light posts with lights</li> <li>■ Number of newly installed light posts</li> <li>■ Miles of streets with pedestrian scale lighting</li> </ul>



**Who's Leading?**  
City of Wenatchee

**Partners:**

- Housing Authority of Chelan County and The City of Wenatchee
- United Neighborhood Association
- Realtors
- Home builders
- Housing developers
- Homeless/Housing Steering Committee and Task Force
- Social service agencies
- Catholic Family Housing Services
- Public service organizations (TBD)
- Catholic Family Chore Services

**Action: Improve Housing**

**Goal: Strengthen Families/Build Community**

**Why is this important?**

South Wenatchee is the primary location for affordable, single-family housing. Wenatchee and the valley continues to suffer from a lack of housing units. Housing goals include maintaining existing housing stock as well as development of new units—both market rate and affordable. South Wenatchee offers some opportunities to increase the supply of housing and allow for new housing types that offer alternative and cost effective opportunities. Additionally, community members take great pride in their neighborhood and how it looks. Pride of ownership is taken very seriously and under-maintained homes are seen as a blight in the area. Some community members lack the resources to properly care for their property or homes. Improving housing conditions and providing some assistance or incentives to property owners and/or rental tenants is seen as one way to improve living conditions as well as changing the perception of the neighborhood. The City currently provides code enforcement services in an effort to prevent blight and improve the livability of the City.

**What do we need to do?**

The City currently manages funding for housing services and implements economic development strategies. The City of Wenatchee will need to convene efforts to examine ways for the community members, public agencies, civic groups, and private entities to work together to find ways to improve housing conditions through increasing supply and improving existing housing stock. This could include:

- Public-private partnerships for housing development.
- Develop a transit-oriented development zoning overlay around Columbia Station and encourage housing development on Link's property at Columbia Station.
- Rezone the commercial area along Mission and Chelan Avenues to encourage multifamily and redevelopment of existing single family homes. This area is currently zoned commercial, which prohibits ground floor and single family residential.
- Encourage live-work housing and alternative housing types to maximize workforce housing opportunities.
- Update zoning regulations to allow existing development patterns to continue and addressing multifamily conversions and accessory dwelling units in a safe and neighborhood friendly manner.
- Promote repurposing of unique warehouses to residential.
- Recruit and connect property owners with existing grants and assistance programs.
- Encourage neighborhood cleanup such as with the City's annual recycle event where community members assist others in the block property cleanup and maintenance.
- Create a "Monte Cristo" type annual recognition award, similar to the program in place in the city of Everett.
- Implement effective code enforcement to reward well-maintained properties and to address substandard housing conditions.
- Create a Q&A page about taking pride in the home (debunk the fear of increased property taxes).
- Pursue connecting developers to redevelopment programs such as New Market Tax Credits, Historic Preservation Tax Credits, Housing Trust Fund programs, and multifamily housing tax incentives.
- Allow the air rights of city owned property to be used for additional density for housing projects. For example, the city owns the parking lot at Kittitas and Mission near Columbia Station could be transferred.
- The City is currently considering "Landlord Liaison Program" and is currently conducting a Housing Study to better understand the housing needs of people in Wenatchee.

South Wenatchee Plan Actions



<b>Goal: Strengthen Families/Build Community</b>	
<p><b>Action: Improve Housing</b>  <b>How are we going to get it done?</b>                  Action Steps: Short-term (1-2 years)</p> <ul style="list-style-type: none"> <li>The City of Wenatchee will need to work with partners to develop programs and solicit housing developers that will result in increasing the housing supply and housing types that are in demand. The City is currently working on a comprehensive plan update in which goals and policies will be proposed to address these concerns. Soliciting a multifamily housing project would be the most effective early action.</li> <li>Housing Inventory/Affordability study</li> <li>Team up to Tidy Up program, which helps with code compliance utilizing community partnerships and CDBG funding.</li> </ul>	<p>Resources Needed:</p> <ul style="list-style-type: none"> <li>Planning efforts can be accomplished under existing staff resources and funding.</li> <li>Specific resources for housing activities have not been identified yet as many of them have not been developed yet.</li> <li>Pursue new funding options.</li> </ul> <p>Performance Measures and Outcomes:</p> <ul style="list-style-type: none"> <li>Increase the supply of housing to elevate rental vacancy rates between 5-7%.</li> <li>Improve housing stock in South Wenatchee and improve neighborhoods in terms of cleanliness and property maintenance.</li> <li>Increase the number of affordable housing units that are well maintained and up to code</li> </ul>



South Wenatchee Plan Actions



<b>Action: Improve Access to Healthy Foods</b>	<b>Goal: Strengthen Families/Build Community</b>
<b>Why is this important?</b>	
<p>One of the most popular requests for new business in South Wenatchee during the <i>Imagine</i> public outreach effort was for a grocery in South Wenatchee. Since that time, two Latin American specialized groceries have opened. Full-service groceries are in high demand. Many people walk to the Fred Meyer across the river. The former Vue Dale Drive-In site was identified as a possible site.</p>	
<b>What do we need to do?</b>	
<p>The ultimate goal of this activity is to increase the amount of healthy food option in the area. A first step in that process is to properly assess the need in the area and level of underservice. Once the assessment is complete, the city may convene partners to examine the following options:</p> <ul style="list-style-type: none"> <li>■ Examine business recruitment activities targeted at national and regional grocery chains.</li> <li>■ Work with local food advocates to form an alternative to traditional grocery stores such as a co-op.</li> <li>■ Grow the farmers market that sets up in Methow Kiwanis park.</li> <li>■ The cultural district may also provide the opportunity for expanded services.</li> <li>■ Ensure that sites selected have adequate pedestrian access to neighborhoods.</li> </ul>	

**Who's Leading?**  
City of Wenatchee

- Partners:**
- Wenatchee Farmers Market
  - Property owners
  - Grocers

<b>How are we going to get it done?</b>	
<b>Action Steps: Short-term (1-2 years)</b>	<p>The City of Wenatchee needs to assess the access to healthy foods in the area. The assessment should include:</p> <ul style="list-style-type: none"> <li>■ Maps showing food access indicators using different measures and indicators of supermarket accessibility.</li> <li>■ Summary indicators of food access for selected subpopulations.</li> </ul>
<b>Resources Needed:</b>	<p>Grocery study</p>
<b>Performance Measures and Outcomes:</b>	<ul style="list-style-type: none"> <li>■ All homes in South Wenatchee within 1 mile of a full service grocery store</li> <li>■ Community Needs Assessment</li> </ul>

South Wenatchee Plan Actions



**Action:** Build Entrepreneurial Support      **Goal:** Promote Work/Build Community

**Why is this important?**

South Wenatchee has a unique entrepreneurial spirit of long-standing small businesses. A retail cluster related to the automotive services is alive and well in South Wenatchee. This is largely based on a creative do-it-yourself capacity of the people who own and operate businesses.

**What do we need to do?**

The City needs to support this business environment. There is concern that the rents will increase over time, putting strain on small businesses. Developing South Wenatchee and maintaining this culture is a key strategy.

**Who's Leading?**

City of Wenatchee

**Partners:**

- Existing business and property owners
- Chambers of Commerce
- Downtown Association

**How are we going to get it done?**

**Action Steps:** Short-term (1-2 years)

Facilitating the development of a business district would be helpful in guiding redevelopment activities.

**Resources Needed:**

Staff can incorporate within existing planning and economic development activities.

**Performance Measures and Outcomes:**

- Maintaining a district rooted in entrepreneurship.
- Number of new start-ups
- Number of "anniversary" businesses

South Wenatchee Plan Actions



**Action:** Create a Cultural and Business District     **Goal:** Strengthen Families/Build Community

**Why is this important?**

South Wenatchee has a long-standing commercial district, which is home to broad array of local businesses, many of which are Latino-oriented. South Wenatchee's businesses are a strength in the region. They offer unparalleled goods and services to community members and visitors alike. A cultural district would create a unique place to experience in Wenatchee that will help grow economic opportunities in the region and South Wenatchee, benefit small business owners, and offer new jobs for local residents. This would be a highly impactful result—creating jobs and a regional attraction as well as changing the perception of South Wenatchee.

**What do we need to do?**

The community identified a range of activities that could be a part of this initiative, including:

- Create an attractive business area in South Wenatchee with a distinct look and sense of place through public art, more active street cleaning, and business façade improvement assistance.
- Improve streetscape, parking, and commercial access along South Wenatchee Avenue.
- Create a business group focused on South End businesses.
- Install art and heritage projects.
- Implement changes to street design for South Wenatchee Avenue.
- Implement changes to city code to allow street vendors or truck-based food court.
- Determine optimal location for a focal point of the Cultural District (Food Truck Court or Olivera St. Plaza).
- Connect to the loop trail to improve access from East Wenatchee and trail users.
- Integrate with gateways.

**Who's Leading?**

- Local businesses and City of Wenatchee
- Would have to lead the process for convening other businesses in a collaborative and group effort.

**Partners:**

- Hispanic Chamber of Commerce
- Wenatchee Valley Chamber of Commerce
- City of Wenatchee
- The City would be lead convener for most streetscape and beautification activities.
- The City would support business organizations in self-organizing and marketing and promotion activities.

**How are we going to get it done?**

Action Steps: Short-term (1-2 years)

- Within 6 months, participants said they would like to see a cleanup of streets and parks, better lighting, crossings, and vending opportunities. They would also like to see business stakeholder engagement and demographic analysis, and business vs. property owner analysis. Engaging the Hispanic Chamber and Wenatchee Downtown Association were also listed.
- Within 12 months, they would like to see streets re-done, lighting improvements, coordination of sidewalks, cleanups, planning and visioning, art murals, and installation of distinguishing banners.
- The City can update street sweeping and public garbage pickup programs to facilitate a different environment as well.

**Resources Needed:**

- Business district
  - Grant funding for South Wenatchee Avenue
  - Grant funding for pedestrian crossing
  - Streetscape and plaza development funding
- Performance Measures and Outcomes:**
- Creation of a pedestrian master plan
  - Improved aesthetic appeal of South Wenatchee commercial areas. Formal creation of a cultural and business district.

South Wenatchee Plan Actions



**Who's Leading?**  
City of Wenatchee

**Partners:**

- Arts, Recreation and Parks Commission
- Business owners
- Local art advocates

<b>Action: Support Public Art</b>	<b>Goal: Build Community</b>
<b>Why is this important?</b>	
<p>A key outcome of the <i>I Imagine</i> public outreach effort was the recommendation to honor the cultural diversity of South Wenatchee using appropriately placed and culturally relevant artwork. A great example of this is the Mission District in San Francisco. Art can be interactive to engage citizens. Art also is a great tool to engage creative people who may not necessarily have had opportunities through traditional educational programs. Public art has an incredible impact on humanity in an urban environment while honoring the creative spirit.</p>	
<b>What do we need to do?</b>	
<p>Artwork can be incorporated into capital projects, as was done on South Chelan Avenue. Pursuing murals is a great way to deter graffiti and bring interest to an area. The City has the opportunity to be intentional about bringing artwork into South Wenatchee, similar to the Art on the Avenues Program.</p>	
<b>How are we going to get it done?</b>	
<p><b>Action Steps:</b> Short-term (1-2 years)</p> <p>The City has already begun incorporating art into the last sidewalk project. The City needs to also recognize the arts and craft strengths of the area, such as the hand-stacked retaining walls. Placing art in the Methow and Hale park upgrades is also recommended.</p>	<p><b>Resources Needed:</b></p> <p>Artwork is typically funded through the 1% for Arts Fund. This fund may need to be expanded or alternative programs may need to be created. Quality artwork is a key for success.</p> <p><b>Performance Measures and Outcomes:</b></p> <ul style="list-style-type: none"> <li>■ Arts and culture tourism visits</li> <li>■ Look and feel of South Wenatchee</li> <li>■ Number of new murals</li> <li>■ Number of new art pieces</li> </ul>

<p><b>Action:</b> Enhance South Wenatchee Gateways      <b>Goal:</b> Build Community</p>	
<p><b>Why is this important?</b></p> <p>South Wenatchee serves as several gateways into the City: from East Wenatchee on George Sellar bridge, from the Loop Trail on the pipeline bridge, from Mission Ridge along Mission Street, and from Malaga on South Wenatchee Avenue. Currently, the gateways do not present an inviting image of Wenatchee. Opportunities exist to beautify these major gateways to help change the perception of South Wenatchee.</p>	
<p><b>What do we need to do?</b></p> <p>Community members felt that the City should examine the appropriateness and placement of gateway elements for South Wenatchee to create a distinctive brand.</p> <ul style="list-style-type: none"> <li>■ Improvements on Mission Street near Squilchuck as a gateway from Mission Ridge.</li> <li>■ Improvements to South Wenatchee Avenue for the purpose of business district and for people traveling to historic downtown and the waterfront.</li> <li>■ Improvements to Stevens Street should be the main focal point, since the George Sellar Bridge serves 55,000 plus vehicles per day.</li> <li>■ Improvements to Mission Street to the north of Stevens Street as a main corridor into the city.</li> <li>■ Improvements include beautification and cleanliness of the street right of way. They also can include branding aspects of the city and the cultural district in South Wenatchee. Finally, gateway improvements also are designed to improve the driver's experience and impression of the city, which includes façade and landscaping on private property as well as within right of way.</li> </ul>	
<p><b>How are we going to get it done?</b></p> <p><b>Action Steps:</b> Short-term (1-2 years)</p> <ul style="list-style-type: none"> <li>■ A short-term project could easily be to create a gateway feature at the end of Stevens Street. This project was identified in the past as a relatively low-cost opportunity. This project also sets the stage for pedestrian improvements further up Stevens.</li> <li>■ Another short-term project is to enhance the George Sellar interchange area with landscaping and attractive gateway features such as public art and interesting landscaping.</li> <li>■ Gateway plans are largely streetscape improvements and should be implemented along with roadway projects.</li> </ul>	
<p><b>Resources Needed:</b></p> <ul style="list-style-type: none"> <li>■ An estimate of \$50,000 for the Stevens Street Gateway improvements was developed in 2014.</li> <li>■ Gateway plans included with transportation projects will be developed with their respective project scoping.</li> <li>■ Gateway features such as on the pedestrian bridge extension could be on the order of \$100,000 to construct.</li> </ul> <p><b>Performance Measures and Outcomes:</b></p> <ul style="list-style-type: none"> <li>■ Change of the look and feel of each gateways with public support</li> <li>■ Improved appearance of gateways</li> </ul>	



**Who's Leading?**  
City of Wenatchee

**Partners:**

- Mission Ridge
- East Wenatchee
- Chelan County
- Property Owners
- Wenatchee Reclamation District
- Wenatchee Business Community
- Service Clubs

South Wenatchee Plan Actions



**Who's Leading?**  
City of Wenatchee

- Partners:**
- LINK Transit
  - Property owners
  - Developers

**Action:** Make Land Use Changes to Support Economic Development      **Goal:** Promote Work/Build Community

**Why is this important?**

Businesses and property owners want to invest in South Wenatchee as the market and economy will allow. Public agencies set policies to achieve the vision and goals of the plan. Ensuring that the development code is up to date and supports positive movement is critical to removing barriers to development. Specifically, the following land use changes are suggested:

- Sites around the Columbia Station Transit Center offer an opportunity for transit-oriented development.
- Sites in the mixed-use zone could benefit from more flexibility in their ground floor uses.
- Sites within the SR 285 interchange area could be used for larger-scale commercial uses that would benefit from the highest traffic exposure in the Valley.
- A cultural district may include code changes to facilitate design goals for a cultural district.
- Focus land use and transportation changes to facilitate development types that take advantage of access premiums and large sites.

**What do we need to do?**

The City needs to update the City's Comprehensive Plan and then develop zoning standards to support the plan. Development of zoning standards involves working closely with the community and property/business owners. The City also needs to include capital improvements to support the vision in the capital facilities plan. These capital improvements include:

- Pedestrian bridge extension over the tracks, pedestrian mobility improvements, street lighting and sidewalk improvements, development of a plaza for food trucks, improvement of alleys, street improvements to South Wenatchee Avenue, and other actions identified in this plan.

**How are we going to get it done?**

**Action Steps:** Short-term (1-2 years)

- The City is currently updating the Comprehensive Plan. Goals and policies should be included in the plan based on this subarea plan.
- The City should create Columbia Station transit-oriented development overlay zone; revise mixed-use zone to allow for more housing, and revise highway commercial zone to allow for development scale. The changes should describe changes to the Comprehensive Plan, zoning, and design guidelines. It should also describe any needed incentives and development partners.

**Resources Needed:**

- Planning efforts can be accomplished under existing staff resources and funding.
- Design assistance funding (\$35,000)

**Performance Measures and Outcomes:**

- Completion of zone changes
- Increased private development/investment



**Action:** Create Long-Range Strategies for Large Opportunity Sites     **Goal:** Promote Work/Build Community

**Why is this important?**

The City of Wenatchee is limited in extending its boundaries to create more undeveloped land for future growth. However, there are a few remaining large sites under both public and private control that may be more intentionally planned for alternative uses. Taking full advantage of the economic potential of these sites will greatly influence the immediate trajectory of economic opportunities in the area.

**What do we need to do?**

This process will begin advanced dialogue with property owners to better understand their development plans. The city can begin the process to evaluate potential land use changes, strategic placement of development incentives, potential public private partnerships, infrastructure investments, or other development assistance that might facilitate future development. These sites include:

- The drive-in theater.
- The Federal Building located at the corner of Chelan and Yakima Avenues.
- The four-story brick building located on the corner of Chehalis and Wenatchee Avenue has sprinklers and an elevator. This building is uniquely situated for residential in the top floor at a minimum.
- The Great Northern Railway building at the corner of Chehalis and Columbia is a unique building with three stories clear.
- A potential surplus site owned by Catholic Family at the corner of Peachy and Mission.
- BNSF property along Columbia Street would become available with the relocation of the BNSF switching terminal.
- The Cascadian Building near Columbia station offers great opportunities for redevelopment.

**Who's Leading?**

City of Wenatchee

**Partners:**

- Property owners
- Private developers
- Chamber of Commerce
- Ports of Chelan and Douglas Counties

**How are we going to get it done?**

Action Steps: Short-term (1-2 years)

- Begin property owner outreach to understand current plans for highlighted properties. Once property owner intentions and most applicable building uses are known, staff can pursue connecting opportunities.
- Increase developer capacity through recruitment to take on challenging types projects.

Resources Needed:

- Staff time to work with property owners and developers
  - Incentive programs including Historic Tax Credits and New Market Tax Credits
  - Pursue new programs
  - Relocation of BNSF railyard, estimated to cost \$32 million.
- Performance Measures and Outcomes:
- Occupancy of identified vacant buildings and sites
  - Completion of identified projects

South Wenatchee Plan Actions



**Action:** Expand and Enhance Parks **Goal:** Promote Work/Build Community

**Why is this important?**

South Wenatchee is comprised of a very dense neighborhoods constructed in the 1930s and 1940s. Open space is in short supply and thus parks provide essential open space for the well-being of the community. South Wenatchee is also home to the majority of the city's youth, making parks even more important. Several strategies have been identified to improve parks and access to parks. Many of these strategies, including repair and maintenance strategies, have been also identified in the City's parks plan.

**What do we need to do?**

- The City's Parks Department will work with the community to update its City parks plan. In general, community members will work with the Parks Department on programming to better meet the needs of the community. This includes:
  - Move forward with the Trust for Public Lands project to build Methow Kiwanis Park.
  - Examine the feasibility of a boat park with the PUD near Appleyard.
  - Repair or replace the restrooms, band shell, and playground equipment at Lincoln Park.
  - Build a splash pad at Lincoln Park.
  - Examine the feasibility of a park in the Squilchuck Creek area after annexation.
  - Pursue development of small public spaces or pocket parks.
  - Extend the loop trail historic pedestrian bridge over the tracks to Wenatchee Avenue, making access better to the loop trail, waterfront, and the newly acquired and funded Hale Park.
  - Create a public or community gardens project that would improve aesthetics of the neighborhood and provide opportunities for cross-cultural and intergenerational connections.
  - Improve park facilities for family gatherings and picnics, such as providing food preparation sinks so users do not have to use bathrooms to access water for picnics.
  - Work with property owners at the "grain silo" to create a local community attraction—perhaps a mural or climbing wall.

**Who's Leading?**

City of Wenatchee Parks Department

**Partners:**

The following organization should consult on the planning aspects:

- United Neighborhood Association
- Chelan County PUD
- Trust for public lands
- RCO
- Service clubs
- School districts
- Cross-governmental services such as the stormwater utility

**How are we going to get it done?**

Action Steps: Short-term (1-2 years)

- Short-term actions are already slated such as the development of Hale Park and repair of the bandshell and restrooms at Lincoln Park. Updating the City parks plan will occur in 2017-18.
- The Trust for Public Lands is working on a plan for Methow Kiwanis Park during 2016. Restrooms have been funded for Methow Kiwanis Park as well.

Resources Needed:

- The City parks plan can be referred to.
- Resource needs will be identified with the update of the City parks plan.

Performance Measures and Outcomes:

- Park use and accessibility
- Public feedback
- Park wear and tear





**Action:** Enhance Activity and Grow Community Center  
**Goal:** Promote Work/Build Community

**Why is this important?**

South Wenatchee is home to the Wenatchee Community Center. The vision for the community center has not been fully realized as it has struggled financially. The Community Action Council of Chelan and Douglas Counties currently leases and operates the facility. The Community Center receives most of its operating revenue from rentals. A different funding strategy is needed to activate the space for the neighborhood and additional space is needed for youth activities. The vision for the center is to have activity occurring on a regular basis. Currently, the center houses several social service agencies and serves as a meeting space.

**What do we need to do?**

Community members felt that a range of activities could help grow the presence of community facilities in the area. Specifically, they felt that the following actions could be taken:

- Grow the Wenatchee Community Center into a community hub and activity center.
- Examine opportunities to expand recreation and programmed activities at new or other facilities (Catholic Family Services Building or Federal Building, School District).
- Support planning for a Health Center at Lincoln School. Health Centers connected to the schools allow immediate problems to be addressed such as Adverse Childhood Experiences (ACEs).
- Partnerships with the School Districts and other organizations may allow for a different funding model. As an example, after-school and summer programs may be housed at the Community Center.
- Develop a makerspace associated with the Community Center.
- Develop a commercial kitchen.

**Who's Leading?**

Community Action Council

**Partners:**

- City of Wenatchee
- School district
- United Neighborhood Association
- Service clubs
- YMCA
- Faith-based organizations

**How are we going to get it done?**

<b>Action Steps:</b> Short-term (1-2 years)	<b>Resources Needed:</b>
<ul style="list-style-type: none"> <li>■ Work with the Community Action Council and other potential partners to develop a funding and activation plan.</li> <li>■ The City's Planning department is monitoring the disposition process of the federal building and the sale of the Catholic Family building.</li> </ul>	<p>A true programming study needs to be performed for the desired vision. Estimated annual programming need is \$500,000.</p> <p><b>Performance Measures and Outcomes:</b>                  Daily youth participation</p>

South Wenatchee Plan Actions



**Action:** Create a Family and Community Outreach Initiative      **Goal:** Strengthen Families/Build Community

**Why is this important?**

Feeling a part of the community and connecting with civic and government agencies is a sign of a strong community. Resources exist in the community but have not been taken up by community members due to time, resource, language, and cultural challenges. People in South Wenatchee find it more difficult to connect with school, health, social, and public safety services. This connection challenge was brought up in outreach meetings emphasizing the importance of programs such as parent-teacher organizations in elementary schools.

**What do we need to do?**

This initiative would encompass a series of actions. The first step would be to convene civic, social, and government groups to create a "standard" way of presenting and disseminating information to the community. The following ideas could be incorporated into the standards:

- Make sure all social service and educational informational materials are printed in both English and Spanish.
- Find community events to market materials.
- Find neighborhood champions that will help connect "hard-to-reach" people and families.
- Create a lasting consortium of civic, social, and government groups that can be tapped for various public outreach and engagement efforts.
- Establish an information tree that assists in distributing information around South Wenatchee.

The key to this action item is a unified approach to outreach, which is challenging given the numbers of organizations in the Valley.

**Who's Leading?**

Government agencies share this responsibility

**Partners:**

The following organization should consult on the planning aspects:

- United Neighborhood Association
- Community Choice
- Wenatchee Learns
- Confluence/CVCH
- Health District
- Wenatchee Valley College
- Community Action Council
- Serve Wenatchee (consortium of religious groups that provide social and human services)
- Community advocates
- City of Wenatchee

**How are we going to get it done?**

**Action Steps: Short-term (1-2 years)**

The city of Wenatchee will convene a meeting with major education, health, and human service organizations to discuss this initiative. The meeting will document existing efforts and standards as basis to "standardize" both media collateral and production to ensure accessibility to all groups. The meeting should also identify media channels and community events where joint marketing could take place in the community that could occur on an annual basis.

**Resources Needed:**

- Planning efforts can be accomplished under existing staff resources and funding.
  - Implementation funding should be estimated as part of planning efforts, especially for outreach material.
- Performance Measures and Outcomes:**
- Completion, documentation, and publication of community outreach standards
  - Number of joint outreach events in the community
  - A steering committee formed

<p><b>Action:</b> Promote Adult Life Skills</p> <p><b>Goal:</b> Strengthen Families/Promote Work</p>	<p><b>Why is this important?</b></p> <p>Creating great neighborhoods and ensuring quality of life for all includes supporting all members of the community in obtaining the skills to meet basic life needs. It is important for the resources that already exist in the community to be accessible. Barriers such as time, resources, language, and cultural differences have been identified as reasons those in need may not be utilizing available help. Connecting community members with available resources will drastically increase the quality of life for residents of South Wenatchee.</p> <p><b>What do we need to do?</b></p> <p>Establish an activities and skills center that addresses life skills, leadership skills, and generational opportunities. Having formal discussions with the Wenatchee Valley College can result in programs to be marketed, expanded or tailored to the residents in South Wenatchee. This could include:</p> <ul style="list-style-type: none"> <li>■ Working with community partners to design and test an adult life skills program.</li> <li>■ Finding ways to expand use of current ESL programs.</li> <li>■ Working with civic organizations to expand leadership skills and opportunities for mentorship.</li> <li>■ Making sure that existing programs are fully utilized and, if they are not, find out why in order to adapt.</li> </ul> <p><b>How are we going to get it done?</b></p> <p><b>Action Steps:</b> Short-term (1-2 years)</p> <p>The United Way has taken on the Opportunity Communities mentoring model to address generational poverty. Agencies need to support this effort in helping to bring families out of poverty.</p> <p><b>Resources Needed:</b></p> <ul style="list-style-type: none"> <li>■ Most of the resources needed are associated with the WVC Basic Skills programs and the Workforce Development programs.</li> <li>■ United Way needs volunteers.</li> <li>■ Developing and expanding programs will need additional resources.</li> </ul> <p><b>Performance Measures and Outcomes:</b></p> <ul style="list-style-type: none"> <li>■ Establishment of an activities and skills center</li> <li>■ Enrollment in classes at skills center</li> <li>■ An ongoing offering of courses that address identified needs in the community</li> </ul>
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- Who's Leading?**
- Wenatchee Valley College
  - Workforce development agencies
- Partners:**
- Wenatchee School District
  - Community Action Council
  - Service clubs and churches
  - United Way



**Action:** Encourage Public Safety Engagement **Goal:** Strengthen Families/Build Community

**Why is this important?**

Public safety is seen as a major concern in the area. The community has identified issues that range from property theft and damage to personal well-being to gang affiliation and activities. There is also a perceived notion that fires and fire safety are a larger problem in South Wenatchee than other places in the valley. Graffiti is prevalent in some neighborhoods and is a huge factor in perception. The City has discussed further developing graffiti removal programs. Another identified challenge is the development of trust between residents and authority figures. In some cases, cultural backgrounds bring forward a general distrust of government. Creating understanding and establishing positive relationships between police, fire, and code enforcement officials and residents must be a priority. Public Safety does not end with the officers in the field. Improvements are also necessary in the courts and incarceration systems. Creating alternative restitution programs for youth can further steer them away from crime by keeping them out of the criminal system. The built environment impacts public safety as well. Resident cite issues with the environment, such as lack of sidewalks and the need for lighting.

**What do we need to do?**

The following activities could help change perceptions and have a positive impact on public safety:

- Chelan County Fire District No. 1 is building a new central station in South Wenatchee to create a permanent presence. In addition, the Fire District has youth engagement programs and is interested in engaging Latino Americans to improve fire safety in South Wenatchee, where there is a much older housing stock. Programs also include an outreach campaign to complete the installation of smoke detectors and assist with home hardening efforts. The City needs to support these efforts with similar programs of engaging government with residents.
- The City used to have a police precinct in South Wenatchee. It is suggested that the city explore re-opening the precinct.
- The City should evaluate the creation of a community resource team, consisting of community-oriented police officers and code enforcement officers who will work with residents to guide compliance and neighborhood programs such as block watches.
- Working with youth is a key strategy to improving relationships over time. The Police Department should consider developing youth programs. The School Resource Officer provides a strong connection with youth.
- Encourage more involvement in public safety through VIPS or comparable programs.
- Work with the courts to develop youth diversion and community service restitution programs to minimize impacts on youth.
- Crime Mapping should be implemented as a strategy for the entire city, but it also can be used to change perceptions and track progress over time in South Wenatchee.
- The department should look to expand their reach; such as hold town meetings in the community and host smaller events such as national night out throughout the neighborhoods so residents are comfortable.
- Pursue crime prevention programs such as lighting, art engagement, cameras, neighborhood blight removal, problem house removal, increased eyes on streets and parks, etc.
- Improve alleys to make them more inviting to discourage negative activity. Pave the approaches to alleys and driveways to keep gravel off the street. Keep the streets clean with sweeping, which may require parking management.
- Implement Team Up To Tidy Up program.
- Implement Neighborhood Association: Block Watch/Map Your Neighborhood

**Who's Leading?**

- City of Wenatchee
  - Chelan County Fire Department
- Partners:**
- Wenatchee School District
  - United Neighborhood Association
  - Chelan County Courts
  - Chelan County Regional Justice Center
  - Defense and prosecuting attorneys



<p><b>Action:</b> Encourage Public Safety Engagement     <b>Goal:</b> Strengthen Families/Build Community</p>	
<p><b>How are we going to get it done?</b></p>	
<p>Action Steps: Short-term (1-2 years)</p> <p>The City and its partners need to start with bringing specific ideas to the table that are easily implementable and have substantial impacts such as creating block watch programs. The City developed a code enforcement system based on voluntary compliance first and follow through second.</p>	<p>Resources Needed:</p> <ul style="list-style-type: none"> <li>■ Coordinate all departments to create a unified approach</li> <li>■ Involve the school districts</li> <li>■ Secure COP grants</li> <li>■ Engage volunteers from the neighborhoods</li> <li>■ Develop cost estimates for various programs</li> </ul> <p>Performance Measures and Outcomes:</p> <ul style="list-style-type: none"> <li>■ Neighborhood approval surveys</li> <li>■ Participation in National Night Out</li> <li>■ Decrease in crime rates</li> <li>■ Decrease in code enforcement cases</li> <li>■ Increase in voluntary compliance numbers</li> <li>■ Increase VIPS volunteers</li> </ul>

South Wenatchee Plan Actions



**Action:** Facilitate Make-Invent-Learn—South Wenatchee **Goal:** Strengthen Families/Promote Work

**Why is this important?**

South Wenatchee has a long tradition of making things and having an entrepreneurial spirit. Combined with hard-working values, the area is a great place to start and grow businesses. The region is experiencing a surge in entrepreneurial activity across a number of sectors: skilled trades, food and restaurants (particularly artisan foods), outdoor recreation and tourism, and technology. Entrepreneurs in different sectors face different challenges. Existing efforts to support entrepreneurs would be more effective if they were aligned and jointly informed. Rural economies are instead crafting a different formula better suited for their unique assets. In many ways, these resemble a classic strategy of investing in intermediary organizations which focus on connecting entrepreneurs to the right resources. Different organizations play this role in different regions, from chambers of commerce to economic development entities to cooperatives. In rural areas, these tend to emerge organically.

**What do we need to do?**

Community members would like to build a strong system of entrepreneurship—the Wenatchee version—starting with South Wenatchee as a test case. There were two specific activities that could be advanced out of this:

- Examine bringing together entrepreneurs and civic leaders committed to supporting entrepreneurship.
- Create incubator spaces for startups (private or public).
- Explore options for creating a makerspaces or co-working spaces in South Wenatchee. Options include for-profit, non-profit, and co-op models.

**Who's Leading?**

- City of Wenatchee

**Partners:**

- Wenatchee Museum
- Wenatchee Valley Chamber of Commerce
- Port of Chelan County
- Community Action Council
- Wenatchee School District/Wenatchee Valley College
- Wenatchee Learns and TEDx Youth event in Wenatchee

**How are we going to get it done?**

**Action Steps:** Short-term (1-2 years)

- Schedule an event to bring together entrepreneurs and civic leaders committed to supporting entrepreneurship. An "Entrepreneurship Summit" will celebrate local entrepreneurs (that is, anyone interested in starting new ventures or lines of business in the region), provide networking opportunities, and allow participants to express particular concerns about doing business in the region during break-out discussions.
- Work with the Wenatchee Museum Makerspace and the North Central Washington Regional Library's mobile Makerspace to see if a small pilot program targeted at the trade skills could be hosted in the neighborhood. A makerspace has been suggested at the Community Center.

**Resources Needed:**

- Identify entrepreneurs to champion the effort and help lead a planning committee
  - Civic leaders interested in helping entrepreneurs to navigate system
  - Partnerships
- Performance Measures and Outcomes:**
- Development and use of a makerspace
  - Development of incubator spaces private or public
  - Number of small businesses and startups residing in South Wenatchee or moving from South Wenatchee as a success story
  - Entrepreneurship Summit



**Action:** Develop Work Training Programs—Skill Development and Supports      **Goal:** Promote Work

**Why is this important?**

South Wenatchee is home to many industries that provide entry-level employment to those without secondary or post-secondary education. The region has transitioned to a more service-based economy, creating an opportunity for initiatives and better workforce training that can grow the skill base of residents and assist in economic growth. Employers have huge workforce needs and are unavailable to fill open jobs. Many of these jobs require technical skills and good work ethic. South Wenatchee has the population base but needs to better prepare the workforce.

**What do we need to do?**

- Many community members felt that there were opportunities to increase educational training and certifications in vocations and job skills, including:
  - Examine more formal mentorship and/or business technical support programs.
  - Increase educational training and certifications in vocations, especially for opportunity sectors such as health care.
  - Find ways to increase use of Career Tech Education (CTE) programs at the school districts and Wenatchee Valley College.
  - Expand enrollment in LINK transit's employer participation program where employers buy passes for employees. Also, they could examine expanding service on weekends and in evenings.
  - Examine the creation of an apprenticeship program for sidewalk construction and city maintenance.
  - Encourage private businesses to develop apprenticeship and intern programs to connect with students, as promoted through Wenatchee Learns.
  - Work with partners such as unions, home builders, and governmental agencies to create win-win programs for workforce development.

**Who's Leading?**

- Workforce Development Agencies
- Partners:**
- Governmental agencies
  - Private sector businesses
  - Business associations
  - Chamber of Commerce
  - Port districts
  - School district

**How are we going to get it done?**

<p><b>Action Steps:</b> Short-term (1-2 years)</p> <p>The Wenatchee Valley College should convene a meeting with community partners to examine opportunities for addressing some of the community issues. Partners their organizations and knowledge of any programs and trainings that could be offered to South Wenatchee residents.</p>	<p><b>Resources Needed:</b></p> <ul style="list-style-type: none"> <li>■ Increase marketing of available programs and transportation options related to the tech center</li> <li>■ Capacity for service programs to expand</li> </ul> <p><b>Performance Measures and Outcomes:</b></p> <ul style="list-style-type: none"> <li>■ Number of South Wenatchee enrollments at WVC</li> <li>■ Number of employer transit passes going to South Wenatchee residents</li> <li>■ "Graduates" from an established program</li> <li>■ Participation at the Skills Center</li> <li>■ Decreased unemployment rates and increased wages</li> </ul>
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South Wenatchee Plan Actions



**Action:** Improve Education      **Goal:** Strengthen Families/Promote Work/Build Community

**Why is this important?**

Throughout the planning process, much attention has been given to the role of education. The Wenatchee School District participated in these discussions and heard from residents how much they value education and desire to support improvements in the education system. The school district is pursuing the development of a health clinic that addresses youth health concerns, such as the one at Lincoln School.

**What do we need to do?**

- Work with schools to build out safe routes to schools and safe bus stops.
- Develop and enhance afterschool programs and summer lunch programs.
- Look for partnerships to better utilize the Community Center and school facilities, particularly after school and during the summer.
- Partner with other educational organizations such as the museum and library.
- Develop curriculum to help with life skills such as tenant education and personal finance.
- Engage parents in establishing a comfortable atmosphere for residents who may be intimidated by large institutions.
- Work with schools and community members to help lift families out of generational poverty.
- Recognize demographic trends and the changing educational environment.

**Who's Leading?**

- Wenatchee School

**Partners:**

- City of Wenatchee
- Neighbors
- WVC
- Parents
- Community Choice
- Family Advocacy
- Wenatchee Valley Museum
- NCRL
- NCWESD
- UNA
- United Way

**How are we going to get it done?**

**Action Steps:** Short-term (1-2 years)

Community Partners need to continuously work to understand the educational needs of our youth. The City of Wenatchee can serve as a convener with the interest of overall long term community health. Public education is one of our greatest assets and it must be dynamic to address the rapid changes we are seeing in our economy, living environment, and demographics. Continuing these discussions and following through with adaptation is a key short term goal.

**Resources Needed:**

- Work with Wenatchee School District and other educational facilities to understand their resource needs and support their success

**Performance Measures and Outcomes:**

- Poverty levels
- Educational attainment
- Young adult employment rates
- Participation in Opportunity Community
- Success stories



<b>Action: Encourage Community Building Events</b>		<b>Goal: Build Community</b>
<b>Why is this important?</b>		
<p>As part of ensuring quality of life, bringing together the South Wenatchee community is a top priority. South Wenatchee is a very diverse and growing area. Holding public meetings, cultural celebrations, and community connection events creates an opportunity for residents to connect with each other, their community, and their government. Bringing everyone together will go a long way in building the necessary social capital required to enact positive change. These gatherings foster trust among the community and will improve public safety relationships in South Wenatchee.</p>		
<b>What do we need to do?</b>		
<p>The city needs to support and encourage the United Neighborhood Association of South Wenatchee to host community events. These could include the following:</p> <ul style="list-style-type: none"> <li>■ Hold regular, non-formal community "get to know each other" events.</li> <li>■ Support the UNA in its annual neighbor gathering and celebration.</li> <li>■ Creating City mini-grant program for community events.</li> <li>■ City Council/Planning Commission/Parks Board/Historic Preservation Board work sessions "on-location"</li> </ul>		
<b>How are we going to get it done?</b>		
<p><b>Action Steps: Short-term (1-2 years)</b></p> <ul style="list-style-type: none"> <li>■ Work with the United Neighborhood Association to develop priorities for community engagement.</li> <li>■ Investigate the possibility of holding City meetings in various locations in South Wenatchee.</li> </ul>	<p><b>Resources Needed:</b></p> <ul style="list-style-type: none"> <li>■ Locations to host community events</li> <li>■ Partnerships with already scheduled meetings</li> <li>■ Funding from grants</li> <li>■ Partnerships with already scheduled meetings</li> <li>■ Neighborhood grants</li> </ul> <p><b>Performance Measures and Outcomes:</b></p> <ul style="list-style-type: none"> <li>■ Number of community celebrations and events</li> <li>■ A survey about relationships between community members and government, neighbors, city residents</li> <li>■ Attendance at events and official meetings</li> <li>■ Increase in public participation</li> </ul>	



- Who's Leading?**
- Neighborhood Association
- Partners:**
- City of Wenatchee
  - Local businesses
  - Wenatchee Schools/School District
  - Wenatchee Valley College

South Wenatchee Plan Actions



<b>Action: Form Neighborhood Association</b>	<b>Goal: Build Community</b>
<b>Why is this important?</b> A neighborhood association is one way to bring people together to advocate for their neighborhoods and improve their relationships. The United Neighborhood Association was formed during the subarea planning process. This is an outstanding outcome. Cities who have developed successful neighborhood associations have established structures to help them organize and provide support through community development programs.	
<b>What do we need to do?</b> The City needs to support and encourage the United Neighborhood Association of South Wenatchee to build community organizational capacity. The Association has already provided great services in the South Chelan Sidewalk project. Intentionally engaging the UNA helps the neighborhood, the City, and the Association.	
<b>How are we going to get it done?</b>	
<b>Action Steps: Short-term (1-2 years)</b> <ul style="list-style-type: none"> <li>■ Continue to attend UNA meetings and work to support their outreach and membership recruitment efforts.</li> <li>■ Explore neighborhood association structures in terms of formalization within city government. Present to City Council for consideration.</li> </ul>	<b>Resources Needed:</b> <ul style="list-style-type: none"> <li>■ Staff resources currently provided by the Housing and Community Planner</li> <li>■ Meeting space</li> <li>■ Neighborhood grants</li> </ul> <b>Performance Measures and Outcomes:</b> <ul style="list-style-type: none"> <li>■ Sustainability of the UNA</li> <li>■ Participation in local government</li> </ul>

**Who's Leading?**

- City of Wenatchee

**Partners:**

- United Neighborhood Association
- Local businesses
- Wenatchee School District and schools

## Appendices

South Wenatchee Economic Opportunities Study

GMA White Papers:

- Public Engagement
- Planning and Research History
- History of South Wenatchee
- Demographics
- South Wenatchee Transportation
- Business Survey
- Economics
- Neighborhood Association

RH2/Transpo Study

Community Economic Revitalization Board Planning Grant Application (Attachment D)

AIA SDAT South Wenatchee Report and Presentation

Byrne Criminal Justice Grant Application

Celebrating Success Stories:

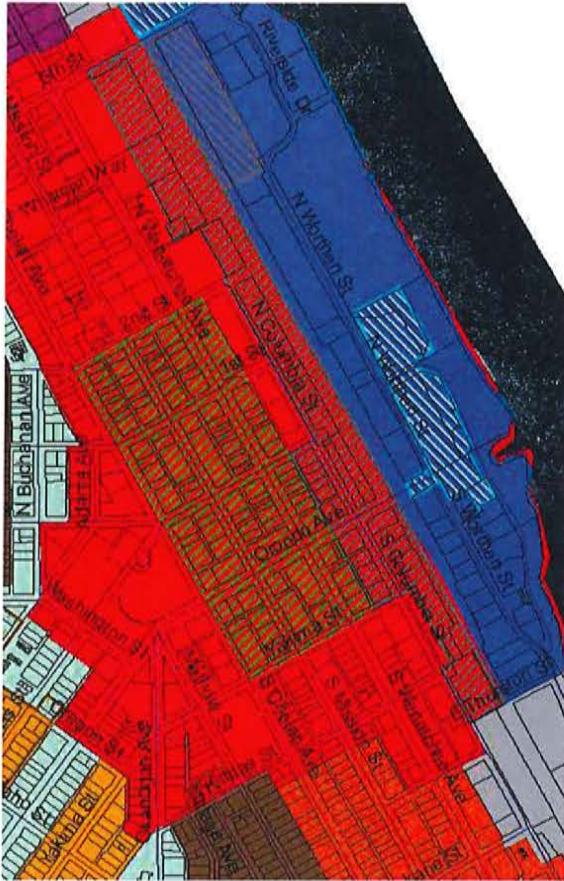
- Chelan Avenue Sidewalk Project
- Columbia Elementary Playground Project
- United Neighborhood Association
- Methow Market Annual Youth Event

Exhibit "E", Land Use Designation Map Amendments to the Wenatchee Urban Area Comprehensive Plan and Sunnyslope Sub-Area Plan

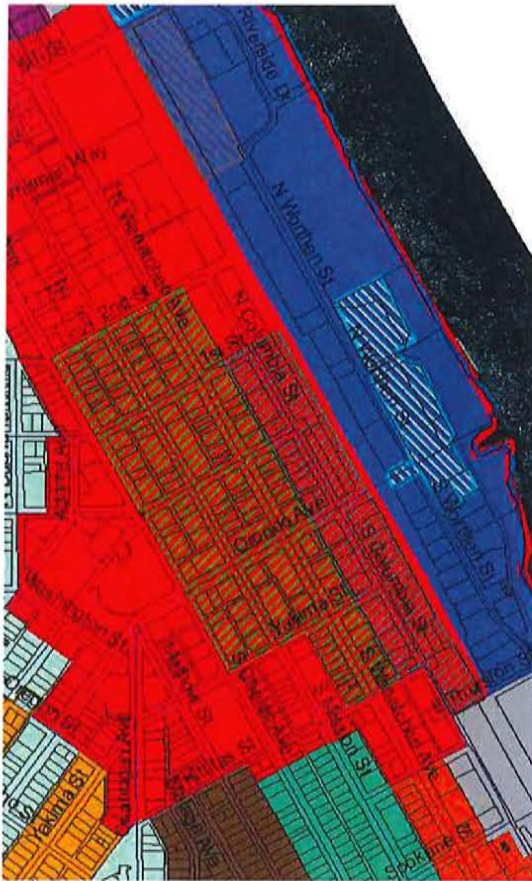
See the last page for map legend, the zoning and land use designation map symbols and colors are the same.

Revision to the Columbia Street Overlay (CSO).

Existing:



Proposed:

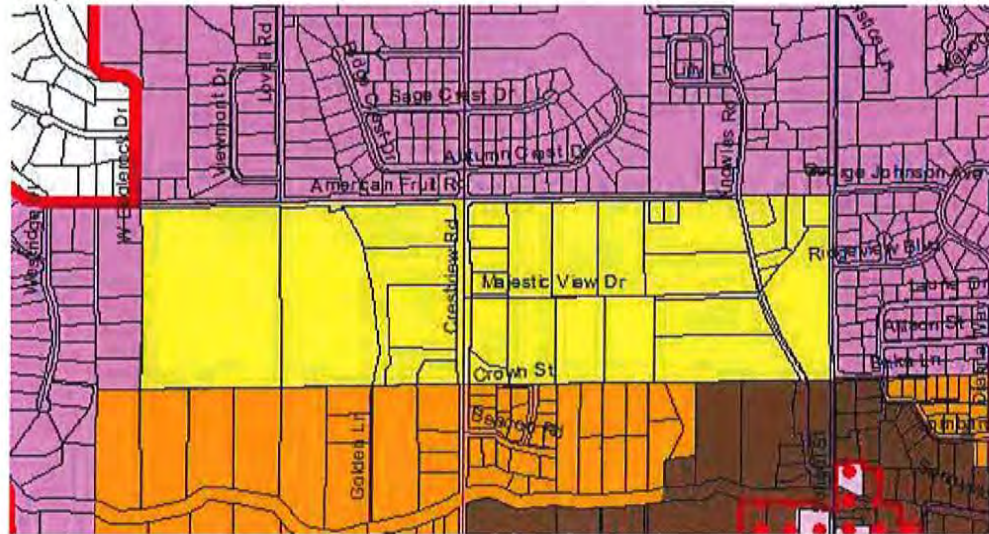


- Land use designation amendment of an area in Sunnyslope from Residential Single Family (RS) to Residential Low (RL).

o Existing:



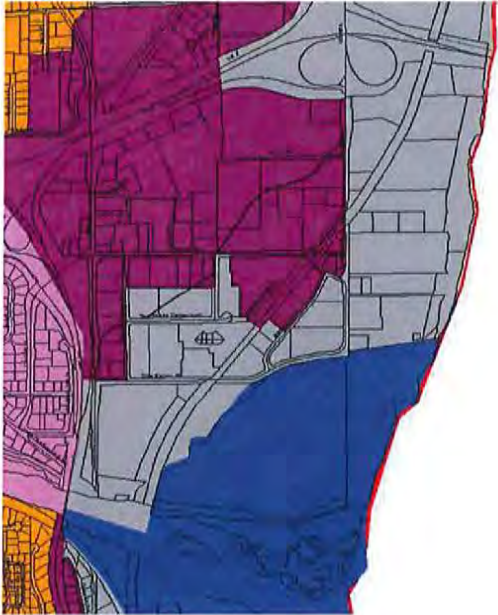
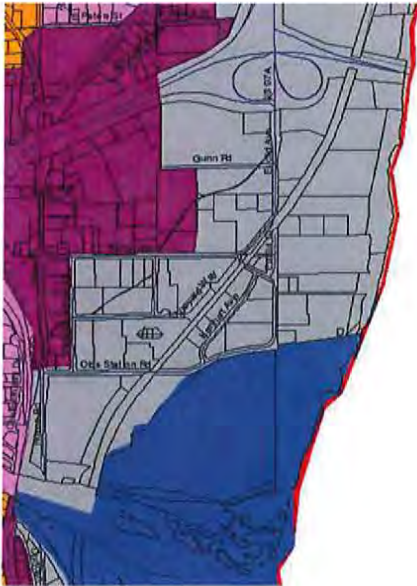
o Proposed:



Expansion of the North Wenatchee Business District (NWBD) designation to the east in the Olds Station Area.

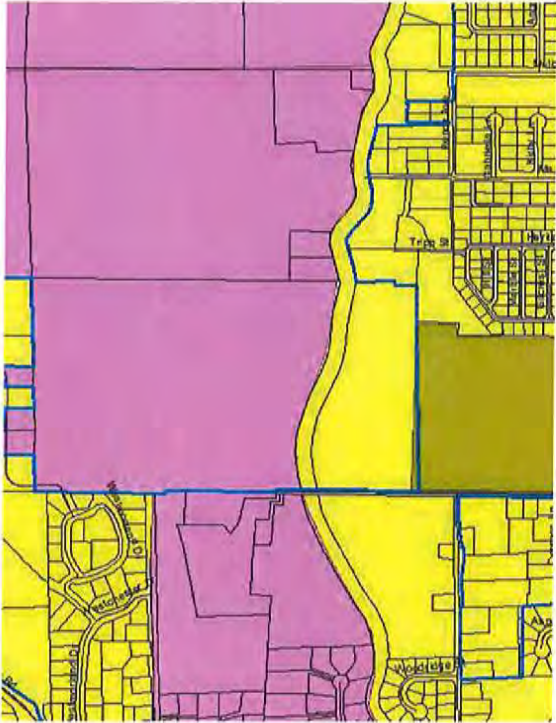
Existing:

Proposed:

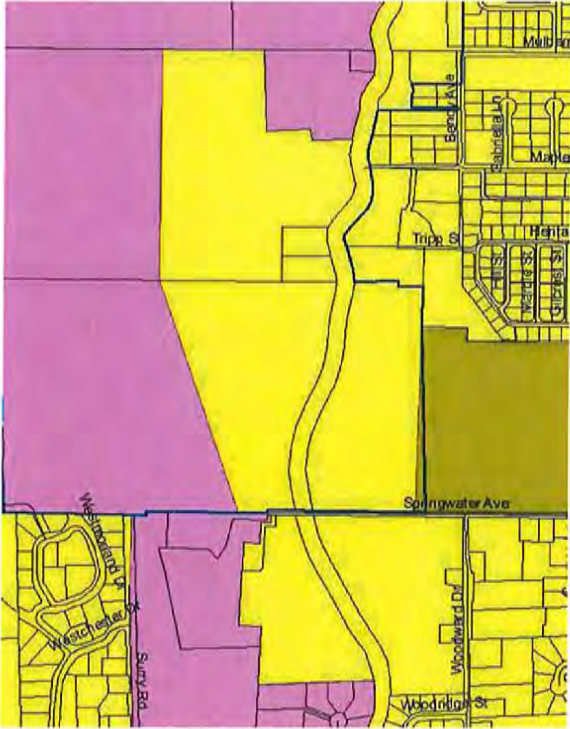


Expansion of the Residential Low District designation west to the base of the foothills.

Exiting:

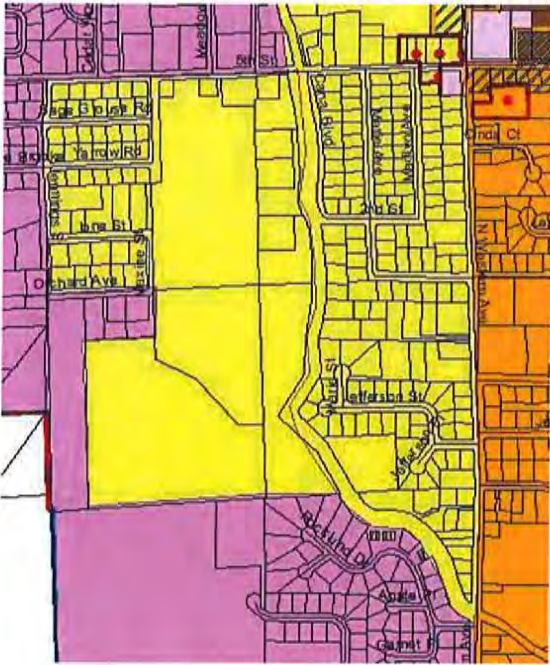


Proposed:

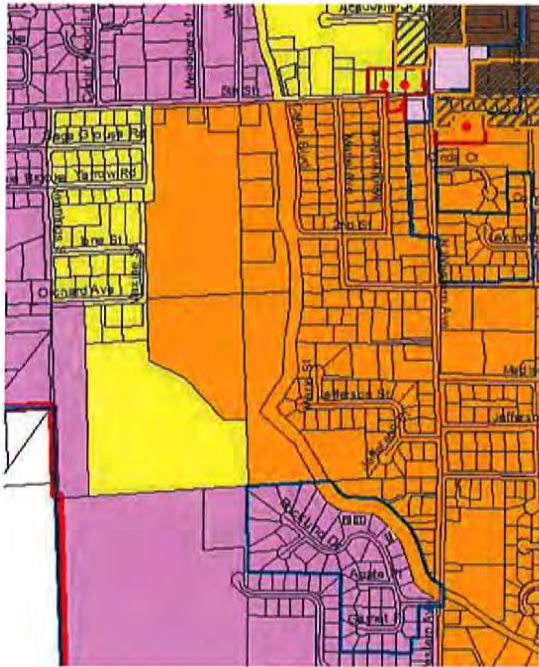


Land use designation amendment in West Wenatchee from Residential Low (RL) to Residential Moderate (RM) and Residential Single Family (RS) to Residential Low (RL).

Existing:



Proposed:





- Land use designation amendment of two parcels on the west side of N Chelan Ave, north of 5<sup>th</sup> Street, from Central Business District (CBD) to North Wenatchee Business District (NWBD).

Existing:

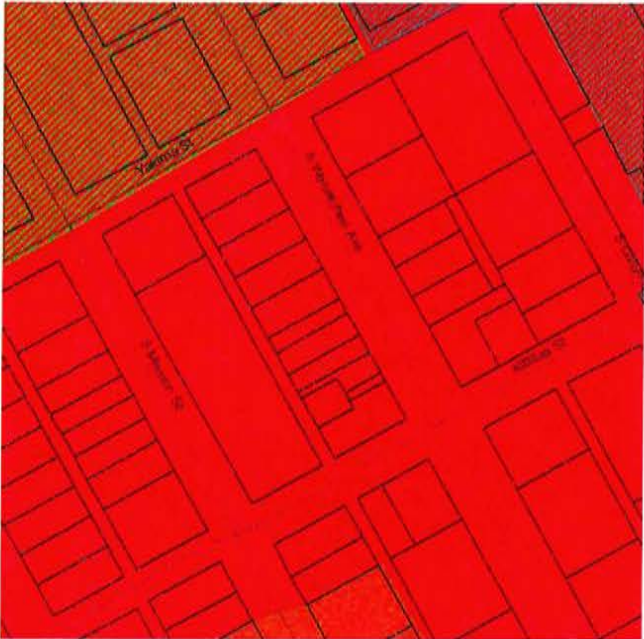


Proposed:

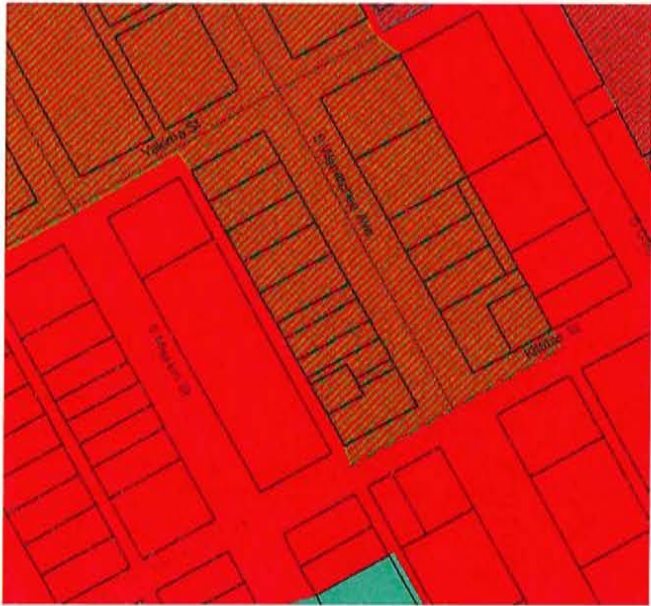


- Extension of the Historic Entertainment Overlay (HEO) district land use designation to cover parcels on both sides of S. Wenatchee AVE. between Yakima and Kittitas Streets. The underlying Central Business District (CBD) designations remain the same.

Existing:

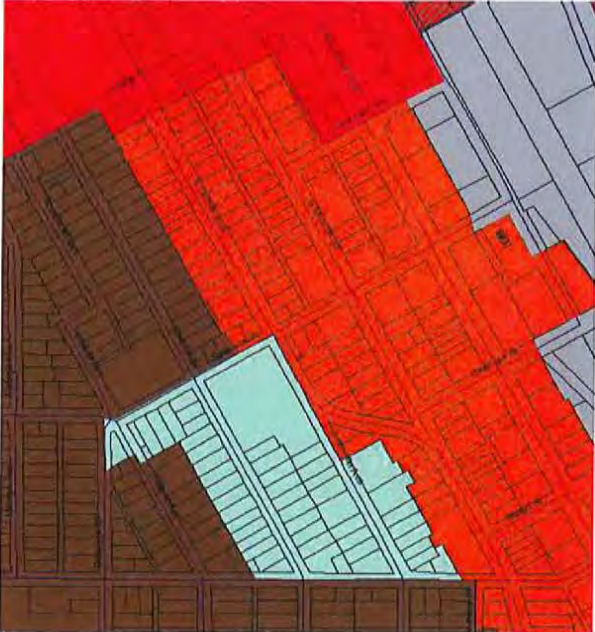


Proposed:

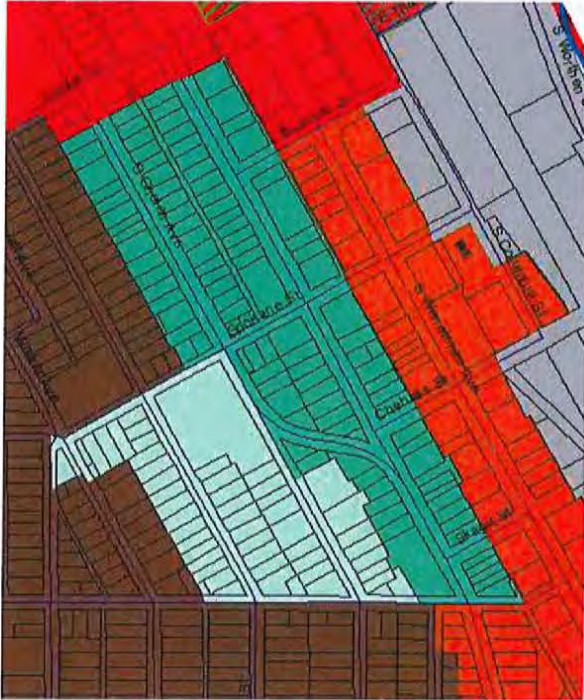


- A new land use designation, called Live-Work Corridor, in the vicinity of the south end of the Chelan/Mission couplet.

Existing:

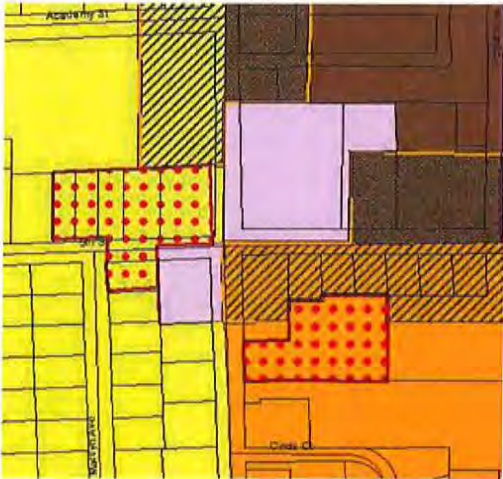


Proposed:



- A revision to the MRC Land Use Designation – WCC10.40.070 specifies that the MRC extends 200ft from the edge of the right-of-way (ROW). Previously, the MRC Overlay was drawn 200ft from the centerline rather than the edge of the ROW. For several years, MRC was excluded from unincorporated areas which affected the area shown below. The overlay has been corrected to reach all the way to the intersection.

Existing:

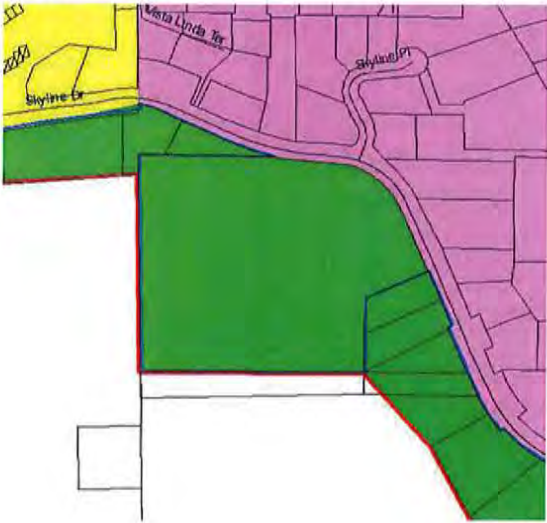


Proposed:

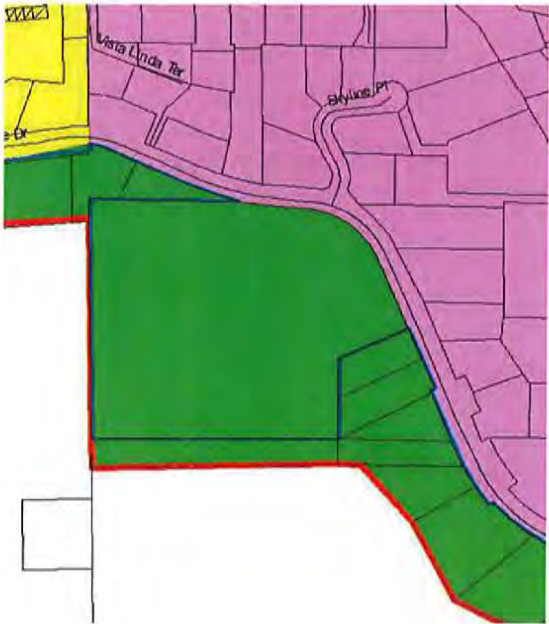


Expansion of the City of Wenatchee Urban Growth Area to include Chelan County Assessor Parcel Numbers: 222009705830 and 222009705825. Land Use Designation Amendment from Chelan County Zoning Designation Residential/Resource 5 (RR5) to City of Wenatchee Land Use Designation of Residential Foothills Low (RF).


Existing:



Proposed:




**Legend**

 City Limits

 Urban Growth Area

— Streets


**Overlay Districts**

 CSO - Columbia Street Overlay

 HEO - Historic / Entertainment Overlay


 WMU - Industrial Overlay

 WMU - Pedestrian Overlay


 WMU - Recreational / Residential Overlay


 GHD - Grandview Historic District

 MRC - Mixed Residential Corridor

 CNO - Neighborhood Commercial Overlay


**Zoning Districts**

 LWC - Live-Work Corridor

 NWBD - North Wenatchee Business District


 SWBD - South Wenatchee Business District


 CBD - Central Business District


 CN - Neighborhood Commercial


 I - Industrial

 WMU - Waterfront Mixed Use


 OMU - Office Mixed use

 RMU - Residential Mixed Use

 RH - Residential High

 RM - Residential Moderate

 RL - Residential Low

 RS - Residential Single Family


 RFL - Residential Foothills Low

Exhibit B

Welcome to the City of Wenatchee Comprehensive Plan... a document setting forth a vision, goals and policies for our future! The city, along with the nation and world, is going through massive demographic, social, and economic changes. The technological revolution combined with the millennial generation entering the workforce, is changing cities beyond our imaginations. Our nation's cities are where the majority of people live, work, and play. Over 75% of our gross economic activity occurs in cities today. Furthermore, cities are innovation centers for this revolution where ideas creating value and improving lives are developed every day. The role for cities to empower and harness this activity has never been greater and as such, it is the goal of Wenatchee to provide an environment in which people can maximize their life outcomes. Sometimes, this means getting out of the way by removing barriers, and sometimes this means taking specific actions to support this objective. This Comprehensive Plan is based on this core understanding of our changing world for this period of change may have a much greater impact on people in terms of way of life than the industrial revolution. Let's work together to leverage this opportunity of change to make the City of Wenatchee an amazing city of the future.

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## INTRODUCTION

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The City of Wenatchee Urban Area Comprehensive Plan is a planning and visioning document prepared by staff under the direction and guidance of local elected officials, boards and commissions, and citizens and business owners, consistent with the Washington State Growth Management Act (GMA) to ensure orderly and efficient city growth through the next twenty years.

The Comprehensive Plan comprises several chapters of topics, including Land Use, Transportation, Housing, Parks and Recreation, Natural Element, Public Facilities, Utilities, Economic Development, Cultural and Historic Resources, and Community Design & Healthy Communities. Each element of the Comprehensive Plan

establishes specific goals and outlines policies that are implemented in codes such as the zoning code, subdivision code, Shoreline Master Program, and development standards which address transportation systems, infrastructure, code enforcement and housing programs among others. Additionally, the Comprehensive Plan comprises a number of sub-area plans and technical level documents adopted as referenced plans. These additional documents study existing and planned infrastructure, capacities, and levels of service to guide capital improvements and can provide specific targeted policy direction for identified study areas.

The City of Wenatchee is required to maintain an up-to-date comprehensive plan in accordance with the Washington State Growth

Management Act, updated at 8 year cycles. The last major plan effort occurred in 2006.

Wenatchee continues to grow and has been experiencing many changes over the last decade. Some of these changes include demographic shifts relating to race, ethnicity and age. Wenatchee as a community values its cultural diversity. Significant progress has been made to encourage the establishment of neighborhood associations, to play a significant role in communicating the issues and preferences within Wenatchee's neighborhoods.

As Wenatchee grows and experiences change the communities in the Valley are choosing to look at opportunities to work together on services and goals realizing the benefits of a combined approach to valley wide issues. Shifts toward sustainability and efficient service provisions have occurred including the annexation of commercial and industrial lands in Olds Station, as well as multiple islands of unincorporated land surrounded by city limits. Chelan County Fire District 1 now includes the City of Wenatchee and the Museum is currently receiving funding from multiple jurisdictions in the Valley.

Updated infrastructure plans such as a new sewer plan, participation in the Community Planning Assistance for Wildfire Program, the City of Wenatchee Shoreline Master Program, a study focusing on the North Wenatchee Avenue transportation corridor, a new downtown parking study, and new sub area plans for South Wenatchee and a North Master Plan among others, are significant recent studies, plans or programs that will play a significant role in the next 20 years of growth and development in Wenatchee.

Existing plans such as the Wenatchee Waterfront Sub-Area Plan are being implemented with successful development of infrastructure and a mix of intended residential

and commercial growth and services. Similar to the nation and Washington State, Wenatchee faced significant economic challenges in the last decade and other hardships such as wildfire events. Through these events Wenatchee as a community has adapted to change and made significant progress at implementing the policy direction in the Comprehensive Plan.

### **COMPREHENSIVE PLAN VISION**

In the 2006 comprehensive plan update process, the City worked with citizens to create a "vision" for life in Wenatchee 20 years into the future. The vision is the guide for development of the Comprehensive Plan and helps shape the Goals and Policies therein.

Based upon the views expressed by local residents during the visioning process, Wenatchee's vision focuses on three interconnected subjects considered to be the most important determinants in Wenatchee's future: Economic Development, Quality of Life, and Learning and Human Services.

#### ***Economic Development***

Residents envision Wenatchee to have a robust, diverse, and sustainable economy. By improving transportation and the physical infrastructure of the City, Wenatchee's retail districts, such as Downtown, will have grown in quality and range of services. Increased riverfront development and recreation, combined with regional partnerships, inspire a unique identity for the City.

#### ***Quality of Life***

Throughout the next 20 years, Wenatchee's neighborhoods will become increasingly attractive and affordable for everyone. By creating a comprehensive system of pedestrian and bicycle trails, residents enjoy convenient access to services, open spaces, playfields, and parks. This vision is based on a direct



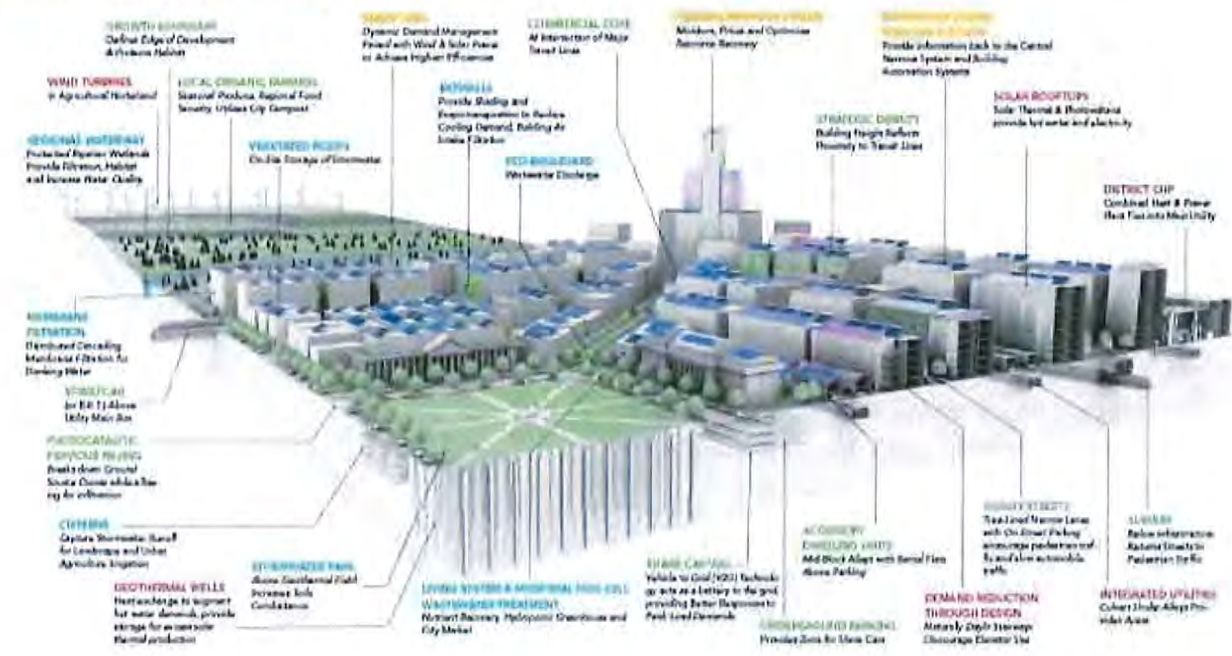
correlation between the surrounding natural beauty and environmental quality and the community's quality of life.

**Learning and Human Services**

In twenty years, residents see Wenatchee as the home to an array of high quality educational institutions that meet the community's and the region's needs. In addition to educational facilities, maintaining high-caliber medical facilities and crime prevention services are also seen as essential to supporting economic vitality and a high quality of life.

**The Future City**

In twenty years, residents see Wenatchee as a city employing sustainable technologies to improve quality of life, enhance environmental quality, and improve economic activity. The illustration below outlines a vision for future cities as provided in -Mobility 2050, A Vision for Transportation Infrastructure, produced by Northwestern University, May 2016.



**PLANNING PROCESS**

The Washington State Growth Management Act requires periodic review and, if necessary, revision of the Wenatchee Urban Area Comprehensive Plan. The City of Wenatchee completed a comprehensive update of the plan in 2006. The intent of the 2017 update process was to consider strategic amendments as necessary to build upon the process from 2006 and meet state update requirements. The City established a process and schedule for public participation with the adoption of a Public Participation Plan under Resolution No. 2016-13.

The City of Wenatchee Planning Commission held a series of 10 workshops for the purposes of reviewing and updating each of the elements of the comprehensive plan. Notice of this process was provided to a master list of current and prior stakeholders involved in planning in the community and the public was invited to attend the workshops. The public was invited to track progress on the update process by signing up with email notifications of workshops and hearings and reviewing web postings for draft materials.

On January 22, 2017, a 60 day public review and comment period and environmental review was issued by the City. This notice identified opportunities for public comment through additional workshops, an open house and public hearings before the City of Wenatchee Planning Commission and Wenatchee City Council. Written comments and public testimony were reviewed and considered in the review and adoption process. The 2017 plan amendments were adopted on June 8, 2017.

***PLAN PROCEDURES – Develop, implement, and maintain a Comprehensive Plan for the City of Wenatchee consistent with the community’s vision.***

**Policy 1:** Once adopted, the City Planning Commission should monitor compliance of the Plan, sub-area plans, and development regulations.

**Policy 2:** The City Planning Commission should report to the City Council at least annually

on possible amendments to the Plan or development regulations.

**Policy 3:** Amendments to the Plan should not be made more frequently than once every year, except in emergencies.

**Policy 4:** All proposed Plan amendments in any one year shall be considered concurrently so that the cumulative effect of the various proposals can be determined.

**Policy 5:** When any Plan amendments are proposed, the same public hearing procedure should be followed as for initial adoption: at least one Planning Commission public hearing and one City Council public hearing.

**Policy 6:** The City shall take action to review, and if necessary revise, the City’s Comprehensive Plan and implementing ordinances at least every eight years to ensure compliance with the GMA, in accordance with the procedures and schedules listed in RCW 36.70A.130.



## **RELATIONSHIP TO OTHER PLANS & STUDIES**

The City of Wenatchee Urban area Plan is the primary overarching planning document for the City of Wenatchee and includes ten separate elements. Supporting or providing additional direction for these elements are a series of sub-area plans, studies and technical documents. While these documents are separate documents, they are adopted as a component of the Wenatchee Urban Area Plan. Additional significant documents are referenced below which may have assisted in the development of the Wenatchee Urban Area Plan or provide guidance tools and options for decision makers and staff to consider as they seek to implement the plan. These documents are adopted as guidance documents.

A. Plans, studies or technical documents incorporated and adopted as a part of the Wenatchee Urban Area Plan:

- Central Business District Sub-Area Plan
- Chelan County Solid Waste Management Plan
- City of Wenatchee's Capital Facilities Plan, as amended
- City of Wenatchee Comprehensive Sewer Plan
- City of Wenatchee Comprehensive Stormwater Management Plan
- City of Wenatchee Housing and Community Development Consolidated Plan
- City of Wenatchee Land Capacity Analysis, Exhibit A
- City of Wenatchee and Regional Water Plan
- City of Wenatchee Sewer Facilities Plan
- City of Wenatchee Shoreline Master Program
- City of Wenatchee's Six Year Transportation Improvement Program, as amended
- City of Wenatchee Wastewater Facilities Plan
- Grandview Historic District Sub-Area Plan
- Regional Water Wellhead Protection Plan
- North Wenatchee Master Plan\*
- South Wenatchee Action Plan
- Sunnyslope Sub-Area Plan
- The Ten Year Plan to Reduce Homelessness in Chelan and Douglas Counties
- Transportation 2040: The Regional Transportation Plan for Chelan and Douglas Counties
- The North Wenatchee Transportation Master Plan
- The Chelan County Transportation Plan, as it relates to the primarily unincorporated component of Sunnyslope in the Urban Growth Area, identified in the City of Wenatchee Urban Area Comprehensive Plan Transportation Element
- Wenatchee Waterfront Sub-Area Plan
- 2012-18 Parks, Recreation & Open Space Comprehensive Plan

- 2016 City of Wenatchee Citywide Pavement Management Program
- Complete Streets Policy  
*\*See Land Use Element Goal 11 and associated policies regarding the purpose of adoption.*

B. Plans, studies or technical documents adopted as guidance documents to consider in the implementation of the Wenatchee Urban Area Plan:

- City of Wenatchee Habitat Plan
- Foothills Trails Plan
- The Wenatchee Urban Area Housing Needs Assessment & Market Demand Study of September 2016 produced by BERK
- Wenatchee Foothills Development Potential Study
- Wenatchee Valley Urbanized Area Freight Study
- The 2010 Dog Off Leash Recreation Area Potential Study
- 2009 Park Design Standards and Development Policies
- 2015 Comprehensive Arts Plan
- 2010 Skate Area System Master Plan
- 2011 Chelan Douglas Land Trust Trail Design Guidelines
- 2013 Greater Wenatchee Bicycle Master Plan
- 2017 Downtown Strategic Parking Management Plan

## LAND USE / URBAN GROWTH AREA

### TOPICS

- Purpose
- Referenced Plans
- Background
- Land Capacity Analysis and Employment Projections
- Urban Growth Area
- ~~Olds Station and Sunnyslope~~
- Arterial Corridors
- Infill
- Districts/Neighborhoods
- Coordinated Planning
- Goals & Policies
- Implementation

### PURPOSE

The Growth Management Act requires a Land Use Element. It is the heart of the entire Comprehensive Plan. All other elements are interrelated with and are affected by the Land Use Element. The Element establishes the land use pattern which is a strong determinant of the character, quality and culture of Wenatchee. This chapter reflects the vision and values of citizens while attempting to balance the diverse land use needs. It provides for an adequate supply of residential, commercial, industrial, public facility, and natural resource land.

### REFERENCED PLANS

The Growth Management Act requires that lands useful for public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, stormwater management facilities, recreation, schools and other public uses be identified in the plan. These facilities are either identified in the Land Use Map, ~~or are~~ included in another element of this plan, or are included in other plans that are adopted by reference. [Plans, documents or studies which have been adopted as a component of this plan or serve as adopted guidance materials are listed in their entirety under the section, Relationship to Other Plans & Studies, in the Wenatchee Urban Area Plan. Plans adopted by reference, as now or hereafter amended, include:](#)

- ~~City of Wenatchee Comprehensive Stormwater Management Plan~~
- ~~City of Wenatchee Comprehensive Sewer Plan~~
- ~~City of Wenatchee Sewer Facilities Plan~~
- ~~City of Wenatchee and Regional Water Plan~~
- ~~Chelan County Solid Waste Management Plan~~
- ~~Wenatchee Valley Transportation Council's Confluence 2025: A Strategic Transportation Plan for Wenatchee Valley~~

- ~~City of Wenatchee's Six Year Transportation Improvement Program 2012-2017~~
- ~~City of Wenatchee Capital Facilities Plan 2012-2017~~
- ~~Greater Wenatchee Bicycle Advisory Board's Master Plan~~

## **BACKGROUND**

Poised at the confluence of the Wenatchee and Columbia Rivers, the ~~city~~ City of Wenatchee serves as the major cultural and economic hub of north central Washington. With ~~29,920~~33,510 residents, Wenatchee ~~is currently~~was the 34<sup>th</sup> largest city in the state of Washington on April 1, 2016. The ~~4,725 acres~~8.8 square miles ~~currently that were~~ within city limits at that time are framed by the rivers and foothills surrounding the community. Of all cities in Washington State, Wenatchee placed ~~12<sup>th</sup>~~15<sup>th</sup> in terms of people per square mile<sup>1</sup>. An adjusted population estimate for November 30, 2016 was 33,550 reflecting the Olds Station Annexation<sup>2</sup>. The total area within city limits at this point was 9.9 square miles<sup>3</sup>. If the Olds Station Annexation had taken effect in time to be factored into the April 1, 2016 estimate of population density, Wenatchee would have ranked 34<sup>th</sup> in the state.

Wenatchee experienced ~~strong~~moderate growth in the ~~1990s~~2000s. Between ~~1990-2000~~ and ~~2000~~2010, Wenatchee's population grew ~~281%~~281%, ~~similar to~~more than the growth rate of Chelan County (~~279%~~279%). Wenatchee's population represented ~~42%~~42% of the total county population in 2000 and 44% in 2010, during both census years.

Migration into ~~Wenatchee and~~ Chelan County comprised ~~71%~~35% of ~~this~~its growth ~~pattern~~between 2000 and 2010. Net migration for the County is ~~expected to be 5,309 from 2000 to 2010, accounting for approximately 57% of total growth.~~<sup>4</sup>

**Table 1: Population, ~~1990-2000~~ and ~~2000~~2010**

Location	Year		Percent Change <del>1990-2000</del> 2000-2010
	<del>1990</del> 2000	<del>2000</del> 2010	
Wenatchee	<del>21,756</del> 27,856	<del>27,856</del> 31,925	<del>281%</del> 281%
Chelan County	<del>52,250</del> 66,616	<del>66,616</del> 72,453	<del>279%</del> 279%
Washington	<del>4,866,692</del> 5,894,121	<del>5,894,121</del> 6,724,540	<del>21%</del> 14%

Source: U.S. Census.

~~In terms of ethnicity, Hispanics make up a larger percent of the population in Wenatchee than in the county or the state. Between 1990 and 2000, the Hispanic population of Wenatchee grew by 220% to 5,996.~~

### **Population Projections**

The Office of Financial Management (OFM) released population projections in ~~February of 2002-2012~~. These projections provided three alternative growth scenarios for Chelan County and its incorporated cities to consider: a high, medium, and low projection. Table 2 identifies the three growth projections for the county.

<sup>1</sup> Washington State Office of Financial Management, (OFM)

<sup>2</sup> Washington State Office of Financial Management (OFM)

<sup>3</sup> City of Wenatchee

<sup>4</sup> Washington State Office of Financial Management (OFM), 2004.

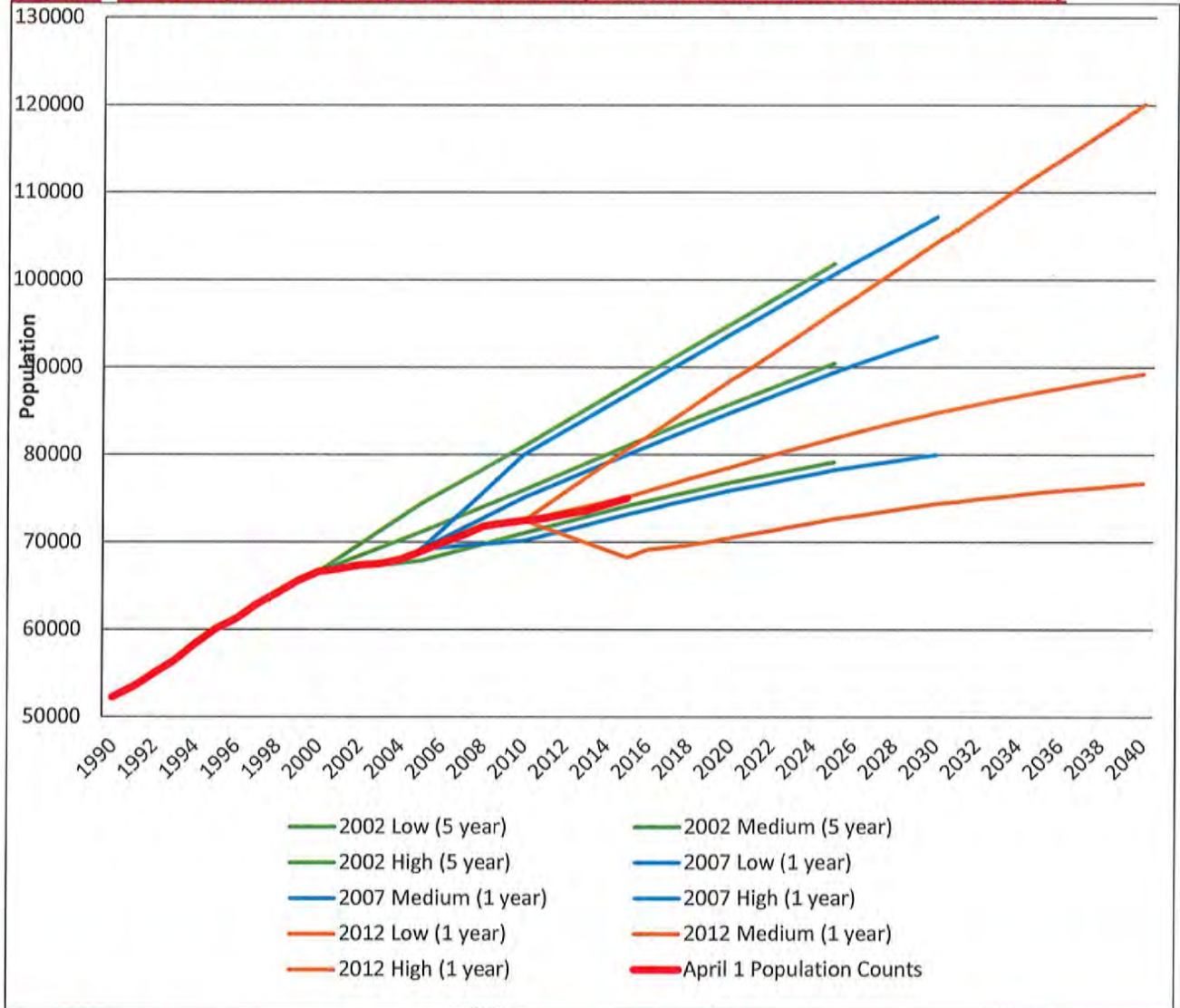
**Table 2: Chelan County OFM Population Projections**

	<u>20002010</u>	<u>20052015</u>	<u>20102020</u>	<u>20152025</u>	<u>20202030</u>	<u>20252035</u>	<u>2040</u>
Low	<u>66,61672,453</u>	<u>67,943-68,266</u>	<u>71,045-70,499</u>	<u>74,14672,634</u>	<u>76,84874,396</u>	<u>79,17675,695</u>	<u>76,706</u>
Intermediate	<u>66,61672,453</u>	<u>71,16975,180</u>	<u>75,99378,586</u>	<u>81,05681,885</u>	<u>85,86484,778</u>	<u>90,464 87,163</u>	<u>89,246</u>
High	<u>66,61672,453</u>	<u>74,443-80,634</u>	<u>81,009-88,524</u>	<u>88,027-96,414</u>	<u>94,966-104,304</u>	<u>101,859 112,194</u>	<u>120,084</u>

The cities and Chelan County chose to plan for the high-medium projection as they felt it best matched the high-rates of growth being-experienced within the County over the last decade and a half as actual population has tracked at or below the medium projection of the 2002, 2007, and 2012 Chelan County population projections released by OFM. These projections are plotted with the April 1 population estimates in Figure 1Figure 1 below, and would provide sufficient room for growth in the twenty year planning period without artificially inflating development costs.



**Figure 1 OFM Population Projections and Population Estimates for Chelan County**



These population trends can also be viewed as average annual growth rates. Chelan County experienced an average annual population change of 1.27% between 1995 and 2015. From 2000 to 2015 it only saw a 0.90% average annual population change. Under the 2012 OFM Population Projections for Chelan County, the high projection is a 1.73% average annual population change, medium is 0.77%, and low is 0.53%.

In cooperation with Chelan County and the other jurisdictions, the medium projection was selected and it was decided that growth would be allocated to each UGA in accordance with each UGA’s share of population growth experienced during 1990-2010. The City of Chelan requested a slightly higher allocation and the difference was taken from the rural allocation. Table 3 (below) notes the population projection allocations by urban growth areas (UGA) to the year 2025, as agreed to by Chelan County and the cities within. Wenatchee must plan for an additional 16,945 people:

Table : 20-Year Population (New Growth) Allocations

	Wenatchee UGA	Other UGAs	Rural and Resource Lands	Chelan County Total
Projected Growth (Persons)	16,945	11,640	3,793	35,348

Chelan County passed Resolution 2015-112 adopting the medium population projection for the county and specific allocations of growth for each Urban Growth Area. The table in Exhibit A of Chelan County Resolution 2015-112 can be seen in [Table 3](#) below.

Exhibit A - Jurisdiction Specific Population Projections based on Share of Population Growth Between 1990 and 2010 Using OFM 2012 Medium Projection for Chelan County

	Share of 1990-2010 Population Growth	Adjusted Population Allocations	2014 OFM Estimate	2015 Projection	2020 Projection	2025 Projection	2030 Projection	2035 Projection	2037 Projection	2040 Projection
Manson UGA	3.69%	3.69%	2,032	2,064	2,190	2,312	2,418	2,507	2,538	2,583
Chelan UGA*	2.88%	3.61%	4,384	4,416	4,539	4,658	4,762	4,849	4,880	4,924
Entiat UGA	2.01%	2.01%	1,143	1,161	1,229	1,296	1,354	1,402	1,420	1,444
Leavenworth UGA	1.71%	1.71%	2,404	2,419	2,477	2,534	2,583	2,624	2,638	2,659
Peshastin UGA	0.32%	0.32%	671	674	685	695	705	712	715	719
Cashmere UGA	2.88%	2.88%	3,742	3,767	3,865	3,960	4,043	4,112	4,137	4,172
Wenatchee UGA	53.09%	53.09%	38,454	38,921	40,729	42,481	44,017	45,286	45,741	46,389
Urban	66.58%	67.31%	52,830	53,422	55,715	57,935	59,883	61,491	62,069	62,890
Rural	33.42%	32.69%	21,470	21,758	22,871	23,950	24,895	25,677	25,957	26,356
<b>TOTAL</b>	<b>100.00%</b>	<b>100.00%</b>	<b>74,300</b>	<b>75,180</b>	<b>78,586</b>	<b>81,885</b>	<b>84,778</b>	<b>87,168</b>	<b>88,026</b>	<b>89,246</b>

\*Modified based on population changes from 1990-2015

**Table 3 Exhibit A from Chelan County Resolution 2015-112**

Although, the adopted table does not show the 20 year projected growth figure for each Urban Growth Area, the 20 year population change for 2017-2037 in the Wenatchee Urban Growth Area would be 6,093 people as can be seen in [Table 4](#) which is the extended version of the adopted table.

**Table 4 Extended version of the population projections adopted in Chelan County Resolution 2015-112**

	Share of 1990-2010 Population Growth	adjusted	2014 OFM Estimate	2015 Projection	2016 Projection	2017 Projection	2020 Projection	2025 Projection	2030 Projection	2035 Projection	2015-2035 20 Year change	2036 Projection	2016-2036 20 year change	2037 Projection	2017-2037 20 year change	2040 Projection
<b>Manson UGA</b>	3.69%	3.69%	2,032	2,064	2,089	2,115	2,190	2,312	2,418	2,507	442	2,523	433	2,538	423	2,583
<b>Chelan UGA</b>	2.88%	3.61%	4,384	4,416	4,440	4,465	4,539	4,658	4,762	4,849	433	4,864	424	4,880	414	4,924
<b>Entiat UGA</b>	2.01%	2.01%	1,143	1,161	1,174	1,188	1,229	1,296	1,354	1,402	242	1,411	237	1,420	231	1,444
<b>Leavenworth UGA</b>	1.71%	1.71%	2,404	2,419	2,431	2,442	2,477	2,534	2,583	2,624	205	2,631	201	2,638	196	2,659
<b>Peshastin UGA</b>	0.32%	0.32%	671	674	676	678	685	695	705	712	39	714	38	715	37	719
<b>Cashmere UGA</b>	2.88%	2.88%	3,742	3,767	3,787	3,807	3,865	3,960	4,043	4,112	345	4,125	338	4,137	330	4,172
<b>Wenatchee UGA</b>	53.09%	53.09%	38,454	38,921	39,279	39,649	40,729	42,481	44,017	45,286	6,365	45,517	6,238	45,741	6,093	46,389
<b>Urban</b>	66.58%	67.31%	52,830	53,422	53,876	54,344	55,715	57,935	59,883	61,491	8,069	61,784	7,908	62,069	7,724	62,890
<b>Rural</b>	33.42%	32.69%	21,470	21,758	21,978	22,206	22,871	23,950	24,895	25,677	3,919	25,819	3,841	25,957	3,752	26,356
<b>Total</b>	100.00%	100.00%	74,300	75,180	75,854	76,550	78,586	81,885	84,778	87,168	11,988	87,603	11,749	88,026	11,476	89,246

### Housing Projections

The expected population increase for the Wenatchee urban area creates a demand for housing. Table 4-5 below identifies the housing demand based on the population projections of 8,375,497 housing units. This projection is based on the average household size in Wenatchee and does not factor in the current deficit of units. This number is simply the number of units required to maintain the current vacancy rate as population increases. The September 2016 Housing Needs Assessment indicated that 252 new multi-family rental units and 675 new for-sale units are necessary in the Urban Area<sup>5</sup> to bring the area to a healthy 5% vacancy rate. –and includes a market factor of 25%– designed to preclude a scarcity of land supply for urban uses.

**Table 5 Table – Housing Forecast**

Population Forecast	Avg. Household Size	Housing Demand	Market Factor	Total Housing Units
46,945,093	2.6344	6,700,497	25%	8,375

### Existing Land Use

Residential land use dominates the land use in Wenatchee, with over 60% of the land use in Wenatchee. Slightly more than 10% of the urban area is used for commercial purposes. Table – Land Use Inventory (County Assessor)

Civic & Cultural	78	1.5%
Commercial	538	10.5%
Industrial	216	4.2%
Multi-family	188	3.7%
Parks & Open Space	199	3.9%
Public Facilities	526	10.3%
Resource Lands	206	4.0%
Single Family	2,948	57.4%
Undeveloped	234	4.6%
<b>TOTALS</b>	<b>5,136</b>	<b>100.0%</b>

### Land Capacity Analysis and Employment Projections:

WAC 365-196-325(1)(a). and RCW 36.70A.115 -requires counties and cities to ensure that, taken collectively, comprehensive plans and development regulations provide sufficient capacity of land suitable for development within their jurisdiction to accommodate their allocated housing and employment growth, including the accommodation of, as appropriate, the medical governmental, educational, institutional, commercial, and industrial facilities

<sup>5</sup> The urban area is a US Census Bureau geography that includes the developed land in the vicinity of Wenatchee and East Wenatchee. This includes some land that is outside the urban growth areas and excludes some land that is inside the urban growth areas.

related to such growth, as adopted in the applicable county-wide planning policies and consistent with the twenty-year population forecast from the office of financial management. To demonstrate this requirement is met, counties and cities must conduct an evaluation of land capacity sufficiency that is commonly referred to as a "land capacity analysis".

#### City of Wenatchee Land Capacity Analysis-

In coordination with Chelan County, the City of Wenatchee must demonstrate that sufficient land for development or redevelopment is available to meet adopted growth targets. The land capacity analysis is a comparison between the collective effects of all development regulations operating on development and the assumed densities ~~of all development regulations operating on development and the assumed densities~~ established in the land use element. This analysis also factors in the built and natural environment and infrastructure along with historical trends and forecasted needs.

Appendix "A", City of Wenatchee Residential Land Capacity Analysis discusses the approach chosen by the City of Wenatchee to provide a meaningful analysis and review of the availability and sufficiency of residential land in the City of Wenatchee Urban Growth Area to meet estimated growth demands and housing needs.

This land capacity analysis is intended to address a 20 year planning period extending from 2017-2037 for the City of Wenatchee Urban Growth Area. The last review and update of the City of Wenatchee Urban Area Comprehensive Plan was completed in 2006. The Sunnyslope Sub-Area Plan was adopted in 2007, as a component of the Wenatchee Urban Area Comprehensive Plan and the Chelan County Comprehensive Plan.

In coordination with the Chelan County Community Development Department, the City of Wenatchee Community and Economic Development Department conducted this land capacity analysis for the entire incorporated and unincorporated portions of the City of Wenatchee Urban Growth Area. Review of development trends and achieved densities evaluated growth which occurred since the last comprehensive plan update and review between 2007 and 2015. Given that the last Federal Census was completed in 2010, where available new estimates and projections from multiple resources were utilized with the intent of providing a greater degree of accuracy.

The detailed methodology and factors used in the land capacity analysis are described in detail in the document. In general, the first step in the assessment of land supply is to identify all vacant residential land within the Urban Growth Area. Categories included lands considered vacant, partially used, or under-utilized. The criteria and assumptions used in inventorying vacant lands under these categories included factors and assumptions which addressed:

- Critical areas deductions
- Deductions for public uses and infrastructure

- A market factor deduction
- An analysis of achieved development densities and a review of comprehensive plan density ranges to develop density formulas for buildout
- A pertinent persons per housing unit factor considering the most recent resources and data
- Specific direction in the comprehensive plan documents for growth, development patterns and infrastructure
- A consideration of underutilized lands and future opportunities
- Additional factors, a category that included 11 additional specific unique criteria

These criteria and topics are listed and discussed in detail in the Land Capacity Analysis. The resulting analysis indicates that land supply is sufficient to accommodate the necessary new housing units in the 20 year horizon to address the population allocation for the City of Wenatchee Urban Growth Area. Not including the potential for redevelopment of underutilized land and designation changes which increased density through the 2017 Comprehensive Plan update process, the analysis identifies a capacity to accommodate 4,46058 new housing units, which exceeds the projected new 2,497 housing units which need to be accommodated in the 20 year planning period. This analysis is based upon the assumption that sewer service will be extended to the identified areas within Sunnyslope.

The Housing Element discusses the Wenatchee Urban Area Housing Needs Assessment and Market Demand Study, September 2016. In conducting a review of housing needs for an urban growth area it is not sufficient to solely review land supply calculations for the potential buildout of residential units. The data from that analysis must also be coordinated with a review of existing deficiencies and vacancy rates to determine the real need for housing. Current vacancy rates for multi-family units are 1% vs. a healthy standard of 5%. Median value per square foot in Wenatchee is 72% higher than Yakima, 49% higher than Spokane, and 39% higher than the Tri-Cities. Exhibit 45, Rental Income and Gap, 2010-2014, Wenatchee CCD and East Wenatchee CCD indicates a need for 1601 market rate housing units at 100-120% ratio to 2014 median household income in the Wenatchee Urban Area.

The Housing Study indicates further that since there is a deficit of units for those with incomes above the AMI, the middle to high income households are likely occupying some share of the units that would otherwise be affordable to those with lower incomes. The Growth Management Act requires that the City address Adequate provisions for existing and projected housing needs for all economic segments of the community, under RCW 36.70A.070(2)(d) and WAC 365-196-410. In order to meet housing needs and to have an impact on providing affordable housing units, simply accommodating the necessary population growth is not sufficient.

The City of Wenatchee must work diligently to facilitate the development of 1601 additional housing units in the Wenatchee Urban Area. While the entire 1601 units do not have to be accommodated by Wenatchee, the majority of units would given that the majority of the housing needs and the urban population is in the Wenatchee Urban Growth Area. The combination of the existing housing gap and the units necessary in the future for growth,

demonstrate that the current boundary does not significantly exceed future needs. The most significant concern with the existing boundary is ensuring that sewer service is successfully extended into the identified 20 year sewer service area prior to non-urban densities being extended, precluding urban growth. If sewer service is not successfully extended providing for urban residential densities, existing typical densities in Sunnyslope at 2.66 units per acre with onsite septic systems will cause the existing urban growth boundary to be deficient in meeting the Wenatchee Urban Area's housing needs.

#### Employment Projections-

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Employment growth within the Wenatchee Urban Growth Area (UGA), through the year 2040, is anticipated to remain consistent with the historical local trends. Employment within the Metropolitan Statistical Area (MSA) will continue to concentrate within the Wenatchee UGA with an increase in the number of non-residents working within the city limits. An estimated 20,000 jobs will exist within the Wenatchee UGA in 2040. Current commercial, industrial, and mixed use land capacity can accommodate this employment projection.

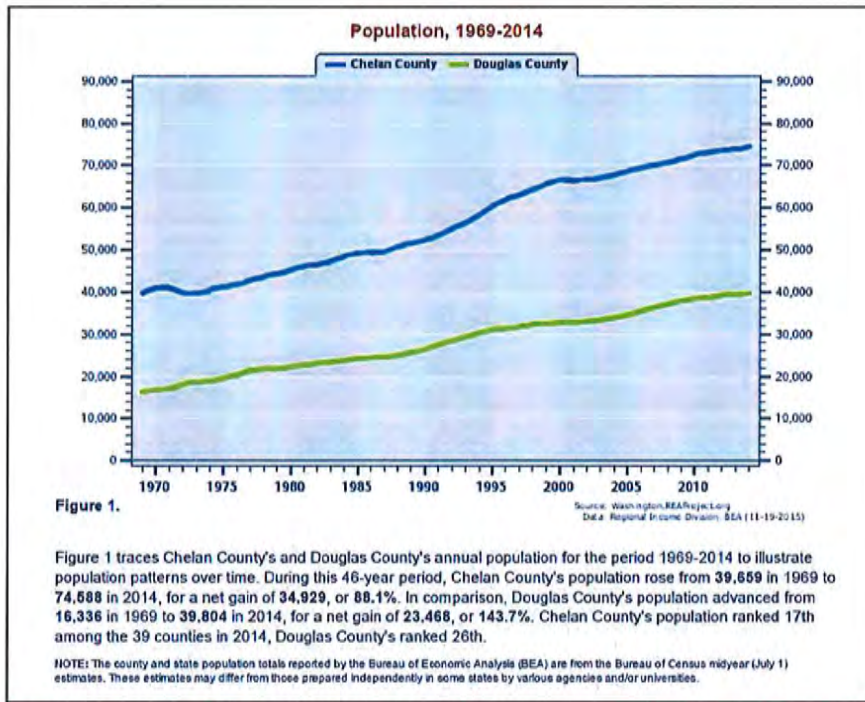
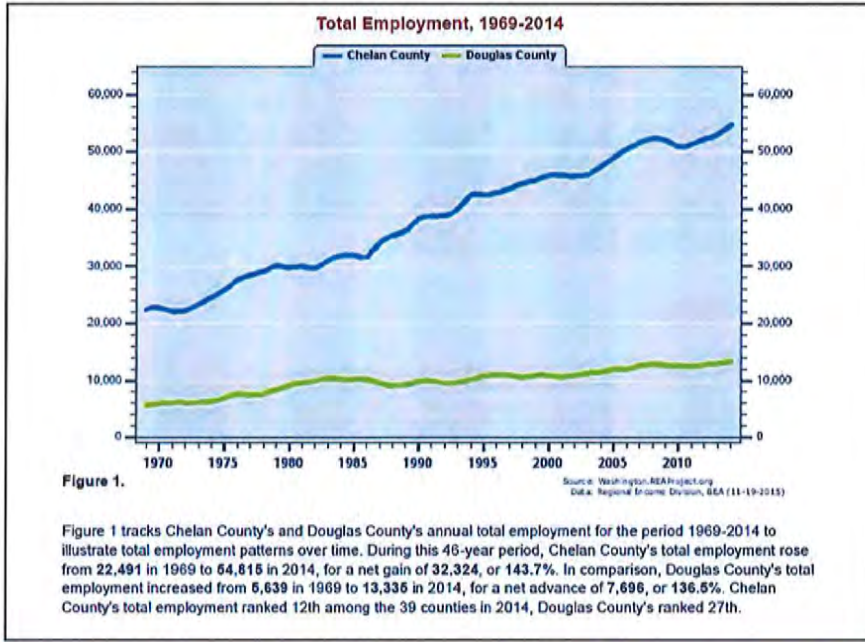
The geographic proximity of the cities of Wenatchee and East Wenatchee and their respective counties of Chelan and Douglas creates difficulty in trying to evaluate employment information at an individual city level. Employment data sources typically track job location and not where a person resides; many employees work outside of their jurisdiction of residence. The Chelan-Douglas Transportation Council 2040 Transportation Plan identifies the 2015 ratio of non-residents to residents working within the City of Wenatchee at 2 to 1.

Employment projections within the Wenatchee UGA have been estimated in the context of overall employment and population trends within the Metropolitan Statistical Area (MSA) comprised of Chelan and Douglas counties. Future employment within the Wenatchee UGA will continue to develop proportionately with the current top three sectors for Chelan County; agriculture, government, and health care.

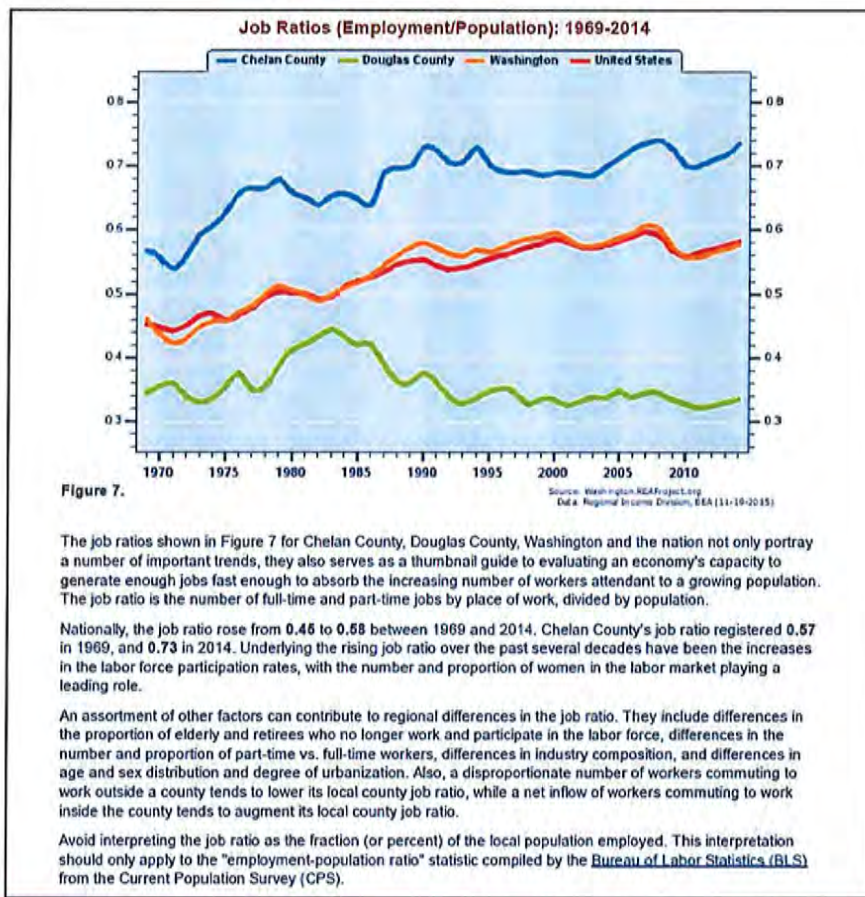
Additional employment in the service and trade sectors to support growth occurring in the MSA as a whole is anticipated. A significant change in employment, such as a major employer locating from outside the MSA and requiring 500+ local employees is not anticipated. Conversely, the loss of a major employer in the top three sectors is not anticipated.

In terms of land capacity, excluding public lands, the Wenatchee UGA is 75 percent residential, 11 percent industrial, 8 percent commercial, and 5 percent mixed use. The estimated increase in the number of jobs through the year 2040 can be accommodated through existing land use classifications at current percentages. Many of the commercial and industrial land uses are underutilized in terms of vacancy, allowed heights, lot coverage, and occurrence of surface parking lots.

The following three charts display employment, population growth, and the ratio of population to employment within Chelan and Douglas counties between the years 1969 and 2014. The charts identify overall employment has steadily increased in both counties, the employment to job ratio in Douglas County has remained balanced, and the employment to job ratio in Chelan County has increased.







## URBAN GROWTH AREA

The Growth Management Act requires an urban growth area be established that is sufficient to accommodate population and employment growth for the next twenty years. The Growth Management Act also encourages development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner. The land capacity analysis, mentioned above and in Appendix A, demonstrateds sufficient capacity to accommodate future urban growth as well as addressing a deficiency in existing market rate units if sewer service is successfully extended to identified areas in Sunnyslope prior to land being consumed at rural or suburban densities. -that even under a conservative estimate of housing buildout, there is a surplus of land available to accommodate population growth. It is necessary to pursue policy implementation of the elements in the comprehensive plan to be able to effectively accommodate this growth in a manner which implements the vision of the comprehensive plan.

**Figure 2: Wenatchee Urban Growth Area**



In 2005, the City and County agreed to an expansion of the urban-growth area that includes the Sunnyslope residential area. Yet, will that expansion be sufficient (or inadequate) to meet future-growth needs?

For the purpose of calculating land demand for the urban-growth area, the planned residential densities of 6.22 housing units (h.u.) per net acre from the low-density residential district were used. While this density may be less than ideal for encouraging growth in an efficient manner, it is a higher density than the pattern of development that has been occurring (2.2 h.u./net-acre).

Table 6 combines the calculation of housing potential on all vacant lands within the city, the Waterfront sub-area and the 2005 Urban-Growth Area (not including Sunnyslope):

Table : Potential Housing Units in City and 2005 Urban-Growth Area

	Potential Units
Unrestricted (mostly flat) Land	1,972
Restricted (slope, access, etc.) Land	1,065
Wenatchee Waterfront	1,440
<b>Totals</b>	<b>4,477</b>

Table 6 shows that existing vacant land within the previous urban-growth area cannot accommodate the population forecasts, with a deficit of 3,898 housing units left to accommodate. An inventory of the Sunnyslope target area shows the vacant land available and the housing potential that it could provide. This is shown in Table 7.

Table : Sunnyslope Vacant Land and Housing Potential

Net Acres	Housing Densities	Housing Units
384	6.22	2,370

Table 7 shows that the Sunnyslope area cannot accommodate the rest of the projected housing units, falling short by 1,528 housing units. Since the population allocation is based on the "high" OFM estimate, it is possible that the total housing units will not be necessary. Alternatively, the deficit can be accommodated by several strategies, including:

1. Mandate density. The city could require that new subdivisions in targeted areas meet minimum density standards.
2. Infill. The city could adopt an aggressive strategy for infill development and higher densities.
3. Expand UGA. The city could expand the urban growth area. Options include some of the foothills around the city, up the canyons, west towards Monitor, or south/east towards Malaga and Mission Ridge.

### **OLDS STATION AND SUNNYSLOPE**

The interim Sunnyslope Urban Growth Area is estimated to accommodate 2,370 housing units at a density of over 6 units per acre. Lower densities, based upon current development patterns, will reduce the housing potential of Sunnyslope. The Olds Station area includes land and buildings for industrial and other economic development opportunities.

Planning for the Sunnyslope and Olds Station area is led by Chelan County and a sub-area plan will be incorporated into the city's comprehensive plan. The city has a couple of clear interests in the area, such as:

1. Ensuring that the projected number of housing units can be accommodated through land use and infrastructure plans.
2. Providing strategies for the extension of sanitary sewer that will be provided by the city.
3. Ensuring that level of service standards for public facilities and services in the area are consistent with city standards.
4. Ensuring that industrial land uses are protected in the area.
5. Coordinating development with traffic impacts on North Wenatchee Avenue.

### **Proposed Land Use Districts and Overlays**

The land use map provides a mix of zoning designations that in any given location provide the potential for equal or higher densities when compared to the previous land use map. The breakdown of how much area is covered by each zoning designation and overlay can be seen in Table 5. It should be noted that publicly owned land and public right-of-way is included in the figures in Table 5 therefore the actual amount of privately-owned developable or re-developable land in each district or overlay is less than the area listed.

**Table 5 Area of Zoning Districts and Overlays in the Wenatchee UGA**

Zone*	Abbreviation	Acres	% of UGA
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<u>Central Business District</u>	<u>CBD</u>	<u>186.9</u>	<u>2.0%</u>
<u>North Wenatchee Business District</u>	<u>NWBD</u>	<u>602.1</u>	<u>6.5%</u>
<u>South Wenatchee Business District</u>	<u>SWBD</u>	<u>67.3</u>	<u>0.7%</u>
<u>Neighborhood Commercial</u>	<u>CN</u>	<u>22.8</u>	<u>0.2%</u>
<u>Industrial</u>	<u>I</u>	<u>942.9</u>	<u>10.2%</u>
<u>Waterfront Mixed Use</u>	<u>WMU</u>	<u>590.5</u>	<u>6.4%</u>
<u>Office Mixed Use</u>	<u>OMU</u>	<u>116.2</u>	<u>1.3%</u>
<u>Residential Mixed Use</u>	<u>RMU</u>	<u>60.6</u>	<u>0.7%</u>
<u>Residential Foothills Low</u>	<u>RF</u>	<u>29.2</u>	<u>0.3%</u>
<u>Residential Single Family</u>	<u>RS</u>	<u>2134.2</u>	<u>23.2%</u>
<u>Residential Low</u>	<u>RL</u>	<u>795.9</u>	<u>8.6%</u>
<u>Residential Moderate</u>	<u>RM</u>	<u>2389</u>	<u>26.0%</u>
<u>Residential High</u>	<u>RH</u>	<u>1205.9</u>	<u>13.1%</u>
<u>Live-work Corridor</u>	<u>LWC</u>	<u>25.2</u>	<u>0.3%</u>
<u>Highway Commercial</u>	<u>HC</u>	<u>41.9</u>	<u>0.5%</u>

<u>Overlay</u>	<u>Abbreviation</u>	<u>Acres</u>	<u>% of UGA</u>
<u>Historic / Entertainment Overlay</u>	<u>HEO</u>	<u>43.9</u>	<u>0.5%</u>
<u>Columbia Street Overlay</u>	<u>CSO</u>	<u>18.9</u>	<u>0.2%</u>
<u>Mixed Residential Corridor</u>	<u>MRC</u>	<u>347.1</u>	<u>3.8%</u>
<u>Waterfront Industrial Overlay</u>	<u>IO</u>	<u>78.5</u>	<u>0.9%</u>
<u>Waterfront Pedestrian Overlay</u>	<u>PO</u>	<u>39.4</u>	<u>0.4%</u>
<u>Waterfront Recreational / Residential Overlay</u>	<u>RRO</u>	<u>7.7</u>	<u>0.1%</u>
<u>Grandview Historic District</u>	<u>GHD</u>	<u>36.2</u>	<u>0.4%</u>
<u>Neighborhood Commercial Overlay</u>	<u>CNO</u>	<u>66.6</u>	<u>0.7%</u>
<u>North Wenatchee Master Plan Overlay</u>	<u>NWO</u>	<u>89.5</u>	<u>1.0%</u>

Total Area of UGA (Acres) 9204

\*Overlays partially cover parts of these zoning districts and therefore change the character of the proposed, form and land use.

## **ARTERIAL CORRIDORS**

Arterial corridors, such as Wenatchee Avenue, 5<sup>th</sup> Street and Western Avenue, are the linking elements of the City. They provide mobility to citizens between and within districts. Corridors provide connections between different areas and destinations within Wenatchee, as well as to places beyond. These corridors carry the largest volume of traffic. Minor arterials also serve a significant role and function for traffic circulation-also.

Historically in the City of Wenatchee, these corridors may have been treated predominantly as commercial or residential. In 2006, the City of Wenatchee adopted a more mixed use

philosophy for its arterials and many minor arterials. Relationships between residential uses and non-residential uses on these corridors and with adjacent neighborhoods or districts are important to consider for the design, character and scale of buildings. Continuing to provide the opportunity for the mixture of these uses along these corridors can provide for a more walkable community with neighborhoods having access to goods, services and meeting points for community activities. The elements of the comprehensive plan consider the initial experiences of the city in looking at a mixture of uses in these corridors and provide direction on many topics recognizing the significant function that these corridors provide currently and the opportunities they provide for the future. There are two types of corridors: commercial corridors and residential corridors. In commercial areas along such corridors, the development has been predominately auto-oriented. Where these arterials bisect traditionally residential areas, many non-residential uses, such as schools, churches, public facilities and some businesses have already located.

Land uses along these Corridors should consider the following:

1. Circulation. Any land use should minimize impacts to circulation by combining access points, providing turn pockets, and ensuring safety.
2. Non-residential. The corridors that bisect residential neighborhoods provide visibility for non-residential uses (e.g. churches, small businesses and schools) and are usually compatible with adjacent uses.
3. High Density Residential. Town homes and multi-family could be considered a compatible land use in residential neighborhoods along these corridors.
4. Pedestrian Scale. Strategies to reduce the clutter and auto-orientation of commercial corridors should be pursued.

## **INFILL**

With growth constrained by the physical features of the foothills and the Columbia River, development trends will naturally focus on increased density and height within the City. There are many different ways to approach this situation. One way that is both effective in providing opportunity for housing development and respects the residential character of existing neighborhoods is referred to as "Missing Middle Housing". The "missing middle" refers to the smaller multi-family structures that historically were built alongside single family homes but today are often not allowed in residential areas. These are the duplexes, tri-plexes, townhouses, etc that are often found in older neighborhoods and usually fit in to the neighborhoods quite nicely. If the City adopts the proper design standards, many additional opportunities for housing development will be created while providing minimal disruption to neighborhoods. This concept and many others have been set as policy objectives in the comprehensive plan to effectively look for infill opportunities that augment the positive characteristics of existing neighborhoods. Based on the urban growth area study, infill development needs to accommodate at least 1,500 housing units. This figure will be higher if development does not occur at the projected densities contained in the study.

Residential development within Wenatchee is primarily single family homes. Whereas approximately 15% of the land base is designated for multi-family, only 3.7% is used as such. This is true in spite of the fact that less than 25% of the new residential market is

families with children, resulting in an increased demand for housing options beyond the single-family home.

There are many infill strategies that could be considered including:

1. Arterial Corridors. Identify opportunities for townhouses and multi-family units along arterials in the city.
2. Accessory Apartments. Providing more opportunities for accessory apartments or “granny flats” in all areas of the city.
3. Mixed Use. Provide for upper floor and ground floor residential uses in appropriate commercial areas.
4. Smaller Lots. Allow narrow lots or alternative housing options, such as cottage style housing that increase density.

## **DISTRICTS/NEIGHBORHOODS**

Wenatchee is composed of several districts and neighborhoods. Some of these include:

- ❖ Downtown
- ❖ Columbia Street
- ❖ Waterfront
- ❖ North Wenatchee Avenue
- ❖ South Wenatchee
- ❖ Canyons and Foothills
- ❖ Grandview Historic District
- ❖ Olds Station and Sunnyslope
- ❖ Canyons and Foothills
- ❖ Historic Districts

### **Downtown**

Wenatchee’s downtown can be considered the heart and soul of the community. Retail, restaurants, banks, small offices, theaters, arts, and entertainment thrive in this location. Downtown has faced—and survived—competition from big-box retailers that have come into the area in the last fifteen few decades years. What’s more, Wenatchee received the Great American Main Street Award in 2003.

The Central Business District Subarea Plan, which guides development in the downtown, was adopted in April 2007. The Subarea plan seeks to strengthen the vitality of downtown, create a cohesive identity, and provide incentive for downtown redevelopment and business retention. It makes a variety of recommendations to help improve streetscapes, foster ongoing investment, and led to the creation of development standards that seek to preserve and enhance downtown’s historic and unique identity.

Options to consider for downtown include:

1. Architectural Design. New construction and alterations to buildings should protect the architectural and historical character.
2. Ground Floor Retail. Limiting ground floor uses to pedestrian-oriented retail, services or entertainment, and prohibiting non-pedestrian uses such as offices and churches.

~~3. Upper Story Residential. Residential uses in the downtown provide opportunities for services and entertainment after typical “business hours”.~~

~~A parking study was completed for the downtown area in 2016 that documented the amount of parking available in this area. This study will be utilized in the future as the City revisits parking requirement for downtown uses, specifically residential, to further accommodate ongoing investment in Wenatchee’s downtown core.~~

### **Columbia Street**

~~The urban form along Columbia Street is a distinct asset for the City and the Columbia Street Overlay seeks to enhance and preserve its unique character. Previously, the Columbia Street Overlay extended into areas that did not have frontage on Columbia Street and excluded areas that did. The new boundary as seen in the land use map, will better carry out the intent of the overlay zone.~~

### **Waterfront**

The City adopted the Wenatchee Waterfront Sub-Area Plan in 2004. For years, the waterfront was a neglected part of our community, bisected by the railroad and discarded as industrial lands. The waterfront plan sought a new direction by encouraging development that takes advantage of the waterfront location and builds on the amenities provided by the parks, trail, river, and close proximity to downtown. Pedestrian oriented development is encouraged, along with residential uses. Industrial uses are limited to select areas that will likely continue to be viable for the foreseeable future.

~~Much progress has been made implementing the Waterfront Sub-Area Plan including the construction of Riverside Drive, Riverside9 Apartments, Pybus Public Market, and adoption of the Waterfront Mixed Use Zone and associated overlays. In the near future, the City expects to see the construction of a hotel on the old City public works site and another mixed-use housing development along Riverside Drive.~~

### **North Wenatchee Avenue**

~~Many citizens and visitors have complained about the visual appearance of North Wenatchee Avenue. For those that don’t recall, however, this stretch of commercial development used to lack sidewalks and had overhead electrical lines. In the late 80’s and early 90’s, an effort was made to improve the appearance of the Avenue. Still, this district represents the gateway and first impression to our community.~~

~~Options to consider in this area include:~~

- ~~1. Congestion. This corridor is near the limits for meeting level-of-service standards. See Transportation chapter for more information on strategies to reduce congestion.~~
- ~~2. Design. Enhancing the appearance of this stretch through landscaping, medians, reduction of signage, parking lot placement and building design could be pursued.~~
- ~~3. Pedestrian Scale. Creating an area as a distinct destination through shared parking, sidewalks, design standards and other amenities would create a destination for the corridor and break up the auto-oriented uses.~~

~~North Wenatchee Ave is a major gateway to the City that has long suffered from traffic congestion, poor pedestrian/bicycle/ADA accessibility, and an undesirable urban form mostly characterized by disjointed auto-oriented development. Between this corridor and~~

the Columbia River to the east, is an area that historically was characterized by industrial development. The Waterfront Subarea Plan established a new vision for the area east of the railroad tracks and the North Wenatchee Master Plan establishes a more specific vision for part of the Waterfront Subarea and an area west of it extending to North Wenatchee Ave. A study of the North Wenatchee Ave corridor is ongoing and will likely have wide ranging implications on how this corridor looks and functions.

The City has developed the North Wenatchee Avenue Master Plan to guide redevelopment of an area including and surrounding the area that saw several warehouses burn during the 2015 Sleepy Hollow fire. This plan substantially revisits many aspects of how this area functions including revisiting land use, transportation, and economic development among other things. This plan would transition the area from industrial and commercial uses to a mix of retail, residential, office space, and light industrial, while allowing existing land uses to continue for as long as the property owners desire. In the process, the street network would be altered to improve access. An overlay is included in the land use map to help implement this plan.

### **South Wenatchee**

South Wenatchee has generally referred to an area south of Orondo, east of Okanogan, north of the southern Urban Growth Area boundary, and east of the Columbia River. Some of the characteristics of this part of the city have typically involved high poverty rates, poor quality of housing stock, high dependence on non-motorized modes of transportation, and a high proportion of locally owned businesses. This part of the city has been the focus of many efforts to improve the quality of life including the construction of the community center, AIA SDAT process, Chelan Avenue Sidewalk Project, and finally the Action Plan. The South Wenatchee Action Plan was adopted as a guidance document by the Wenatchee City Council in December 2016 and is adopted by reference in this plan. It is a subarea plan with a heavy focus on utilizing human capital, however, there are some distinct proposals as it relates to land use:

- A new zone in the vicinity of the George Sellar Bridge to better accommodate highway commercial land uses in an area that is a well-traveled gateway to the City.
- An overlay district in the area surrounding Columbia Station to promote Transit Oriented Development.
- A new zone near the south end of the Chelan/Mission couplet to better accommodate the live-work and other mixed use developments. It also identifies many opportunity sites for both public and private investment.
- An overlay zone in the vicinity of Bridge Street and Columbia Street to provide opportunity for food trucks, restaurants, and other small service businesses if the pedestrian bridge is ever extended over the railroad tracks.
- More flexibility for ground floor uses in mixed use zones.

Land use is a critical component that affects many different aspects of the community including housing, the economy, transportation, and many other things. The proposed land use changes should be viewed as one of many actions necessary to improve the quality of life in South Wenatchee.



The City targeted South Wenatchee as the priority for the neighborhood program established in 1998. This neighborhood is characterized as largely Hispanic with low and moderate income households:

- One out of every four youth in the neighborhood is in poverty
- Nearly half of the residents in the neighborhood are Hispanic, compared to 20% in the city
- Three of four Census block groups in the neighborhood are amongst the lowest median household incomes in the state
- Residents rely on public transportation and non-motorized routes twice as much as other city residents
- Nearly 72% of households are renter occupied, compared to only 42% in the city
- Almost half of the homes in the neighborhood were built before 1939, and over 84% were built prior to 1970

The City has been working aggressively on strategies to revitalize South Wenatchee, but much still needs to be done. Some of the recent efforts and accomplishments include:

- Construction of a new Community Center located at the former St. Joseph's Catholic Church,
- Rehabilitation of homes in the neighborhood as part of the city's Community Development Block Grant program,
- Construction of new homes by Habitat for Humanity,
- Construction of new sidewalks, including several pending segments,
- Installation of street lights,
- Increased enforcement of nuisance issues, like junked cars,
- Establishment of a Police Neighborhood Resource Team and substation.

The South Wenatchee residential area has received considerable attention over the past several years. However, there has been little attention given to the economic development and revitalization of the commercial district. In several neighborhood meetings, we have heard the request for a grocery store in the neighborhood.

Some options to consider in South Wenatchee include:

1. Strengthen Residential Neighborhood. Continue to support increased home ownership and consider reduction of multi-family zoning.
2. Provide Commercial and Neighborhood Focus. Improving and/or creating a distinct commercial business district area would benefit the neighborhood. Concepts such as a mercado or town square with entrepreneurial opportunities could be pursued.
3. Residential Development. The largely Hispanic population tends to favor single family homes and extended families. Providing for narrower lots and other innovative development might provide more home ownership opportunities at an affordable price.

### **Olds Station and Sunnyslope**

Olds Station, Chatham Hill, and Sunnyslope are the portions of the Urban Growth Area north of the Wenatchee River. The Olds Station area is characterized by industrial and commercial development while the Sunnyslope area is characterized by large lot subdivisions and large

tracts of land, some with orchards. The Sunnyslope Subarea Plan was adopted by the City in 2007 and is designed to guide development decisions through the 20 years after adoption. The plan outlines the goals and policies that, in concert with the proposed land use scenario, will guide growth in the Sunnyslope subarea. Sunnyslope has been experiencing a significant amount of residential growth. This growth has been at low densities supported by onsite septic systems within the unincorporated portion of the urban growth area.

In May 2016, the area known as Olds Station was annexed into the City of Wenatchee. This brought city limits to the edge of Sunnyslope. With the update of the Sewer Comprehensive Plan, the extension of sewer trunk lines north into Sunnyslope are closer to becoming a reality. Once sewer has been extended to this area, urban residential densities the possibility of the higher density residential in addition to the neighborhood commercial development proposed in the Sunnyslope Subarea Plan can be achieved. become a possibility. The Sunnyslope Sub-Area Plan considers that the Olds-Station Area is an area of transition which and encourages opportunities for residential uses including higher density residential development. -Mixed use urbanization is encouraged with patterns that minimize reliance on the automobile. As these uses transition, there are opportunities to revisit Olds Station and engage property owners in this area in a Master Planned master planning exercise, recognizing the importance in supporting industrial users and industries, while providing opportunities for a walkable mixed--use environment.

### **Canyons and Foothills**

Number One and Number Two canyons have seen increased development pressure. These canyons are subject to flooding and have limited secondary access routes, which are especially important during emergency events.

The foothills to the west of Wenatchee are an under-appreciated natural treasure; ideal for wildlife viewing and recreation. Recognizing the value of the foothills to the community the City of Wenatchee and non-profit organizations have made significant strides to protect these areas for future generations enhancing and conserving wildlife habitat and educational/recreational opportunities for these natural areas. The City of Wenatchee Habitat Plan and Foothills Trails Plan are representative of these efforts

In response to flood hazards and wildfire events the City has developed partnerships and relationships with local governments, state and federal agencies and nonprofit organizations studying hazards and opportunities to minimize and adapt to these hazards. These efforts are discussed further in the Natural Element. Secondary access is important to the community and especially of value to residents in the foothills and canyons during hazard events. The provision for secondary access has been evaluated and established in the Transportation Element. Since 2006 the City of Wenatchee has made progress in prioritizing the community's interest and relationship with Wenatchee's foothills and canyons and has identified that additional work needs to be done.

As development creeps up the hillsides, the community is beginning to realize how special the foothills are and how great a loss it would be if the public is denied access to these areas. However, public access and use of the foothills' recreational resources impacts dozens of landowners and is an issue for the entire Wenatchee community to discuss.

Issues facing the canyons and foothills to the west of the city center include:

~~Secondary Access Routes.~~ Finding a secondary access route in the event of emergencies and/or limiting new development until such routes are established.  
~~Preserving Open Space.~~ Limiting urban development in the foothills and encouraging acquisition of significant parcels for public purposes or conservation.  
~~Trails.~~ Encouraging the development of trails for public recreational use.

### **Historic Districts**

~~The city established its first historic district (Grandview) in 2006 with the adoption of the Grandview Historic District Sub-area Plan. This is largely a residential district to the south and west of the Chelan County Courthouse comprised of six full blocks and two partial blocks of 150 properties bound by Delaware, Washington, Miller, Idaho, and Alaska streets. It also incorporates those portions of Douglas, Emerson, Franklin and King Streets (south of Washington and north of portions of Alaska). Found in the district are almost exclusively residential properties and largely single family homes with a few converted or actually built for multi-family use. A progression of housing forms can be identified based on the decade of construction. The neighborhood's housing stock as a whole reflects the middle-class economics and popular tastes of the decades in which it was built.~~

~~Other opportunities for historic districts could be considered in the future including the downtown area and South Wenatchee. The city established its first historic district (Grandview) in 2005. This is largely a residential district to the south and west of the County courthouse. Other opportunities for historic districts might be found, including the downtown area.~~

### **COORDINATED PLANNING**

The city has enjoyed mutually beneficial, coordinated planning efforts with Chelan County and other regional agencies. The City and County have entered into agreements on several occasions, including:

- 1) An agreement that the County adopts the City's plan and development standards for the unincorporated parts of the urban growth area; and
- 2) An interlocal agreement regarding planning, [annexations](#) and revenue sharing for Olds Station and Sunnyslope.

~~The City and County also coordinate on many other topics in the valley and region including but not limited to transportation, law and justice, infrastructure issues such as sewer service, economic development, parks and recreation, housing, hazard planning and adaptation to a multiple hazards such as flood and wildfire hazards, shorelines, the transition of annexation services and many others.~~

~~The city has also worked cooperatively with other agencies on long-range transportation planning. A regional agency (Wenatchee Valley Transportation Council) was created in 2003 to develop a coordinated transportation plan for the greater metropolitan urban area, including East Wenatchee and Rock Island.~~

~~Other cooperative efforts include coordinated parks and recreation plans, economic development and regional dispatch services, to name a few.~~

The City and County understand and appreciate the need and benefits of ongoing coordination and effective communication on a range of issues which affect county and city residents. Policy 6 of the Countywide Planning Policies establishes that county and city planning efforts will be coordinated within urban growth areas. The Countywide Policies were developed by Chelan County and the cities within the County in the early 1990's as a fundamental first step in developing and then maintaining locally developed comprehensive plans and development regulations consistent with the Growth Management Act. These policies have been a beneficial foundation for more than 2 decades of local coordinated planning. The jurisdictions will likely revisit and discuss these fundamental guiding policies in the near future to consider any necessary changes or updates that may be required in order to maintain effective local coordinated planning into the future.

Chelan County has commented on the update process for the 2016-2017 update of the Wenatchee Urban Area Plan. This comment included a request to evaluate the size of the existing urban growth boundary for Wenatchee given County, "...concerns about the size of the planning area given the disparity between the projected residential units and urban growth area capacities." The City of Wenatchee does not concur with the analysis provided by Chelan County on the housing needs for the Wenatchee Urban Area and agrees that additional language was necessary in the Land Use Element to highlight the relationship to the Housing Element analysis. The City wants to work with the County in a cooperative collaborative manner consistent with the provisions of the Countywide Planning Policies. The primary concern of the City of Wenatchee for the reduction of the urban growth area is that if sewer service is not successfully extended prior to the urban area in Sunnyslope being developed in suburban and rural densities, the existing urban growth boundary will be deficient in size not being able to accommodate urban densities.

The City is committed to working with the County on strategies that can be agreed to ensure the successful extension of sewer service. These may include but not be limited to sewer development standards; removal of the 2005 interlocal agreement between Chelan County and the City of Wenatchee which would allow the City to pursue annexations and conduct planning in the Sunnyslope component of the Wenatchee Urban Growth Area in the same manner as the other cities in Chelan County; and road repair standards as sewer lines are extended. If these strategies can be agreed to there is a portion of Sunnyslope, referred to as the "Area of Protection", outside of the 20 year sewer service boundary that could be considered for an urban growth area modification. The City of Wenatchee continues to work with Chelan County on this issue. It is unclear whether Chelan County will meet 2017 timelines for GMA compliance. At this time, the City does not propose an amendment until discussions and agreements can be reached for the successful implementation of sewer service in Sunnyslope.

## **GOALS AND POLICIES**

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### **GOAL 1. URBAN GROWTH AREA – *Promote a compact urban form that encourages infill and discourages sprawl within a well-defined boundary.***

**Policy 1:** Discourage development on the hillsides surrounding the city to preserve open space and public safety.

**Policy 2:** Ensure that sufficient land is set aside for urban growth for population and economic growth.

**Policy 3:** Urban growth shall occur within urban growth boundaries where adequate public utilities and services exist or can be provided in an efficient manner.

**Policy 4:** Due to physical constraints and limits on density, the City should limit allocation of new population growth to the Wenatchee Urban Area unless the Urban Growth Area is increased in size to accommodate the projected growth.

**Policy 5:** Wenatchee's Urban Growth Area should be reviewed and revised at least once every ten years to accommodate the urban growth projected to occur in the urban area for the succeeding twenty-years.

**Policy 6:** Large blocks of contiguous land are limited within the Urban Growth Area. It is important to develop new tools, processes and standards for use by the development community that can build upon the positive features and characteristics of existing neighborhoods. These tools are necessary to facilitate the infill of vacant or partially used land which may have smaller lot sizes or increased development constraints.

### **GOAL 2. PROPERTY RIGHTS – *Protect property rights from arbitrary and discriminatory actions.***

**Policy 1:** Ensure all proposed regulatory or administrative actions do not result in an unconstitutional taking of private property, in accordance with RCW 36.70A.370.

**Policy 2:** Procedures for avoiding takings, such as variances or exemptions, should be maintained in the City's regulatory scheme.

### **GOAL 3. ARTERIAL CORRIDORS – *Provide opportunities for infill, redevelopment and neighborhood services along the city's arterial corridors that traverse residential neighborhoods.***

**Policy 1:** New services, conveniences, and/or gathering places will be supported in an existing neighborhood that lacks such facilities, provided they meet performance and architectural standards respecting the neighborhood's positive characteristics, level of activity, and parking and traffic conditions.



**Policy 2:** New residential infill development will be supported along the corridors, consistent with the neighborhood's existing positive characteristics and subject to architectural standards.

**Policy 3:** Adopt standards for development along corridors to promote clustering of uses.

**Policy 4:** In the 2006 comprehensive plan update process, a number of arterial corridor overlay designations were established. These designations often do not follow property boundaries and provide multiple layers of standards that apply to projects. Review these designations, and standards, and development which has occurred since initial adoption to identify opportunities to facilitate and improve the implementation of desired corridor development.

**Policy 5:** Evaluate and determine which overlay districts could transition to new or revised zoning districts in order to provide greater clarity and effective implementation of desired outcomes.

**Policy 6:** Study what changes to both land use designations, regulations and transportation facilities may be necessary need to be made to encourage and enable redevelopment in the vicinity of the interchange at the SR285/Stevens Street and Mission Street. A master planning effort might be an appropriate approach to properly address all of the issues.

**GOAL 4. OLDS STATION AND SUNNYSLOPE – Coordinate with Chelan County to address public facilities, services and housing issues.**

**Policy 1:** Adopt development standards within those residential components of Sunnyslope anticipated for public sewer service, which pertain to development patterns prior to the extension of service. The intent of these standards is to not preclude higher densities when sewer service is extended. Tools including but not limited to "shadowplattling" and other methods consistent with the 2017 City of Wenatchee Sewer General Plan can ensure that existing land use patterns will be able to accommodate targeted densities when sewer service is provided.

**Policy 2:** In coordination with Chelan County, develop and implement strategies for the extension of the sanitary sewer system in Sunnyslope consistent with the City of Wenatchee 2017 General Sewer Plan. Work to ensure that sanitary sewer systems are extended to the urban area in a timely manner.

**Policy 3:** Engage property owners and the public in a master planned exercise in Olds Station to implement the policy direction of the Sunnyslope Sub-Area Plan. Through this process the City:

- Acknowledges and reinforces the Sunnyslope Sub-Area Plan vision of allowing for and promoting residential growth in Olds Station;
- The City will lead a master planning process for Olds Station on behalf of the public and all of the property owners in Olds Station;
- The City recognizes the value and opportunity associated with its' waterfront properties in Olds Station; and
- The City will work with the Port of Chelan County to encourage the removal of restrictive covenants to allow for development consistent with the Sunnyslope Sub-Area Plan and future changes in a master planning process for Olds Station.

~~**Policy 2:** Chelan County should adopt land use controls that work towards meeting housing targets.~~

#### **GOAL 5. INFILL – Promote infill opportunities within the urban area.**

**Policy 1:** Provide incentives for quality developments at higher densities, such as narrow lots or cottage style housing.

**Policy 2:** Support the development of “granny flats” and accessory apartments within all residential areas.

**Policy 3:** Encourage and promote residential uses on upper floors in business districts.

**Policy 4:** Consideration will be given to the neighborhood in determining acceptable intensity and character of infill and redevelopment.

**Policy 5:** Ensure that higher density development includes usable open space within the development or within walking distance (1/4 mile) to development.

**Policy 6:** Develop a system and criteria to consider city investment in the extension of public services and infrastructure for residential infill projects that could result in tangible affordable housing opportunities for households that are at or below low to moderate income thresholds.

**Policy 7:** Utility relocation costs can preclude the development of residential infill projects. In coordination with the Chelan County Public Utility District and other public and

private utility purveyors, seek opportunities to support the development of residential infill projects by re-evaluating franchise agreement standards for utility relocation costs associated with small scale residential development in neighborhoods which are at or below low to moderate income thresholds.

**Policy 8:** Discourage the proliferation of flag lots which consume limited land resources and provide an inefficient land use pattern. Where public health, safety and general welfare can be addressed, accommodate the use of easements or alley access for infill residential development.

**Policy 9:** Historical land use patterns in the city included multiple unit housing blended within residential neighborhoods which typically had limited onsite parking and a reliance on on-street parking. Incorporate the opportunity for onsite parking reductions where street widths and capacity, pedestrian networks and transit systems are sufficient.

#### **GOAL 6. COMMERCIAL DISTRICTS – Work to promote distinct commercial and business districts to serve citizens and visitors of our city.**

**Policy 1:** Differentiate various commercial districts in terms of physical character, types of business, pedestrian orientation, and site configuration. The districts should not be thought of as one homogeneous corridor.

**Policy 2:** Different types of uses should be encouraged to cluster at separate points to create special sub-districts.

**Policy 3:** Build on various districts' positive assets as a welcome alternative to corporate logos and homogeneous architecture.

**Policy 4:** Provide opportunities for expansion of existing or new neighborhood commercial areas to better serve neighborhoods.

**Policy 5:** Review park and recreation facilities within the city and determine appropriate locations where complimentary park oriented uses could be added as a beneficial mixed use component. Locations should be chosen which could benefit neighborhoods providing additional amenities in a walkable environment but do not fragment cohesive historical residential neighborhoods.

#### **GOAL 7. INDUSTRIAL DISTRICTS – Ensure that the city and county set aside sufficient land for industrial opportunities.**

**Policy 1:** Support Chelan and Douglas counties in designation of industrial areas both within and outside of urban growth areas where compatible with adjacent development.

**Policy 2:** Protect the viability of Wenatchee's limited industrial areas by restricting incompatible development adjacent to these uses.



**Policy 3:** Provide opportunities for light manufacturing and flexible space, such as foundries and welding, within some of Wenatchee's commercial districts.

**GOAL 8. DOWNTOWN – Strengthen the vitality of downtown.**

**Policy 1:** Promote activity at the street level through appropriate uses in buildings, art and street amenities, and encourage offices and residential development in upper floors.

**Policy 2:** Promote expansion of the downtown and connection with adjacent districts, such as the waterfront and courthouse.

**Policy 3:** Provide infill opportunities and retail market support by encouraging residential development downtown.

**GOAL 9. WATERFRONT -- Encourage positive redevelopment that enhances the community's most precious resource – its waterfront.**

**Policy 1:** Create a series of development nodes or focal points along the waterfront – each with a different type of setting, different mix of land uses, design emphasis, and park improvements.

**Policy 2:** Provide a variety of housing types on the waterfront to increase pedestrian activity and vitality, increase the market for area businesses, and accommodate a significant share of the city's projected population growth.

**Policy 3:** Encourage office uses on the waterfront as a secondary use.

**Policy 4:** Maintain viable industrial uses in the waterfront area where related access and use impacts to the development nodes can be mitigated.

**Policy 5:** Promote quality development to strengthen the waterfront's character and sense of identity.

**GOAL 10. SOUTH WENATCHEE ACTION PLAN.** Implement the South Wenatchee Action Plan utilizing identified goals, policies, and implementation measures as a component of the Wenatchee Urban Area Plan. Plan implementation is intended to provide for active review and performance measures with a focus on a plan of action developed by the community.

**Goal 11. North Wenatchee Master Plan.** Implement the North Wenatchee Master Plan as the City moves past but does not forget the devastation of wildfire events, and chooses to redefine it's future in this area based upon a vision of a vibrant mixture of multi-family residential, public spaces, light industrial, and office and commercial opportunities. This new unique space is intended to augment and link to the rest of the City with new and enhanced corridors, but not compete with the many positive attributes of the City. Work cooperatively with property owners to evaluate implementation of the North Wenatchee Master Plan as the City moves past but does not forget the devastation of wildfire events.

- **Policy 1:** Evaluate implementation of the plan along with property owners. Adoption of this plan is solely for the purposes of:
  - Performing environmental review which is part of this Comprehensive Plan Update;
  - Supporting the City in pursuit of funding for infrastructure;
  - Facilitating the creation of a development agreement consistent with the plan at the sole option of property owners.
  - Recognize the development of the North Wenatchee Master Plan in 2016 as an optional redevelopment plan to support the property owners and city in disaster recovery and facilitating higher and better uses over time.
- **Policy 2:** Maintain existing zoning code and Waterfront Subarea plan for the purposes of addressing development permitting.
- **Policy 3:** Support property owners in sustaining economic value of their properties while the North Wenatchee Master Plan is being evaluated for future implementation.

#### ~~**SOUTH WENATCHEE** — *Promote the continued revitalization of South Wenatchee.*~~

~~— **Policy 1:** Review residential development standards to promote infill development compatible with the neighborhood.~~

~~— **Policy 2:** Seek opportunities to create distinct commercial districts in South Wenatchee that serves the neighborhood and urban area.~~

~~**GOAL 10. SOUTH WENATCHEE ACTION PLAN.** Implement the South Wenatchee Action Plan utilizing identified goals, policies, and implementation measures as a component of the Wenatchee Urban Area Plan. Plan implementation is intended to provide for active review and performance measures with a focus on a plan of action developed by the community.~~

#### **GOAL 12. RESIDENTIAL DEVELOPMENT – *Promote increasingly attractive neighborhoods with convenient access to services.***

**Policy 1:** Promote higher densities along major corridors and in existing neighborhoods already characterized by density.

**Policy 2:** Discourage lower density development on flat, easily developed ground.

**Policy 3:** Enhance Wenatchee’s residential neighborhoods with more services, open space, and pedestrian/bicycle improvements to support appropriate infill development.

**Policy 4:** Provide more green space, community gardens and quality streetscapes with street trees and sidewalks.

**Policy 5:** Adopt more flexible design standards for residential development that will permit the construction of different housing types compatible with surrounding neighborhoods.

**Policy 6:** New non-residential development in existing residential neighborhoods should be designed (landscaping and building design) and operated (traffic, noise, lighting, hours) to be compatible with the existing neighborhood. [Compatibility for design can take the form of guidelines which objectively define a range of acceptable neighborhood non-residential building types and architectural details.](#)

**Policy 7:** Family daycare providers (as defined in RCW 74.15.020) may be permitted in a residential dwelling in all residential and commercial zones as conditioned by RCW 36.70.450.

**Policy 8:** [Conduct a comprehensive review of dimensional and density standards for residential development. Where appropriate increase residential densities to accommodate a wider range of housing types. An increase in housing options and densities should include a review of new design tools and dimensional standards that protect or build upon neighborhood character.](#)

**Policy 9:** [Compatible blended density housing: Develop design standards and evaluate appropriate locations for diverse housing types within neighborhoods, utilizing blended densities, and evaluating and recognizing the differences between neighborhoods. The review should look at the character, form, intensity of development, and type of place as well as the mix of uses in the area. Relationships to surrounding neighborhoods are important as tiers or hierarchies of uses are evaluated. This approach to housing is more focused on desired form, with a range of housing types vs. a density based zoning approach.](#)

**GOAL 13. CANYONS AND FOOTHILLS – Conserve open space in the foothills surrounding the city and ensure appropriate development in the canyons.**

**Policy 1:** New residential development at the edge of the urban growth area should not impact the open qualities of the hillsides or disrupt the small-scale qualities of existing neighborhoods.

**Policy 2:** Carefully consider new development in the canyons for impacts from flooding, circulation and other emergencies.

**GOAL 14. COORDINATED PLANNING – Continue to work cooperatively within the region to address transportation, public services and facilities, and land use.**

**Policy 1:** Encourage Chelan County to continue implementation of the City's Comprehensive Plan and development regulations within the planning area.

**Policy 2:** Support the development of regional public and commercial facilities, such as the airport, landfills, industrial parks, Mission Ridge, medical facilities and academic institutions.

**Policy 3:** The City will work with Chelan County and other regional entities to identify lands useful for public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, storm water management facilities, recreation, schools, and other public uses.

**Policy 4:** Ensure the goals and policies of the City's Comprehensive Plan are consistent with Chelan County's County-wide Planning Policies.

**GOAL 15. NEIGHBORHOODS – Utilize neighborhood planning as a way to tailor the comprehensive plan and implement it in areas that reflect the neighborhood's history, character, current conditions, needs, values, vision and goals.**

**Policy 1:** Recognize neighborhood planning and implementation as critical tools for refining and turning into a reality the vision of the Comprehensive Plan.

**Policy 2:** Give all community members the opportunity to participate in shaping the future of their neighborhoods.

**Policy 3:** Build strong, effective strategies for developing and implementing neighborhood plans.

**Policy 4:** New non-residential development in existing residential neighborhoods should be designed (landscaping and building design) and operated (traffic, noise, lighting, hours) to be compatible with the existing neighborhood.

**GOAL 16. LANDS FOR PUBLIC PURPOSES – Identify lands useful for public purposes.**

**Policy 1:** Evaluate whether a separate land use designation system should be developed for existing public facilities such as schools, parks and openspace, cemeteries, and significant utility facilities in residential districts. If a public lands designation is developed, incorporate standards in the zoning code which address potential impacts and protect the character of neighborhoods.

**Policy 2:** Coordinate with the Washington State University and Wenatchee Valley Community College and surrounding neighborhoods to consider revised land use designations and standards for higher education facilities, such as a college district. If developed, such a designation should also look at the relationship and opportunities with surrounding land use designations and corridors.

**Policy 3:** If established, a college district designation and standards should support and encourage maintenance and investment in these facilities to meet community and regional educational and training needs while also addressing the needs and concerns of surrounding neighborhoods. This approach should provide for predictable outcomes for both the college facilities and neighborhoods.

**NEIGHBORHOOD PLANS** — ~~The following neighborhood plans are adopted by reference and incorporated as if fully set forth herein:~~

- ~~• Wenatchee Waterfront Sub-Area Plan~~
- ~~• Central Business District Sub-Area Plan~~
- ~~• Sunnyslope Sub-Area Plan~~

**GOAL 17. PERMITTING PROCESS AND STANDARDS** – The permitting process should establish procedures and standards which provide meaningful opportunities for citizen input, fair and timely permit processing, and effective implementation of the comprehensive plan.

**Policy 1:** Current code and development regulations provide a series of standards and layers of regulation which are not always clear or predictable for the community. Reshape the zoning code and development standards to be an integrated code that reflects the direction of the comprehensive plan.

**Policy 2:** Ensure that permit standards have clear criteria and performance measures to achieve desired goals. Maintain effective notice and participation procedures for significant projects while seeking opportunities to streamline permit procedures through administrative performance standards and criteria.

**Policy 3:** Evaluate and consider revising locally adopted State Environmental Policy Act, (SEPA), categorical exemption thresholds where it is determined that existing city code and policies are sufficient to address potential environmental impacts.

**Policy 4:** Conduct a thorough review of the comprehensive plan and it's associated adopted plans and studies to verify and facilitate plan implementation in city codes and programs.

**Policy 5:** Overlay zoning districts have been an effective tool for the city to implement new policy directives. These districts should now be reviewed to examine their effectiveness and opportunities where appropriate to transition any of the overlay districts with their underlying zoning layer into distinct separate zoning districts.

**Policy 6:** Review opportunities to streamline permitting systems in commercial and industrial districts considering tools such as performance standards and administrative conditional uses replacing conditional uses where appropriate. Standards should provide meaningful approaches to implement the comprehensive plan and consider public and agency comments.

## IMPLEMENTATION

The conceptual land use map proposes land use categories for Wenatchee. The following table reflects the beginning elements of the zoning and development standards that might be adopted to implement this plan, in addition to policy direction of the comprehensive plan.

District	Primary Uses	General Development Standards
<b>Central Business District</b>	<p><b>Primary Uses:</b></p> <ul style="list-style-type: none"> <li>▪ Ground floor retail, food and beverage, entertainment</li> <li>▪ Governmental offices</li> </ul> <p><b>Secondary Uses:</b></p> <ul style="list-style-type: none"> <li>▪ Upper floor offices</li> <li>▪ Upper floor residential</li> <li>▪ Limited light manufacturing</li> </ul>	<ul style="list-style-type: none"> <li>▪ Limited on-site parking</li> <li>▪ Architectural design controls</li> <li>▪ Tallest buildings</li> <li>▪ No setbacks or lot coverage limits</li> <li>▪ Design Controls on buildings and parking lots</li> <li>▪ Signage controls for illumination, sandwich boards, off-premise, size and location</li> </ul>
<b>North Wenatchee Business District</b>	<p><b>Primary Uses:</b></p> <ul style="list-style-type: none"> <li>▪ Retail</li> <li>▪ Restaurants</li> <li>▪ Banks and services</li> </ul> <p><b>Secondary Uses:</b></p> <ul style="list-style-type: none"> <li>▪ Upper floor residential</li> </ul>	<ul style="list-style-type: none"> <li>▪ <a href="#">Height: 4 to 6 stories 4 to 6 story height limit</a></li> <li>▪ Landscaping and signs</li> <li>▪ Access control</li> <li>▪ Develop pedestrian destination or orientation</li> <li>▪ Work on entrance and gateway improvements (landscaping, signage, public art, etc.)</li> </ul>
<b>South Wenatchee Business District</b>	<p><b>Primary Uses:</b></p> <ul style="list-style-type: none"> <li>▪ Ground floor retail, food and beverage, entertainment</li> <li>▪ Professional services</li> </ul> <p><b>Secondary Uses:</b></p> <ul style="list-style-type: none"> <li>▪ Light manufacturing</li> <li>▪ Auto repair</li> <li>▪ Upper floor residential</li> </ul>	<ul style="list-style-type: none"> <li>▪ Identify blocks for ground floor pedestrian activity</li> <li>▪ <a href="#">Four-story height limit Height: 4 to 6 stories</a></li> <li>▪ Work on entrance and gateway improvements (landscaping, signage, public art, etc.)</li> </ul>
<b><u>Highway Commercial</u></b>	<p><b><u>Primary Uses:</u></b></p> <ul style="list-style-type: none"> <li>▪ <u>Ground floor retail, food and beverage, entertainment</u></li> <li>▪ <u>Professional services</u></li> </ul> <p><b><u>Secondary Uses:</u></b></p> <ul style="list-style-type: none"> <li>▪ <u>Light manufacturing</u></li> <li>▪ <u>Auto repair</u></li> <li>▪ <u>Upper floor residential</u></li> </ul>	<ul style="list-style-type: none"> <li>▪ <u>Height: 4 to 6 stories</u></li> <li>▪ <u>Landscaping and signs</u></li> <li>▪ <u>Access control</u></li> <li>▪ <u>Develop pedestrian destination or orientation</u></li> <li>▪ <u>Work on entrance and gateway improvements (landscaping, signage, public art, etc.)</u></li> </ul>
<b><u>Corridor Live-Work</u></b>	<p><b><u>Primary Uses:</u></b></p> <ul style="list-style-type: none"> <li>▪ <u>Residential live-work</u></li> <li>▪ <u>New (not converted) attached multi-family units</u></li> <li>▪ <u>3 or more attached single-family units</u></li> <li>▪ <u>Ground floor retail, food and beverage, entertainment</u></li> <li>▪ <u>Professional services</u></li> </ul> <p><b><u>Secondary Uses:</u></b></p> <ul style="list-style-type: none"> <li>▪ <u>Light manufacturing</u></li> </ul>	<ul style="list-style-type: none"> <li>▪ <u>Identify blocks for ground floor pedestrian activity</u></li> <li>▪ <u>Height: 4 to 6 stories</u></li> <li>▪ <u>Work on entrance and gateway improvements (landscaping, signage, public art, etc.)</u></li> </ul>

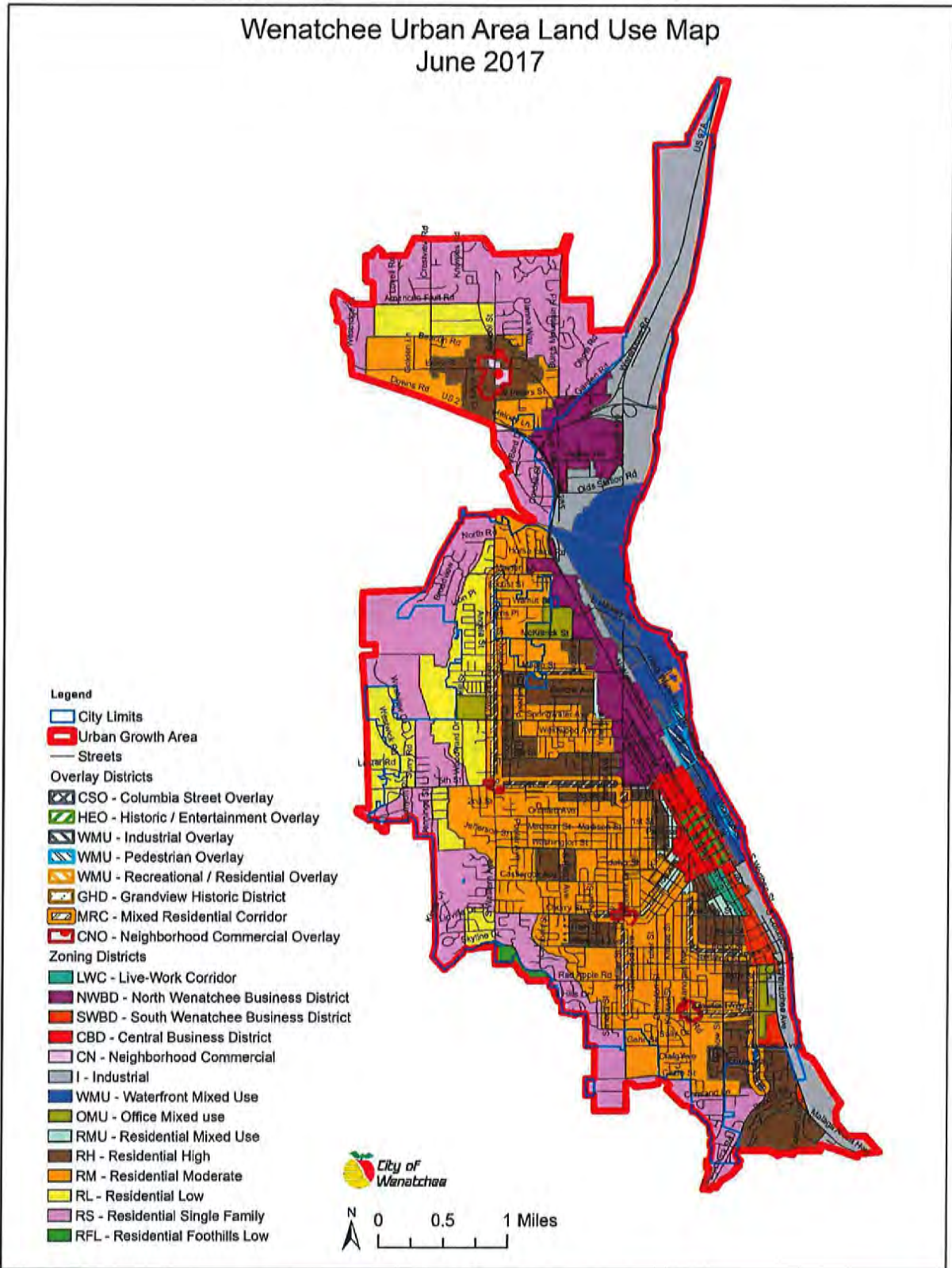
District	Primary Uses	General Development Standards
	<ul style="list-style-type: none"> <li>▪ Auto repair</li> <li>▪ Upper floor residential</li> </ul>	
<a href="#">North Wenatchee Master Plan Overlay</a>	<a href="#">Please see North Wenatchee Master Plan</a>	<a href="#">Please see North Wenatchee Master Plan</a>
<b>Waterfront</b>	<p><b>Primary Uses:</b></p> <ul style="list-style-type: none"> <li>▪ Development varies by node</li> <li>▪ Ground floor retail, food and beverage, entertainment</li> <li>▪ Residential</li> </ul> <p><b>Secondary Uses:</b></p> <ul style="list-style-type: none"> <li>▪ Limit industrial activity to active areas</li> <li>▪ Upper floor offices</li> <li>▪ Upper floor residential</li> </ul>	<ul style="list-style-type: none"> <li>▪ Land use controls applicable to land along Columbia Riverfront</li> <li>▪ Architectural design controls</li> <li>▪ Emphasis on connection with waterfront</li> <li>▪ <u>Height:</u> 4 to 6 stories</li> </ul>
<b>Mixed Residential Corridor</b>	<p><b>Primary Uses:</b></p> <ul style="list-style-type: none"> <li>▪ Variety of housing choices</li> <li>▪ Schools, churches, public buildings</li> <li>▪ Adult homes</li> </ul> <p><b>Secondary Uses:</b></p> <ul style="list-style-type: none"> <li>▪ Apartments</li> <li>▪ Neighborhood services</li> <li>▪ Professional offices</li> </ul>	<ul style="list-style-type: none"> <li>▪ Architectural controls on multi-family and non-residential development</li> <li>▪ Development limited to suitable locations only</li> <li>▪ Focus on intersection development as first phase</li> <li>▪ Could require road improvements</li> <li>▪ Landscaping required</li> <li>▪ Signs strictly limited</li> </ul>

District	Primary Uses	General Development Standards
<b>Office &amp; Residential Mixed Use</b>	<p><b>Primary Uses:</b></p> <ul style="list-style-type: none"> <li>▪ Variety of housing choices</li> <li>▪ Professional offices</li> <li>▪ Neighborhood services</li> <li>▪ Medical centers</li> <li>▪ Apartments</li> </ul> <p><b>Secondary Uses:</b></p> <ul style="list-style-type: none"> <li>▪ Retail and food service</li> <li>▪ Light manufacturing</li> </ul>	<ul style="list-style-type: none"> <li>▪ Mixed use zone suitable for residential, professional office, and in some limited areas, light industrial uses</li> <li>▪ <u>Height:</u> 2-4 stories</li> </ul>
<b>Neighborhood Commercial</b>	<p><b>Primary Uses:</b></p> <ul style="list-style-type: none"> <li>▪ Neighborhood services, such as banks, convenience store, bakery, coffee, book stores</li> </ul> <p><b>Secondary Uses:</b></p> <ul style="list-style-type: none"> <li>▪ Upper floor residential uses</li> </ul>	<ul style="list-style-type: none"> <li>▪ Neighborhood commercial zone intended to provide services at a neighborhood level</li> <li>▪ <u>Height:</u> 4 stories</li> </ul>
<b>Industrial</b>	<p><b>Primary Uses:</b></p> <ul style="list-style-type: none"> <li>▪ Manufacturing</li> <li>▪ Auto repair</li> <li>▪ Warehouses and storage</li> </ul> <p><b>Secondary Uses:</b></p> <ul style="list-style-type: none"> <li>▪ Commercial uses that provide services</li> </ul>	<ul style="list-style-type: none"> <li>▪ Industrial land uses</li> <li>▪ Allow commercial uses in industrial land uses</li> <li>▪ <u>Height:</u> 6 stories</li> </ul>
<b>Residential Foothills Low</b>	<p><b>Primary Uses:</b></p> <ul style="list-style-type: none"> <li>▪ Single family</li> </ul>	<ul style="list-style-type: none"> <li>▪ Very low density residential suited for foothills area</li> </ul>

	<p><b>Secondary Uses:</b></p> <ul style="list-style-type: none"> <li>▪ Accessory Dwelling Units</li> <li>▪ Agricultural uses</li> </ul>	<ul style="list-style-type: none"> <li>▪ <u>Density:</u> 1-2 units per acre</li> <li>▪ <u>Height:</u> 2 stories</li> </ul>
<b>Residential Single Family</b>	<p><b>Primary Uses:</b></p> <ul style="list-style-type: none"> <li>▪ Single family, and very low density residential planned developments</li> <li>▪ <a href="#">Compatible blended density housing</a></li> </ul> <p><b>Secondary Uses:</b></p> <ul style="list-style-type: none"> <li>▪ Accessory Dwelling Units</li> <li>▪ Agricultural uses</li> <li>▪ Home based business</li> </ul>	<ul style="list-style-type: none"> <li>▪ Very low density residential suited for outlying areas</li> <li>▪ <u>Density:</u> 4-6 units per acre</li> <li>▪ <u>Height:</u> 2 stories</li> </ul>
<b>Residential Low</b>	<p><b>Primary Uses:</b></p> <ul style="list-style-type: none"> <li>▪ Single family, and low density residential planned developments</li> <li>▪ <a href="#">Compatible blended density housing</a></li> </ul> <p><b>Secondary Uses:</b></p> <ul style="list-style-type: none"> <li>▪ Accessory Dwelling Units</li> <li>▪ Agricultural uses</li> <li>▪ Home based business</li> </ul>	<ul style="list-style-type: none"> <li>▪ Low density residential single family development</li> <li>▪ <u>Density:</u> 6-8 units per acre</li> <li>▪ <u>Height:</u> 2 stories</li> </ul>
<b>Residential Moderate</b>	<p><b>Primary Uses:</b></p> <ul style="list-style-type: none"> <li>▪ Single family, duplex, and moderate density residential planned developments</li> <li>▪ <a href="#">Compatible blended density housing</a></li> </ul> <p><b>Secondary Uses:</b></p> <ul style="list-style-type: none"> <li>▪ Accessory Dwelling Units</li> <li>▪ Agricultural uses</li> <li>▪ Home based business</li> </ul>	<ul style="list-style-type: none"> <li>▪ Moderate density residential development</li> <li>▪ <u>Density:</u> 8-20 units per acre</li> <li>▪ <u>Height:</u> 2 - 3 stories</li> </ul>
<b>Residential High</b>	<p><b>Primary Uses:</b></p> <ul style="list-style-type: none"> <li>▪ Entire range of housing choices</li> <li>▪ Apartments</li> </ul> <p><b>Secondary Uses:</b></p> <ul style="list-style-type: none"> <li>▪ Adult care facilities</li> <li>▪ Home based business</li> </ul>	<ul style="list-style-type: none"> <li>▪ Mixed residential densities suitable to a variety of housing choices depending on location and compatibility with neighborhood</li> <li>▪ <u>Density:</u> 10 - 40 units per acre</li> <li>▪ <u>Height:</u> 3 - 6 stories</li> </ul>

~~**Policy 4:** Coordinate with regional jurisdictions to develop a regional assessment and report to share in the responsibility for achieving a reasonable and equitable distribution of affordable housing to meet the needs of middle and lower income persons.~~





## TRANSPORTATION

### TOPICS

- Purpose
- [Regional Coordination & Referenced Plans](#)
- Background
- [Complete Streets Policy](#)
- Inventory
- Level of Service
- [Funding Improvements](#)
- [Regional Connectivity Circulation](#)
- [Foothills and Canyons](#)
- [Complete Streets Policy](#)
- System Maintenance & Safety
- Parking
- Transportation Demand Management (TDM)
- Freight Management
- [Regional Goals and Policies](#)
- Goals and Policies

### PURPOSE

[The purpose of the Transportation Element of the Comprehensive Plan is to ensure the transportation system within the Urban Growth Area \(UGA\) is preserved and enhanced to meet the growth needs of the community. The Transportation Element must consider all modes of transportation from non-motorized functions, such as walking, to aviation. The State Growth Management Act requires the Transportation Element to consider existing inventories of services and facilities, levels of service, system deficiencies, regional coordination, land use patterns and goals and policies among other items.](#)

[The vision for Wenatchee's Transportation Element is to promote, manage, and maintain a safe, efficient, and integrated multi-modal transportation system that is consistent with the city's overall vision and adequately serves anticipated growth.](#)

~~The Transportation Chapter aims to increase the mobility, accessibility, and safety of the road network, in coordination with enhancing the multimodal nature of the transportation system and encouraging viable alternatives to the single-occupant automobile.~~

~~This chapter includes: a brief inventory of transportation facilities, adopted level of service standards, and a discussion of current and future system needs and strategies for meeting demands including utilizing demand management and non-motorized transportation.~~

### REFERENCED REGIONAL COORDINATION & REFERENCED PLANS

[The Chelan-Douglas Transportation Council \(CDTC\) is the region's metropolitan planning organization \(MPO\) and the region's Regional Transportation Planning Organization \(RTPO\) made up of cities, towns, counties, ports, the Washington State Department of Transportation \(WSDOT\), and LINK transit. The CDTC has set transportation policy and goals for Chelan and Douglas counties through Transportation 2040 which addresses regionally-significant transportation deficiencies, opportunities and recommends transportation system improvements in all of Chelan and Douglas counties.](#)

[As such, local transportation planning takes place within the context of greater regional efforts. The City of Wenatchee coordinates transportation issues and planning on a regional basis through the CDTC. All jurisdictions within the region including the WSDOT, Chelan County, and LINK Transit participate in coordination](#)

efforts through the CDTC. The City also plans and coordinates transportation matters directly with the WSDOT, Chelan County, the Wenatchee School District, the Port of Chelan County, and other agencies and non-profit groups.

This Transportation Element is consistent with the Transportation 2040 priorities. OtherSeveral—existing plans hold important information for painting a comprehensive transportation overview of our urban area. Rather than reiterating their information, tThese plans are adopted by reference, as now and hereafter amended, into this Transportation . Chapter. Plans, documents or studies which have been adopted as a component of this plan or serve as adopted guidance materials are listed in their entirety under the section, Relationship to Other Plans & Studies, in the Wenatchee Urban Area Plan. —The Transportation Element and other applicable portions of the Comprehensive Plan provides direction on the use and implementation of these plans or guidance materials. .

- ~~• Transportation 2040: The Regional Transportation Plan for Chelan and Douglas Counties~~
- ~~• City of Wenatchee's adopted Six Year Transportation Improvement Program~~
- ~~• City of Wenatchee Capital Facilities Plan 2017-20\*\*~~
- ~~• 2016 City of Wenatchee Citywide Pavement Management Program~~
- ~~• 2013 Greater Wenatchee Bicycle Master Plan~~
- ~~• The North Wenatchee Transportation Master Plan~~
- ~~—Wenatchee Valley Urbanized Area Freight Study~~
- ~~—Wenatchee Foothills Development Potential Study (Resolution 2010-27)~~

## **BACKGROUND**

Nearly every transit trip begins or ends as a walking or bicycle trip. Providing a multimodal transportation system that is reliable, aesthetic, efficient, integrated and intentionally connected gives people the option to avoid traffic jams and increase the overall capacity of the established network. Building upon the existing system to adequately accommodate users of all ages and abilities requires planning, designing and constructing in such a way that considers pedestrians, bicyclists, public/paratransit users, people with disabilities, emergency responders, motorists, freight providers, commercial vehicles, delivery/service personnel, adjacent property owners and additional modes of transportation.

The decision to consider transportation alternatives for the single occupancy motor vehicle is influenced by neighborhood design and density (mixed use and short blocks), comfortable and convenient infrastructure (size, placement and feel), narrow streets, lighting, and aesthetic landscaping and architecture. Alternative transportation modes are found along and across arterials, collectors, alleyways and trails in order to connect home, work school, recreation, retail and other destinations for residents and visitors. Access and mobility from one place to another is essential for all users regardless of neighborhood status, health equity, income, race or ethnicity.

Wenatchee's transportation system is primarily centered on the private automobile. There are ever increasing driver numbers and resulting traffic congestion on the road system. As the urban area continues to grow, new roadways, bridges, and the expansion of

~~existing roadways in conjunction with continuous maintenance will be required.~~

This Plan expands the multi-modal nature of our transportation system. This is achieved, in part, by adopting land use policies that reduce the need for automobile travel. Strategies include providing opportunities for greater residential densities close to employment and transit routes, promoting compatible infill in established neighborhoods, as well as encouraging a mix of uses in commercial and surrounding areas. Facilitating modes other than the automobile also necessitates planning for and reviewing such systems in a comprehensive manner for the entire urban area.

Due to Wenatchee's status as the regional urban center, however, the city transportation network is significantly affected by traffic generated from outside the city limits. This presents a significant challenge in utilizing land use and transportation planning policies to encourage infill development and maintain a compact urban area while managing increasing traffic congestion on the transportation network generated outside the planning area.

### **COMPLETE STREETS POLICY**

"Complete streets" refers to the concept that ~~roadways should be designed with all users in mind, not just motorists.~~ Pav The term was introduced around 2003 in an effort to improve pedestrian and bicycle facilities in particular, and it is now used by many local governments. In 2011, the state legislature passed the Complete Streets Act, codified in RCW 47.04.320-340, encouraging local governments to adopt their own complete streets ordinances. In particular, RCW 47.04.320(1) states that such ordinances should "provide safe access to all users, including bicyclists, pedestrians,

motorists, and public transportation users."

The Complete Streets Act establishes a grant program to help cities, towns, and counties pay for complete streets projects. To be eligible for a grant, the Act requires local governments to adopt a jurisdiction-wide complete streets ordinance. The National Complete Streets Coalition emphasizes a number of important criteria including incorporating all users and modes, applying to all types of transportation projects, recognizing the importance of a complete street network, using the latest design guidance, identifying specific implementation steps, and creating measurable performance standards to evaluate whether the jurisdiction is meeting the goals.

*Municipal Research Services*

The City of Wenatchee adopted a Complete Streets Policy (Ordinance 2016-24) in 2016. Wenatchee's Complete Streets Policy provides:

- Vision for the multimodal transportation system;
- Core commitment around identifying users and modes, integration into projects/phases, and policy exceptions;
- Best practices for establishing a multimodal transportation system network, effective complete streets partnerships, design guidance, and performance measures; and
- Next steps for implementing complete street elements.

Many of Wenatchee's streets are designed for motor vehicle travel; by expanding and improving the multi-modal nature of the city's system, safety and accessibility can increase for all. Amongst the barriers to utilizing alternative transportation facilities is an incomplete transportation system, the classic examples are

piecemeal sidewalks and bicycle lanes. Because of the piecemeal nature of development, many bicycle and pedestrian gaps within the system should be targeted by the city as area-wide improvement projects.



Bulb-out at pedestrian crossing

Implementation of traffic calming devices such as bulb-outs and signage, among others, can be used to control traffic speeds within neighborhoods and where travel speed is a reoccurring concern. This approach has been used by several cities to restore and maintain safe and pedestrian friendly neighborhoods.

As such, local transportation planning takes place within the context of greater regional efforts. Goals and policies are informed by and consistent with, *the Wenatchee Valley Transportation Council's (WVTC) Confluence 2025 - A Strategic Transportation Plan for the Wenatchee Valley.* As the Metropolitan Planning Organization (MPO) for North Central Washington, the WVTC is the local government consortium responsible for regional transportation in the urbanized area of Wenatchee, East Wenatchee and Rock Island. Regional level of service standards, transportation system analyses, and a prioritized transportation

improvement program for the region are developed by WVTC.

## **INVENTORY**

Wenatchee's transportation system is already multimodal in nature. In addition to its road network, the city's system includes Link Transit with intra-city and intercity routes and an expanding network of on-road and off-road pedestrian and bicycle facilities. Inter-regional transportation services include the Pangborn Memorial Airport, Amtrak, and Northwestern Trailways. Columbia Station, a nationally recognized multimodal transportation center, connects these forms of transportation in downtown.

### **Streets/Roadways/Highways**

The City of Wenatchee's street system includes approximately 108 miles in total. For a more detailed inventory, refer to the *City of Wenatchee 2005 Street Preservation and Maintenance Program Evaluation.*

The City of Wenatchee currently manages and maintains approximately 115 centerline miles of public streets not including alleys or SR285. The roadway system also includes 3,427 street lights, 48 traffic signals, and 6,498 signs. Primary streets within Wenatchee's transportation network are classified into three categories. Principal and minor arterials account for 42 miles or approximately 36.5% of the centerline mileage. The other 63.5% of the system consists of local access or residential streets. Non local-access streets are classified as follows and as depicted on the circulation and classification plan:

1. Principal Arterials - Provide access to major activity centers and connections to or along regional traffic ways. Such streets have the

highest traffic volumes and are the major commuting routes.

2. Minor Arterials – Provide circulation between Principal Arterials and other activity centers. Streets typically don't exhibit as high of traffic volumes as Principal Arterials.
3. Collectors - Collect traffic from residential areas and connect to Principal and/or Minor Arterials.<sup>‡</sup>
4. Local Access – Low volume streets used primarily for access to adjacent property.
3. Fire Apparatus Roads – Provide emergency access to access limited areas in accordance with the International Fire Code (IFC).

### **State-Owned Transportation Facilities**

State-owned highways in Wenatchee include the limited access portions of SR285 and SR2/97 in both the south and north ends of the city. These sections of the state highway system are managed by the WSDOT and are included in the RTP.

The Wenatchee Urban Area Circulation Map, depicting all locally classified streets and identified future roadway connections within the transportation network, is included at the end of this chapter.

<sup>‡</sup> Local classifications and definitions are not the same as the federal classifications and definitions.

### **Pedestrian & Bicycle Facilities**

In 2015 the city accounted for approximately 151 miles of cement concrete sidewalk, 437 marked crosswalks, 34 school zone beacons, 3 crosswalks having flashing beacon warning systems, and one hybrid pedestrian signal on SR285. Planned capital projects include the construction of additional pedestrian accommodations including marked crosswalks, curb bulb-outs, warning beacons, a pedestrian bridge, and other work. Typical sidewalk widths in Wenatchee are 5 feet and are sometimes in excess of 10 feet in commercial areas.

In 2015 the city accounted for approximately 10 miles of designated bicycle lanes, pavement markings and associated wayfinding signing. Bicycle lanes are typically five foot wide and designated by striping, pavement markings, and signing next to the motorized travel lane. The Wenatchee Valley Transportation Council (CDTC) adopted the Greater Wenatchee Bicycle Master Plan in 2013. This regional bike plan was developed by the Wenatchee Valley Transportation Council (CDTC) in coordination with the Regional Bicycle Advisory Board, looking at the metropolitan planning area in Chelan and Douglas counties. Plan recommendations include policy statements, street projects and program recommendations geared towards improving the ability for residents of, and visitors to, our community to ride their bicycle for commute, transport or pleasure.

This plan is adopted herein. The Greater Wenatchee Bicycle Master Plan was adopted via resolution 2014-64 as a guidance document to be considered by the City as it strives to implement the

goals and policies of the Transportation Element and overall provisions of the Wenatchee Urban Area Comprehensive Plan. Three specific maps in the Greater Wenatchee Bicycle Master Plan are depicted within [this](#) Transportation Element. These maps provide updated detail on existing bikeways, a 20-year vision for potential bike routes in the region, and identify potential priority project areas. The policies of [this](#) Transportation Element and the Comprehensive Plan as a whole shall ultimately provide the guiding principles and policy direction on bicycle facility improvements in the City of Wenatchee.

The Apple Capital Recreation Loop Trail provides circulated travel between Wenatchee and East Wenatchee for bicycles and pedestrians. It is the longest loop trail in Washington State and traverses more than ten miles of Columbia River shore lands. Since completion in 1994, the Loop Trail has been a popular success. The Trail has become a major transportation corridor used by both communities for recreation and commuting alike. It is managed by the Loop Trail Advisory Committee, made up of all managing agencies and stakeholder representatives.

### **Transit Facilities**

Link Transit provides bus and paratransit service six days a week. Sixteen routes provide service throughout Wenatchee, several of those connecting to surrounding communities in Chelan and Douglas Counties. [Public transportation extends access and mobility for employment, recreational and social opportunities for pedestrians and bicyclists by linking neighborhoods to local and regional destinations. Link Transit has increasingly been a crucial connectivity piece of the transportation system serving approximately 1-million passengers](#)

[annually across 2 counties and 17 communities with 8 fixed routes, 4 flex routes, 3 commuter routes, 16 paratransit vehicles \(by reservation\), a general Dial-A-Ride \(DART\) service in Leavenworth and one seasonal route to Mission Ridge Ski area.](#)



Columbia Station

In addition to Link Transit service, there are two westbound intercity bus routes and a single eastbound route provided daily by Northwestern Trailways.

[Link Transit is developing an updated strategic plan that will look to expand on and improve available routes and services.](#)

### **Passenger Rail Transportation**

Amtrak's *Empire Builder* offers daily westbound rail service in the early morning and eastbound service in the late evening. [This provides Wenatchee with connections from Portland and Seattle to Milwaukee and Chicago, in addition to Vancouver B.C., —with many additional stops along the way.](#)

### **Air Transportation**

Pangborn Memorial Airport is co-owned by the Ports of Chelan and Douglas Counties. ~~Four~~ **Three** flights, to and from Seattle, are available daily. [A recent project that added a new 7000 foot runway makes it more reliable for Horizon Air's service to Seattle](#)

and increases the possibility for more commercial air service in the future.<sup>2</sup>

### **Freight System**

~~State Highway 285 and North Wenatchee Ave make the primary freight route for through traffic in the city. South Wenatchee Ave. and South Mission St. are also designated freight routes extending south of the city. Many of the other Principal and Minor Arterials, as well as some Collectors, serve as the "Supporting Freight System." Certain streets are designated as freight routes. The system proposed provides access to all of the industrial areas where most of the freight traffic will be accessing.~~

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<sup>2</sup> Visit [pangbornairport.com](http://pangbornairport.com) for more information.



## **LEVELS OF SERVICE (LOS)**

The eCity of Wenatchee adopted a complete streets policy in 2016 that will have a profound impact on the way that LOS has been utilized in the past. Wenatchee is transitioning to an integrated multimodal approach to transportation consistent with the latest edition of the Highway Capacity Manual (HCM) and the Washington State Transportation Plan.

Specific LOS for non-motorized modes are still under development and are expected to be consistent with Transportation 2040 as they are developed and adopted regionally.

### **Automobile**

Automobile level of service standards for arterials, transit routes, and highways have historically been based on the Highway Capacity Manual (HCM) published by the Transportation Research Board. This manual is widely utilized by transportation professionals nationwide. The most current fifth edition published in 2010 is the first to provide an integrated multimodal approach to the analysis and evaluation of urban streets from the points of view of automobile drivers, transit passengers, bicyclists, and pedestrians.

The HCM identifies six levels of LOS ranging from A to F. LOS A represents the best operating conditions from the traveler's perspective and LOS F the worst. One of the strengths of the LOS system, and a reason for its widespread adoption by agencies, is its ability to communicate roadway performance to laypersons. Performance measures identified in the HCM include the volume-to-capacity ratio (V/C ratio) which reflects how closely a roadway is operating to its capacity. A V/C ratio that exceeds 1.0 indicates that more

vehicles demand to use a roadway than can be accommodated.

Wenatchee utilizes the vehicle mobility level of service standards detailed table 2-2 of Transportation 2040 which includes an intersection LOS of "E" for urban corridors, LOS "E" – Averaged in the Wenatchee Central Business District, and a roadway V/C ratio of less than 1.0 for all other arterials, transit routes, and highways.

Table 2-3 of Transportation 2040 identifies regional vehicle mobility deficiencies in the 2040 forecast. Five intersections are identified as failing in Wenatchee. The northerly three intersections are currently programmed to be addressed utilizing the "Connecting Washington Revenue Package" (see Improvements). The other two are expected to be addressed later in the planning period utilizing state and local funds.

### **Roadway Pavement Condition**

Wenatchee is currently developing a system-wide pavement management program with the primary performance measure consisting of the averaged pavement condition index (PCI). The 2015 PCI of all streets in the city was 75 and the city is currently working toward establishment of formal maintenance and preservation programs that will keep the average PCI from falling lower than 70. This will keep the entire system at a level of service that exceeds the Transportation 2040 performance target for the regional system of "Good to Fair".

### **Pedestrian**

Transportation 2040 includes a "Walking" performance category for the regional road system. The performance measures in this category include continuous sidewalk on both sides of the roadway and providing a four-foot buffer between the driving lane and sidewalk.

Wenatchee utilizes these performance measures on the regional road system and will further define performance measures in the coming year with the development of a pedestrian master plan. The future City of Wenatchee Pedestrian Master Plan, will incorporate the future City of Wenatchee ADA Transition Plan, and provide recommendations including policy statements, pedestrian and ADA specific projects to improve accessibility and mobility for system users as well as an established sidewalk program that formalizes a prioritization criteria for pedestrian infrastructure.

### **Bicycles**

Transportation 2040 includes a "Cycling" performance category for the regional road system. The performance measures in this category include the presence of bikeway facilities consistent with the Greater Wenatchee Bicycle Master Plan adopted by the CDTC in 2013. As bike lane designs evolve, alternatives to the conventional one-way lane (buffered, contra-flow, left-side bike lanes, etc.) and an increased preference to 7 ft. or greater allow for comfort, safety, passing room and side-by-side riding.

Wenatchee utilizes these performance measures on the regional road system to the extent detailed in the INVENTORY section of this element. Further definition of performance measures have been will be incorporated developed in the coming year with the adoption of in the City of Wenatchee 2016 eComplete sStreets pPolicy.

### **Transit**

Wenatchee utilizes the performance measures and targets identified in Transportation 2040 for transit LOS. Further LOS definition and detail of this travel mode combined with the Bicycle, Pedestrian, and Automobile modes is

expected to develop with the implementation of the 2016 eComplete sStreets pPolicy.

Public transportation extends access and mobility for employment, recreational and social opportunities for pedestrians and bicyclists by linking neighborhoods to local and regional destinations. Link Transit has increasingly been a crucial connectivity piece of the transportation system serving approximately 1 millions passengers annually across 2 counties and 17 communities with 8 fixed routes, 4 flex routes, 3 commuter routes, 16 paratransit vehicles (by reservation), a general Dial A Ride (DART) service in Leavenworth and one seasonal route to Mission Ridge Ski area. InAs of 2016, Link has been serving Chelan and Douglas counties for 25 years and areis ready to strategically plan the next 25 years. The renewed strategic plan will help to define the role of public transit in the valley's future, redesign and evolved the Link Transit experience over time and improve Link to work better for its customers. Looking to the completed strategic plan will provide guidance for policy statements and future project and program planning efforts.

Regional level of service standards apply to the regional transportation system identified in Confluence 2025. Any regional roadway or segment that does not meet each of three different standards is considered deficient by Wenatchee Valley Transportation Council.

The two performance standards are based on the Highway Capacity Manual LOS D. One standard is measured by the amount of delay experienced by vehicles entering an intersection during the afternoon peak period. LOS D at a signalized intersection means that over the time of one hour, each vehicle should not be delayed longer

than 55 seconds; at an unsignalized intersection the delay shouldn't exceed 35 seconds/vehicle, averaged over one hour. The other LOS standard concerns travel time along identified *Regional Mobility Corridors*. At LOS D, if the posted speed is between 30-35 mph then the average travel speed for each vehicle shouldn't drop below 14 mph, averaged over one hour. Regional corridors within Wenatchee include: SR285/N. Wenatchee Ave, Wenatchee Ave, West Wenatchee (Maiden Ln, Western Ave, & Cherry St), Miller/Crawford, and 5<sup>th</sup> Street.

Adopted LOS standards for the city road network are consistent with what the WVTC has set for the greater urban region, with the exception of the regional corridor, SR285/North Wenatchee Ave. Given the regional contributions to SR285, the city realizes that limiting development within city limits (as a consequence of transportation concurrency) will not prevent LOS from continuing to drop. Therefore, the city has decided to implement LOS E performance standards for SR285, which is projected to be deficient by 2025.

In addition to implementing regional LOS standards, Wenatchee applies a LOS D for all signalized intersections along locally classified arterials and collectors.

The third regional level of service standard applies to non-motorized transportation. "All roadways on the regional system should have sidewalks and proposed bicycle facilities should be funded and constructed."<sup>3</sup> As such, areas where sidewalks and/or proposed bicycle facilities are not present are considered deficient.<sup>4</sup>

Current City standards require sidewalks along all residential, collector, and arterial roadways. New and re-development occurring along roadways are required to put in sidewalks if they are absent. Although standards are in place now, there are many streets that do not have continuous sidewalks. Eight projects listed within the City's TIP include installing or improving sidewalks along currently deficient roadways. Additionally, there is funding set aside for other pedestrian safety improvements throughout the city network.

<sup>3</sup>-Confluence 2025. WVTC. Pg C-25.

<sup>4</sup>-See Confluence 2025: pg C-26 for specific sidewalk deficiencies.

### **LOS Performance**

*Confluence 2025* identifies regional roadways and intersections within Wenatchee's UGA that are, or will be, deficient by 2025. The figure on the following page depicts all of the intersections and mobility corridors that are projected to be functioning below or at the adopted LOS D.

There is a challenge to transportation concurrency, as stated in *Confluence 2025*:

"The Growth Management Act's transportation concurrency ordinance, in some cases, work against the growth management objectives of cities and counties. For example, a city pursuing compact development in an urban area may be forced to shift development to the urban fringe where traffic congestion is less of a problem.

Transportation concurrency presents another challenge by requiring only one jurisdiction to deny development even when traffic impacts result from development in adjacent cities or counties."<sup>5</sup>

This challenge is apparent for much of Wenatchee's principal road network; finding solutions to improve circulation in the long term, while not disproportionately placing the burden on city development, is a challenge the city, in cooperation with WVTC, is trying to find solutions to.

While adding capacity to a street may be necessary in some circumstances, continual road widening is not a long term solution to rush hour traffic congestion. The transportation policies included within this Plan are focused on managing the transportation network safely and efficiently for all modes without unnecessarily widening arterial streets.

Projected Deficient roads and intersections have been identified for improvements within the *Regional Transportation Improvement Program (TIP)*, or within the City's *Six Year TIP*, adequate funding sources are still being pursued.

<sup>5</sup>*Confluence 2025*. WVTC. pg B-5.

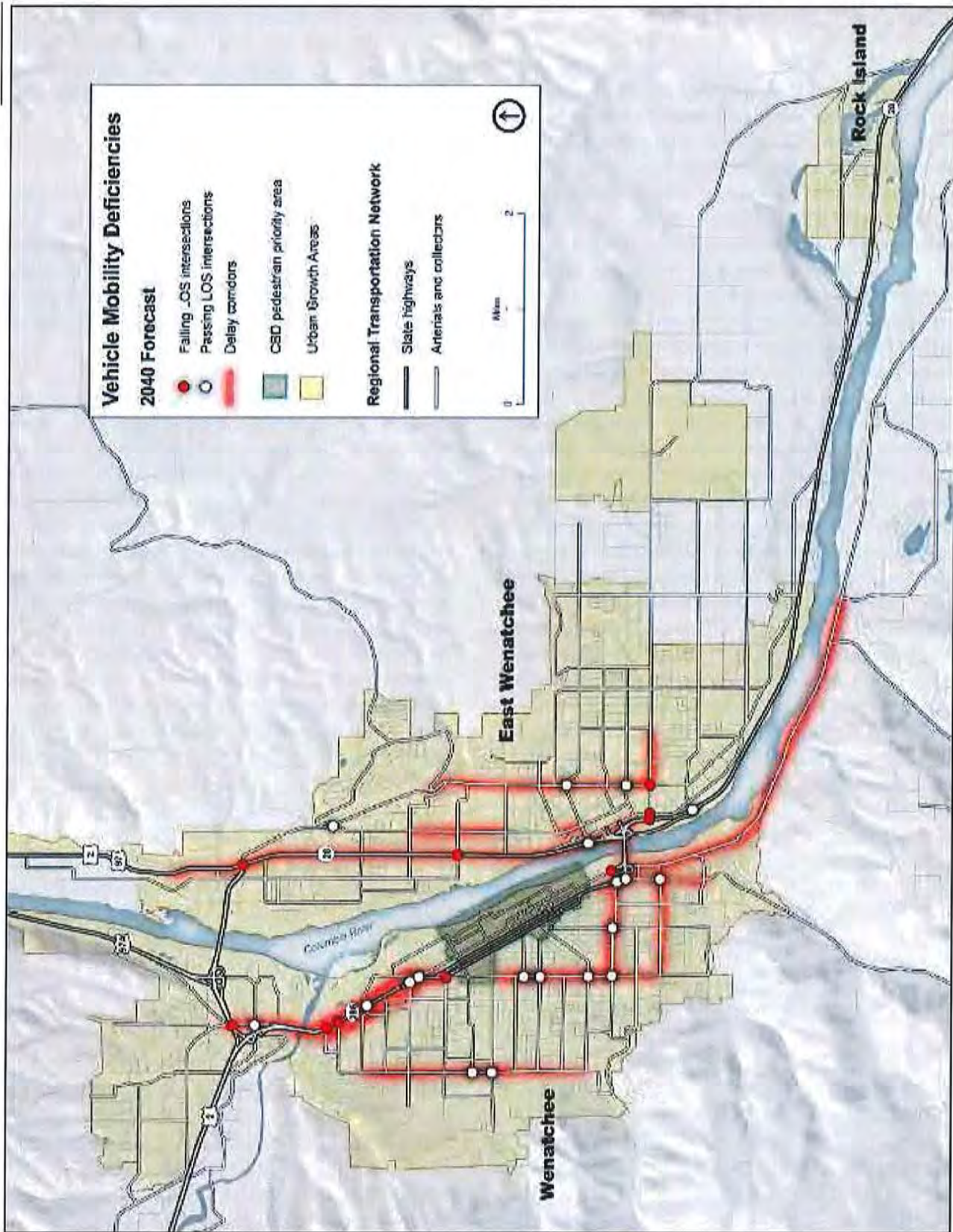


Figure 2-3: 2040 Vehicle Mobility Deficiencies

## **FUNDING IMPROVEMENTS**

A recent analysis of the street overlay program found that more than \$1.5 million needs to be annually allocated to this fund due to the rising cost of oil prices, and a closer examination of other issues such as grinding, along with life extension maintenance procedures such as crack sealing and intersection repair. Due to the life cycle of city streets, in some years additional overlays are not anticipated, or are severely reduced in scope. However, due to the large amount of work done in 1998 and 1999, which were financed by bonds, annual project costs are anticipated to significantly increase in 2014. In 2014, when the city's existing bonds for the overlay program are paid off, the city can either re-issue bonds for another large push, or the city could add the revenue from the 1<sup>st</sup> ¼% Real Estate Excise Tax to the Overlay program. An alternative would be to ask the voters for additional authority to pay for street overlays, or additional funding options that might be provided by the state legislature for preservation of city streets. Wenatchee's budget includes several funds and funding sources for transportation maintenance, planning, preservation, and improvement. Maintenance activities such as pavement patching, signal, lighting, vegetation management, and snow removal are included in several maintenance line items. Pavement management and preservation is primarily funded through the overlay fund. Construction is primarily funded through the arterial street fund.

Fund sources for maintenance come primarily from property tax with lesser amounts from the state gas tax. Fund sources for the overlay fund are primarily transportation benefit district (TBD) with lesser amounts from the real estate excise tax (REET). Fund sources for arterial streets primarily comes from grant

sources with lesser amounts coming from the state gas tax and city general fund. Funding for planning and engineering come from a mix of general funds and grants.

The City's *Capital Facilities Plan* and six-year TIP further outline funding and financing for transportation, storm drain, sidewalk, and circulation and utility improvements—including, constructing new roadway segments and various signal upgrades.

The regional transportation plan lists projects that need to be completed over the next 20 years. It identifies which projects can be completed within projected revenues and others that are not expected to fit within funding limits. On a regional level, there are \$60 million of expected revenue tied to localized projects, with \$55 million of additional localized projects expected to exceed available revenues. In addition, \$485 million are projected for necessary corridor projects; all of which exceeds expected revenue funds. Transportation 2040 identifies transportation funding in three general categories: System Preservation; System Improvements; and System Expansion all showing funding gaps totaling \$1.2 billion dollars. The plan goes on to show that the overall need for additional revenue is significant which is consistent with Wenatchee's local system analysis.

The Washington State Legislature recently adopted a gasoline tax package titled "Connecting Washington Revenue Package" which provides substantial transportation funds to the region including approximately \$23 million dollars in Wenatchee for access and safety improvements on US 2 and SR 285. The funding is programmed to begin in 2019 and will address various deficiencies along

the northerly delay corridor identified in figure 2-3 of Transportation 2040.

Transportation 2040 suggests the region will need to think carefully about potential strategies for securing additional state and federal funds beyond those assumed in the plan. Wenatchee is currently investigating new and current funding source opportunities for pavement preservation needs and continually struggles with fully funding all its maintenance and improvement needs. Potential additional transportation funding could come from additional utility taxes, increases in TBD vehicle license fees, increases in the sales tax, regional and local impact fees on development, and other possible sources some of which would require voter approval.

This significant lack of secure funding for future circulation improvements creates a glaring need to aggressively pursue additional funding sources. Some alternatives include:

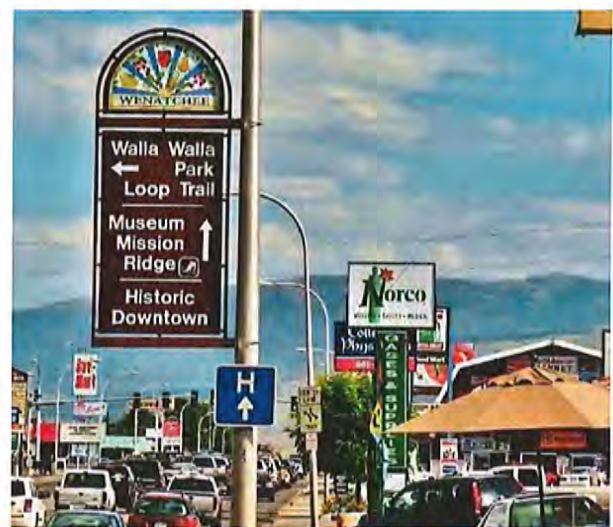
1. Regional traffic impact fee applied to new development within city and/or region.
2. Federal and state funding opportunities
3. Collect tolls on a new bridge.

### **REGIONAL CONNECTIVITY CIRCULATION**

As the regional urban center, Wenatchee experiences a great influx of out-of-town employees and visitors on a daily basis. This creates traffic bottlenecks during the peak A.M. and P.M. rush hours at the two major points of entry, the George Sellar Bridge to the south and Wenatchee River Bridge to the north. Congestion at these pressure points creates backups and inefficiencies throughout the transportation system. According to economic development officials, potential

employers are generally more concerned with this congestion within Wenatchee than the lack of connections to the interstate system. In order to alleviate peak traffic problems, participants in the Comprehensive Plan visioning process and the Wenatchee Valley Transportation Council strategic planning process in 2005, recognized that a third bridge traversing the Columbia would be needed in the future. Shorter term interventions include improved approaches to the Sellar Bridge, identifying system improvements along North Wenatchee Avenue, and searching for adequate funding. This is confirmed in Transportation 2040. This fact coupled with the fact that 78% of workers commute via the single occupancy vehicle has and continues to strain the regional transportation system with more trips across the two bridges in the urban area. Recent capacity improvement projects on both ends of the Sellar Bridge in the southern part of the urban area has reduced the short-term need for capacity improvements but North Wenatchee Avenue congestion problems grow every year.

North Wenatchee Avenue



The North Wenatchee Avenue Corridor (SR285) has been identified as the highest priority transportation issue by the CDTC.

The North Wenatchee Transportation Master Plan has identified a host of short and long-term improvements necessary to keep the corridor at an acceptable level of service. Wenatchee has implemented several short-term projects and several others are under development. The costlier long-term system expansion project titled "Confluence Parkway" is still in the preliminary environmental feasibility stages. The Confluence Parkway strategy essentially creates another parallel two-lane roadway that begins at the Euclid Interchange on SR2/97 and connects to the northerly end of the North Wenatchee Avenue corridor as depicted in the circulation map.

~~Other options for regional connectivity improved circulation to consider include:~~

- ~~1. Bridge Connections. Pursue greater connectivity with a more centrally located bridge across the Columbia River and/or to Sunnyslope and points west with a second bridge across the Wenatchee River.~~
- ~~2. Alternative Modes of Transportation. Significantly improve pedestrian and bicycle facilities (e.g. sidewalks, bike lanes) and transit service, thereby expanding capacity of the existing system's infrastructure.~~

## **FOOTHILLS AND CANYONS**

Given the difficulties raised by piecemeal development and steep terrain, residential areas in Wenatchee's western foothills are served by a limited number of access points. Combined with limited connectivity (i.e. number of ways to get someplace), reduced access enhances the problem of concentrating traffic on a few major roads during the morning and evening commutes. It also discourages

walking and bicycling trips by containing dead-ends (e.g. cul-de-sacs), which lengthens trip.

In addition to causing everyday traffic backups, limited access points present clear dangers in the case of potential natural disasters including wildfires, floods and/or debris flows (i.e. mudslides). In these extreme events, residents would be funneled onto single egress roads, thereby hindering evacuation and threatening lives. ~~A recent analysis~~ found that approximately 550 residential parcels ultimately feed onto 5<sup>th</sup> Street, just west of Woodward Drive. The growing Broadview community includes an estimated 150 parcels funneling onto Maiden Lane, just west of Western Avenue. Other potential trouble areas include developments accessed solely by Number Two Canyon Road and Horse Lake Road.

Protection and implementation of proposed circulation routes is important for the quality of life and life safety considerations of existing and future residents within the foothills and canyons. The Wenatchee Foothills Development Potential Study was adopted as a guidance document via resolution 2010-27 and should be referred to regarding land use, transportation, and utility planning in the foothills.

~~Options to consider in this area include:~~

- ~~1. Circulation Map. Identify and protect new rights-of-way connecting the western foothills.~~
- ~~2. Foothills Planning. Discourage new development until a more comprehensive plan for the foothills including access, neighborhoods, recreation, critical areas, and disaster preparedness elements can be adopted.~~



## **SYSTEM MAINTENANCE & SAFETY**

Transportation mobility is dependent on the condition of the system's streets, bridges, bicycle lanes, and sidewalks. The successful maintenance of Wenatchee's existing transportation system promotes mobility, safety, efficiency, and infrastructure preservation. By managing and protecting its infrastructure investments, the City can significantly reduce the need for new and/or replacement facilities in the future.

The city is expanding Geographical Information System technology to better inventory its assets. Infrastructure assets including street pavement, electric system components, signing, and various utilities are being compiled in the citywide GIS databases. These databases will serve to provide a basis for the city to better manage utilizing asset management techniques. Asset management is a systematic process of deploying, operating, maintaining, upgrading, and disposing of assets cost-effectively. In the engineering environment it is the practice of managing assets (public infrastructure) to achieve the greatest return, and the process of monitoring and maintaining facilities systems, with the objective of providing the best possible service to users.

The City is currently developing a formal pavement management program with the objective of identifying and securing funds necessary to maintain a chosen level of service for the street pavement network. The city should continue to pursue formal asset management of all transportation

related assets including: Ppavement markings, signals, lighting, signing, sidewalks, curbs, drainage facilities, etc.

The City implemented the Street Overlay Program in 1996. The Program focuses on preservation and maintenance of asphalt streets primarily through scheduled overlays based on a street's "life cycle". Resulting out of a program review in 2005, other strategies for preserving roads have been recognized; including: updating City construction standards, making use of crack sealing, grinding, intersection repairs, and more accurate "life cycles".

In addition to maintaining existing facilities, ensuring quality construction in new or reconstructed roadways should increase safety, system efficiency, and extend "life cycles" of streets. As identified in the 2005 review of the Street Overlay Program, updated City construction standards should be adopted so that subsequent roadway development will contribute quality streets.

Many of Wenatchee's streets are designed for motor vehicle travel; by expanding and improving the multi-modal nature of the city's system, safety can increase for all. Amongst the barriers to utilizing alternative transportation facilities is an incomplete transportation system, the classic examples are piecemeal sidewalks and bicycle lanes. Because of the piecemeal nature of development, many bicycle and pedestrian gaps within the system should be targeted by the city as area-wide improvement projects.



Bulb-out at pedestrian crossing

Implementation of traffic calming devices such as bulb outs and signage, among others, can be used to control traffic speeds within neighborhoods and where travel speed is a reoccurring concern. This approach has been used by several cities to restore and maintain safe and pedestrian friendly neighborhoods.

Other options for system maintenance & safety to consider include:

1. Response Maintenance. Focus on projects that keep streets in safe driving conditions such as filling potholes.
2. Prevention. Expand preventative maintenance strategies to extend the useful life of all streets, including revision of construction standards.
3. Enhancements. Support scheduled maintenance and upgrade activities including the Street Overlay Program.
4. System Expansion. Prioritize and carry out projects that improve multi-modal safety such as adding sidewalks, bicycle facilities, improved crossings, and traffic calming devices.

## **PEDESTRIANS, BICYCLES, TRANSIT**

Wenatchee is required to develop a pedestrian and bicycle component within the Transportation Element of the Comprehensive Plan. The aim of this component is to facilitate everyday physical activity through transportation-based approaches. By planning and developing a more attractive, safe and seamless network of bicycle and pedestrian routes, the City can make active forms of transportation to places of employment, learning, and recreation a more viable option for a wider range of residents.

Like the vast majority of communities throughout the country, Wenatchee residents rely on the private automobile as their transportation mode of choice for most of their trips. In addition to the car's perceived advantages of mobility, flexibility, privacy, and comfort, transportation mode choice is also a function of the built or planned environment. Residents are far less likely to opt for alternative modes, including transit, walking, or biking, in areas designed around and for the automobile.

Conversely, residents are more likely to consider transportation alternatives in compact neighborhoods and districts with pedestrian amenities, such as adequate sidewalks and/or bike lanes, mixed uses, narrow streets, short blocks, lighting, landscaping, and visually interesting architecture. For trips less than one mile, studies found that a mixing of uses (e.g. residential and commercial in the same area or building) alone generates four times as many walking trips<sup>6</sup> and that walking increases with connectivity (e.g. fewer cu de sacs & dead ends), more intersections and blocks, narrower streets, and greater visual interest<sup>7</sup>. Not

<sup>6</sup>Holtzclaw, J. (1994) *Using Residential Patterns and Transit to Decrease Auto Dependence and Costs*, Natural Resources Defense Council, San Francisco, pp. 16-23.

<sup>7</sup>Ewing, R. & Cervero, R. (2001) *Travel and the Built Environment: A Synthesis*. Transportation Research Record, 1780: 87-114. 2001.

surprisingly, walking as a commuting choice varies substantially among Wenatchee's neighborhoods. Whereas almost 7 percent of Historic Center residents walk to work, less than 2 percent of West Wenatchee residents do so.

Physically, roadways often have poorly maintained sidewalks and bike lanes or lack them altogether and feature few well marked pedestrian crossings. The one-ways of Mission and Chelan Avenue encourage higher speeds and cut off adjacent neighborhoods from downtown. Many streets offer little in terms of visual interest for walkers. Deep building setbacks and large parking lots separate pedestrians from the activity, safety, and sense of enclosure provided by buildings. By strongly discouraging walking and bicycling, these physical and psychological obstacles contribute to traffic congestion and air pollution, limit opportunities for active transportation, and demobilize and isolate non drivers including children and seniors.

One other important aspect of pedestrian and bicycle network planning is the level of connectivity with public transportation. Public transportation extends the range of employment, recreational, and social opportunities for pedestrians and bicyclists by linking neighborhoods to local and regional destinations. Since its beginning of fixed route operations in 1991, Link Transit has steadily matured as a viable transportation option in the Wenatchee Valley.

Although transit ridership remains relatively low in proportion to driving alone, that trend has been improving. The percentage of Wenatchee residents taking public transportation to work increased from 0.2 percent in 1990 to 1.1 percent in 2000. An analysis of its routes, however,

suggests that there is a physical divide between transit service and a large portion of the city. Over 4,000, or approximately 33 percent, of the parcels within the Urban Growth Area (UGA) are further than 700 feet (more than 2 blocks) from a Link Transit route.

## **PARKING**

Wenatchee's relationship with the automobile is reflected in its development patterns that have varied greatly over the years; ranging between pedestrian oriented streetscapes to heavily auto dependent off street parking areas.

Today, the prevalence of visible off-street parking lots are often a defining land use characteristic within many of Wenatchee's commercial and mixed-use zoning districts. Although these parking areas provide convenience for motorists, they tend to result in reduced aesthetics at a district level, demote pedestrian experiences, and deter utilization of alternative modes of transportation.

Wenatchee recognizes the importance, challenge, and opportunity well planned parking can have in the continued growth and revitalization of its commercial and mixed-use zoning districts, especially Downtown. Establishing a balance of efficient and high quality land use, convenience for citizens and visitors, and business success are all notable themes within this Plan that are well suited to act as guiding principles in the advancement of Wenatchee's Parking goals and policies. This section is intended to compliment and implement the goals and policies found in the Land Use and Community Design Chapters.

### Downtown

In 2016, Wenatchee initiated a consultant led parking study within an expanded downtown area to asses existing conditions, establish guiding principles, and to develop a long term strategic management plan that emphasizes patron and visitor priority. The inventory assessment identified sufficient capacity currently exists, although it is underutilized. The policy action strategies within the Downtown Strategic Parking

Management Plan are incorporated as a component of this Transportation Element and include:

- |   |
|---|
| 1. <u>Formalize the plan Guiding Principles as policies within the parking and transportation system plan.</u>  |
| 2. <u>Adopt the 85% Rule as the standard for measuring performance of the parking supply and triggering specific management strategies and future rate ranges.</u>              |
| 3. <u>Consolidate the management and administration of parking within a single City agency to ensure that time and resources necessary to plan implementation are in place.</u> |
| 4. <u>Establish a Downtown Parking Advisory Committee (DPAC) consisting of downtown stakeholders to assist in program implementation and review.</u>                            |
| 5. <u>Establish a Downtown Parking and Transportation Fund as a mechanism to direct funds derived from parking into a dedicated fund.</u>                                       |

Given Wenatchee's reliance on the automobile as the primary means of transportation, the perceived low availability of parking is a key factor in terms of living, working, and recreating. Downtown Wenatchee is one area where this perception persists. Like most downtown environments, few parking spaces allow visitors to park directly in front of their destinations; instead, on-street and surface parking facilities are dispersed throughout the central business district. Although this encourages walking and can generate impulse (i.e. window shopping) sales, it can also discourage some people from even venturing into the downtown. Addressing this perceived parking shortage is a primary concern for

~~some downtown businesses and customers. The city began addressing this issue in 2016 with a detailed downtown parking analysis which is expected to be complete in 2017.~~

~~When done poorly, addressing parking issues can come at the expense of other quality of life factors. On street and off street parking are major land uses that are often overlooked as determinants of Wenatchee's livability including urban form, aesthetic quality, traffic congestion, and cost of living. Although aesthetic impacts can be softened through required landscaping and screening, parking is generally unsightly and creates visual and psychological gaps for motorists and pedestrians alike.~~

~~Options to consider in this area include:~~

~~**Management.** Maximize existing parking facilities with better signage, lighting and pedestrian connections. Offer new parking reductions for appropriate uses.~~

~~**Joint Development.** Explore opportunities for the city and private sector to jointly develop structured parking in the downtown and other mixed use areas.~~

### **TRANSPORTATION DEMAND MANAGEMENT (TDM)**

~~Transportation Demand Management (TDM) is a suite of strategies designed to change travel behavior (how, when and where people travel) in order to increase efficiency and achieve specific objectives such as reduced traffic congestion, road and parking cost savings, increased safety, improved mobility for non drivers, energy conservation, and pollution emission reductions. TDM is primarily focused on employee travel to and from work, because these trips are made at the same time by large numbers of people and are, therefore, easier to replace with~~

~~alternative modes of travel. An effective TDM program maximizes the existing transportation system, thereby offsetting the need for costly system expansion. Transportation demand management (TDM) is a concept that encompasses a range of actions intended to modify travel behavior, usually to avoid additional costly expansion of a transportation system. TDM addresses traffic congestion and increased transportation efficiency by focusing on reducing and attenuating travel demand rather than increasing transportation supply.~~

~~Travel demand is reduced by measures that either eliminate trip making or accommodate person trips in fewer vehicles. TDM techniques generally address the commuter and may include incentives, disincentives, and provision of transportation alternatives. Several of the more common TDM alternatives include ridesharing, parking subsidy removal or parking pricing, telecommuting, flextime, transit or rideshare incentives, parking supply limits, and compressed work weeks to reduce driving days.~~

~~Apart from pedestrian and bicycle paths, the primary activity for TDM in Wenatchee is conducted by LINK transit. Efforts of LINK in this regard have been directed toward reducing single person vehicle occupancy by encouraging bus ridership and other programs identified in the LOS section of this element.~~

~~As traffic volumes increase and congestion levels of service decrease, the city of Wenatchee should consider working with major employers and the Wenatchee School District to stagger work and school start and end times to attenuate peak traffic volumes.~~

~~As adopted in *Confluence 2025* identified in Goal 4 of Transportation 2040, it is~~

Wenatchee's policy to manage auto travel demand by planning for viable alternative modes of transportation including walking, bicycling, and public transportation. Adopted regional and local strategies include:

- Establishing performance measures for pedestrian and bicycle facilities.
- Identifying [complete streets](#) opportunities to make strategic sidewalk and bike lane improvements and linkages to enhance the effectiveness of transit
- Evaluating and prioritizing project alternatives based on benefits for transit and non-motorized transportation.
- Reducing the number and length of trips through effective land use planning (e.g. increasing densities, mixing uses, promoting infill).

### **Freight Management**

The local economy is dependent on the efficient movement of freight into, within, and out of the region. Ensuring there are designated routes that accommodate large tractor-trailer type vehicles is an important aspect of guaranteeing this efficient movement. Finding a balance where freight is accommodated but a high quality of life is simultaneously maintained is possible but requires strategic action. Large trucks need wide streets and wide curb radii but narrow streets and curb radii are best for safe pedestrian movement. By keeping freight traffic on designated routes, the city is able to maintain strong pedestrian amenities in most of the city while still providing for the efficient movement of freight.

The Wenatchee Valley Urbanized Area Freight Study identified necessary improvements to the current transportation system to adequately accommodate the movement of freight. Many of these improvements include changes in signage, lane striping, and changes in the curb radii.

This plan demonstrated how the efficient movement of freight can coexist with other modes of transportation. Providing adequate instruction to truck drivers helps them choose the routes that were designed to accommodate their vehicles.

This Wenatchee Valley Urbanized Area Freight Study is adopted herein as a guidance document to be considered by the City as it strives to implement the goals and policies of the Transportation Element and overall provisions of the Wenatchee Urban Area Comprehensive Plan. The recommended freight route designations are depicted as a component of the Transportation Element. [—Several recent and planned capital projects address recommendations included in the Wenatchee Valley Urbanized Area Freight Study including intersection modifications and signing.](#)

## **REGIONAL GOALS AND POLICIES**

To assure consistency between local and regional planning efforts, the GMA requires all transportation elements of local comprehensive plans undergo a consistency review and certification process to ensure that they conform with the requirements of GMA and are consistent with the Regional Transportation. This consistency review and certification is performed by the CDTC.

Transportation 2040 articulates the policy perspective on regional consistency and are-is intended to further the coordinated development of comprehensive plans. Table 2-1 in Transportation 2040 includes six regional policy goals in to be applied in all regional and corridor planning efforts as follows:

- **Public Involvement** – Develop awareness of community preferences and stakeholder concerns and provide information to citizens, businesses, interest groups and other interested parties including the low-income, elderly, minorities and non-English speakers; Build community support for Council plans and proposals.
- **Intergovernmental Coordination** – Align policy objectives relating to land use, economic development & transportation; Foster member jurisdiction support for Council decisions; Support regional economic and community development plans; Promote regional strategies to increase transportation funding; Develop actionable plans to address urban, rural and small city transportation needs.
- **Transportation Safety** – Improve safety for vehicle drivers, transit riders, bicyclists and pedestrians.
- **Access and Mobility** – Develop actionable plans for maintaining adopted performance standards for vehicle drivers, transit riders, bicyclists and pedestrians; Improve freight access and mobility; -Whenever possible, integrate bicycle, pedestrian and transit improvements with roadway maintenance, preservation, and improvements.
- **Financial Stewardship** – Apply technology to increase roadway capacity and safety; -Encourage “access management” to maximize the capacity of major roadways; Maximize the use of public transportation, bicycling, walking and carpooling in order to expand the capacity of the existing roadway system; Ensure that financial resources allocated to transportation improvements maximize community benefits; Balance future investments in roadways, public transportation and non-motorized infrastructure.
- **Environmental Stewardship** – Avoid and minimize negative environmental and societal impacts from transportation improvements; -Enhance the natural and social environment when possible.

Wenatchee has-utilizes these regional goals in transportation planning. The following goals and policies coupled with the regional goals and policies form the foundation of Wenatchee’s transportation strategy for the future:

## **GOALS AND POLICIES**

### **REGIONAL CONNECTIVITY GOAL 1: CIRCULATION – Enhance *regional connectivity within the Wenatchee Valley and to major destinations beyond.***

**Policy 1:** Increase inter-governmental coordination of long term policy objectives relating to land use, economic development and transportation.

**Policy 2:** Strengthen the regional transit system by intensifying land uses along primary transit corridors and around major transit stops.

**Policy 3:** Participate in short and long-term regional transportation project planning including potential Columbia and/or Wenatchee River bridges.

**Policy 4:** Distribute traffic with a well connected pattern of streets, existing or proposed and alleys; discouraging cul-de-sacs, that don't include pedestrian and/or bicycle connections.

**Policy 5:** Permanent cul-de-sacs shall only be permitted in situations where it can be demonstrated that the design provides an acceptable level of network circulation; and the prohibition of cul-de-sacs creates an unreasonable economic burden based upon factors such as topographic necessity or the built environment. Cul-de-sacs can be a useful tool to assist with facilitating residential infill development and meeting desired densities for constrained properties.

**Policy 56:** Adopt a circulation plan and local street classification system that reflect each roadway's role in the regional

and local transportation network. Roadway standards should be based on the local classification system.

**Policy 7:** Proposed new circulation routes have been identified in the circulation plan. The specific location of these routes may be altered by the City Engineer in order to accomplish the intended circulation function. As development occurs which may benefit or contribute to circulation impacts in the area of new proposed circulation corridors, development must proportionately address transportation system impacts.

**Policy 8:** In addition to identified new circulation routes, transportation facility connectivity may necessitate the continuation of road systems to foster the long-range transportation goals and policies of the city. As development occurs, require the extension of dead-end streets which improve access and circulation.

**Policy 69:** Improve arterial streets by bringing them up to current standards; prioritize projects based on improvements to transportation circulation from neighborhoods to downtown and other commercial areas.

**Policy 710:** Follow level of service standards adopted by the Wenatchee Valley Transportation Council, with the exception of the regional corridor SR285, where LOS E, intersection and travel time performance standards, shall be applied as detailed in this transportation element and develop a multi-modal approach to LOS standards.



**Policy 811:** Use the North Wenatchee Transportation Master Plan completed by the Wenatchee Valley Transportation Council/CDTC as a guide for regional transportation planning and incorporation of transportation improvements into City's Circulation Plan.

**Policy 912:** Use the North Wenatchee Transportation Master Plan as a guidance tool for evaluation of development applications to identify congestions improvements along North Wenatchee Avenue for consistency with the North Wenatchee Transportation Master Plan.

**Policy 103:** Prior to transportation improvements along North Wenatchee Avenue, perform a detailed analysis when needed of the North Wenatchee Transportation Master Plan components to improve implementation of the master plan.

**Policy 14:** Coordinate with Chelan County on the implementation of the Chelan County Transportation Plan as it relates to the lands identified in the Wenatchee Urban Area Motorized Circulation Map, north of the Wenatchee River.

**Policy 15:** Consider the Washington State Department of Transportation's goals and policies in all applicable plans and projects.

**GOAL 2: SYSTEM MAINTENANCE & SAFETY – Promote the safe and efficient operation of Wenatchee's multimodal transportation system.**

**Policy 1:** Continue implementing the transportation preservation and maintenance program that improves safety and prolongs the service life of facilities by making use of street overlaying, crack sealing, and grinding.

**Policy 2:** Ensure the planning, design, construction, and operation of a safe transportation system for all modes of travel.

**Policy 3:** Review intersections or street locations with a high number of traffic collisions and improve their safety through education, enforcement, and engineering changes.

**Policy 4:** To protect neighborhood streets from high speeds and volumes, incorporate traffic calming techniques into road standards, development review and transportation improvement projects.

**Policy 5:** Ensure that the city's transportation network adequately serves existing and projected development. Existing roadway conditions, such as adequate geometry and sidewalks, serving new development should be evaluated with each development application.

**Policy 6:** Prioritize road improvements in the existing network to better facilitate transportation circulation from neighborhoods to downtown within the UGA ~~south of the Wenatchee River~~.

**GOAL 3: PEDESTRIANS, BICYCLES & TRANSIT – Provide a mix of transportation options that better meets the changing needs and preferences of Wenatchee residents.**

**Policy 1:** Encourage physical activity and alternative modes of transportation by adopting more pedestrian and bicycle friendly street standards (e.g. pavement width, landscaping requirements).

**Policy 2:** Improve and maintain pedestrian connections between residential, employment, service, and recreation centers. Give priority consideration to school walking routes and access to transit.

**Policy 3:** Integrate pedestrian and bicycle concerns into the development review process. Discourage development that limits pedestrian and bicycle connections (e.g. dead-end streets).

**Policy 4:** Enhance the attractiveness and marketability of downtown by expanding its pedestrian orientation beyond the Wenatchee Avenue core to all of the Central Business District.

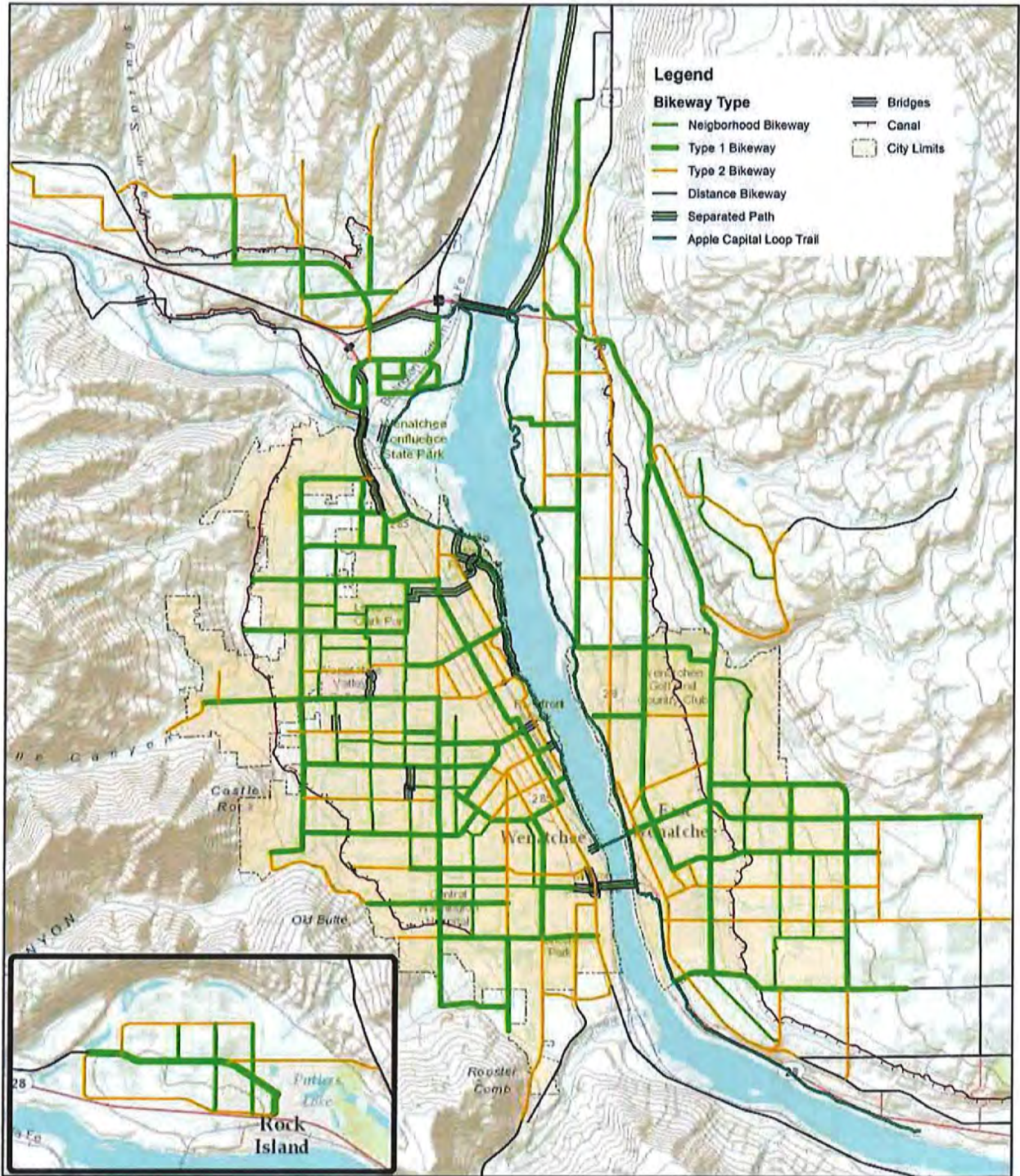
**Policy 5:** Provide a comprehensive and interconnected network of bikeways linking residential areas with employment and recreation centers.

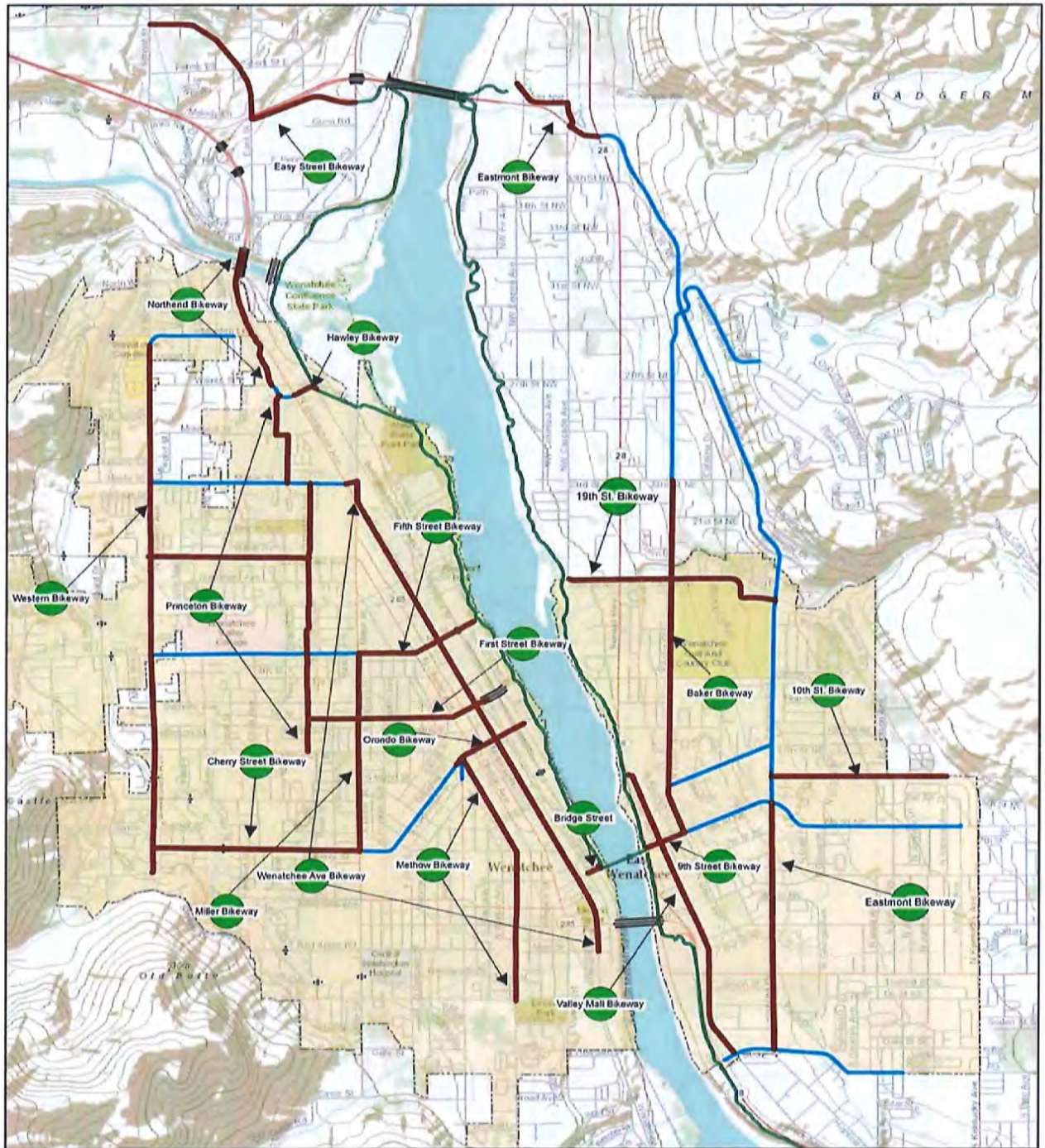
**Policy 6:** Encourage consideration for new or improved transit stops, shelters, and park & rides where appropriate during development review and roadway reconstruction projects.

**Policy 7:** ~~The Priority Projects Map~~ [The 2016 Wenatchee Complete Streets Policy](#), ~~and~~ [20 Year Vision for the Bicycle Network identified in the 2013 Greater Wenatchee Bicycle Master Plan](#), ~~and pedestrian plans~~ should be considered among a range of alternatives to provide a connected multi-modal transportation network within the City of Wenatchee. Choices made by the City shall ultimately reflect an approach of implementation of the comprehensive plan

as a whole, balancing and pursuing the goals and policies of the plan an encouraging neighborhood, business and community feedback and participation.

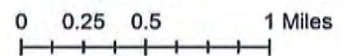
**Policy 8:** Implement the 2016 Complete Streets Policy adopted by the City of Wenatchee, intended to serve individuals of all ages and abilities including but not limited to: pedestrians, bicyclists, public /paratransit users, people with disabilities, emergency responders, motorists, freight providers, commercial vehicles, delivery/service personnel, and adjacent property owners.





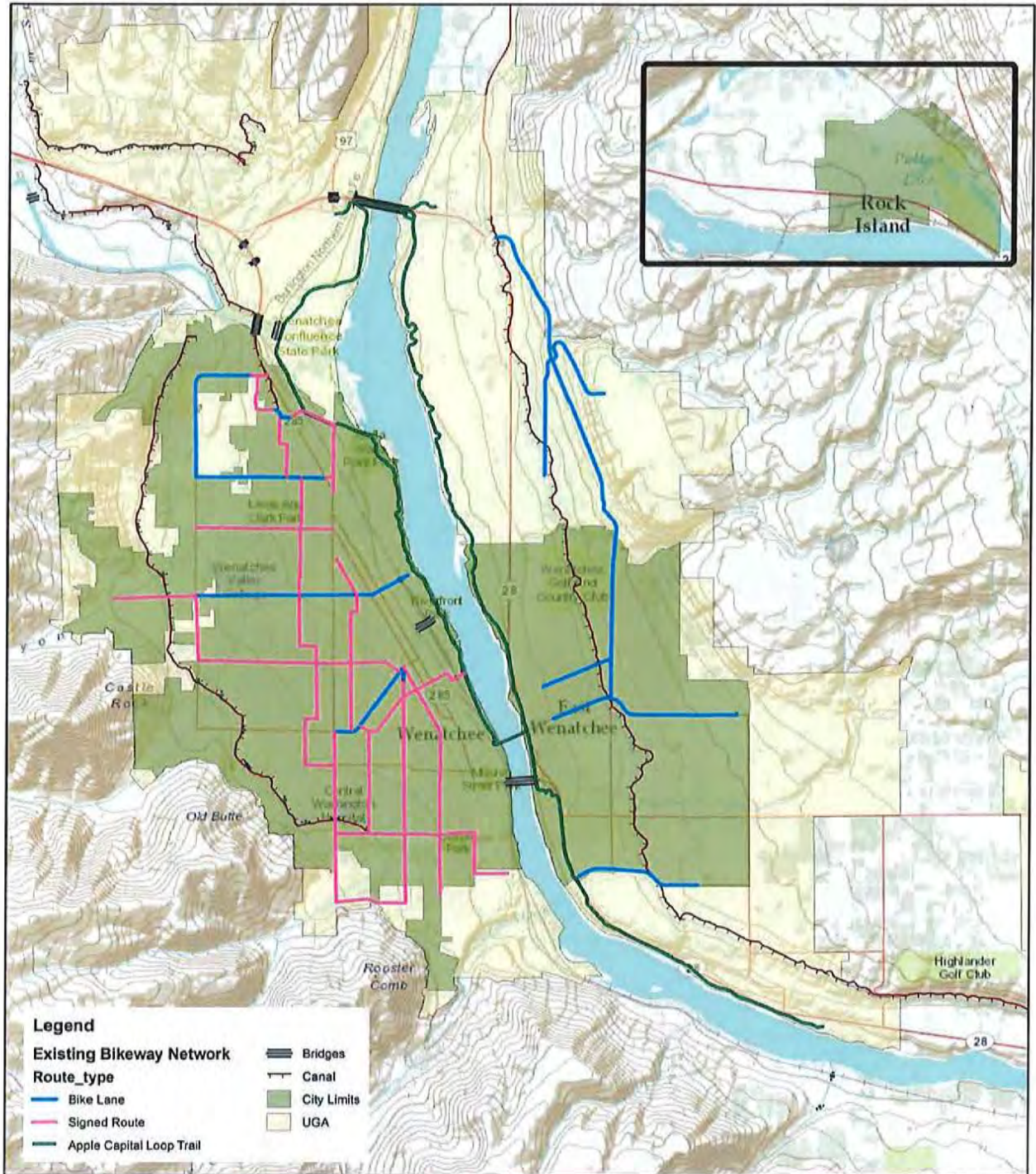
### Priority Projects

Bikeway names indicate location of projects areas, not individual projects. Bikeways may have one or more projects along it's length. Costs for projects will need to be verified prior to implementation.



#### Legend

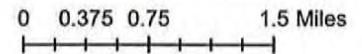
- Priority Projects
- Existing Bike Lane
- Apple Capital Loop Trail
- Bridges
- City Limits

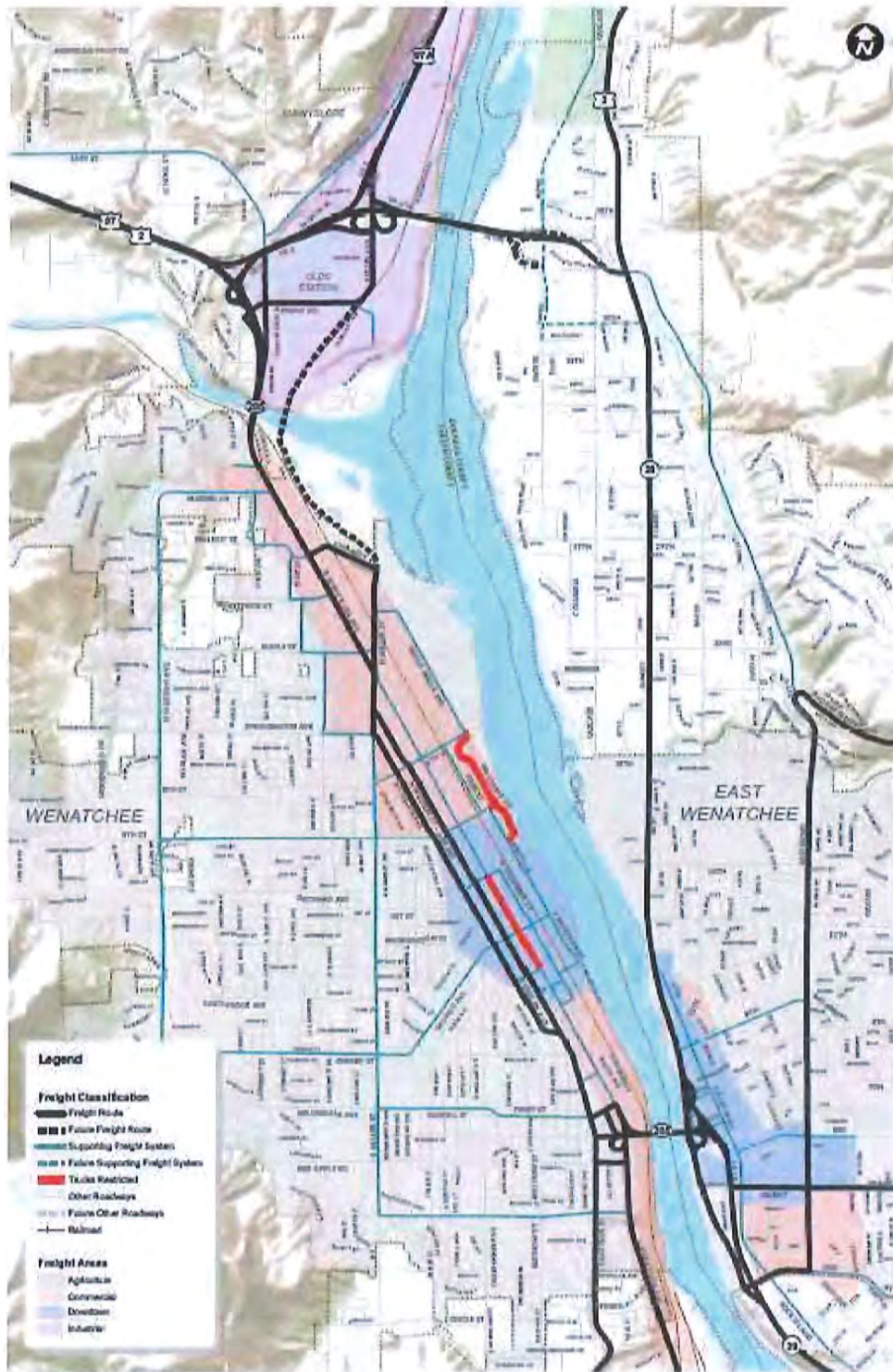


### Bicycle Network: Existing Bikeways

This map represents the existing bikeways within the MPO Boundary.

Signed routes do not have any roadway markings of any kind, other than route signage.





Recommended Freight Route Designations - Regional Core

WVTC Freight Study

©Project ID: 2010-02 - WVTC Freight Study/CM/Capex 2014/048\_FreightRoute\_Download



FIGURE 4B

**GOAL 4: Foothills and Canyons – Ensure adequate emergency access into and out of foothills communities. Improve circulation by increasing connectivity within, between, and to neighborhoods.**

~~**Policy 1:** Develop a comprehensive Foothills Plan that provides access, transportation, land use, recreation, critical areas and neighborhood protection policies to guide future growth and development in the foothills.~~

~~**Policy 2:** New development located within identified Circulation Deficient Areas shall provide for road connections until adequate secondary access is identified.~~

~~**Policy 3:** Based on results of the Foothills Plan, identify and protect potential rights-of-way granting access to and between foothills neighborhoods and up the canyons.~~

**Policy 41:** Coordinate with Chelan County to develop review procedures that manage transportation impacts on the city's network originating from projects outside of the city and/or urban growth area.

**Policy 52:** Develop secondary access to Broadview in accordance with Broadview Secondary Access Impact Fee Technical Memorandum dated February 2011 and implementing Resolution 2011-29 and Resolution 2011-30.

**Goal 5 – Parking: Establish parking to be highly utilized, efficient, and safe, while promoting community appearance and alternative modes of transportation.**

**Policy 1:** Coordinate parking in a manner that supports and strengthens the unique character of existing and emerging

districts and neighborhoods. Consider developing a parking matrix to establish varying parking requirements at the individual district level. Where appropriate, manage parking by defined area or district.

**Policy 2:** Discourage private standalone surface parking lots; i.e. parking lots without a primary use. Encourage efficient structured parking that can be shared by multiple users.

**Policy 3:** Incentivize consolidation and reduction of vehicle access points along the street network through parking reductions.

**Policy 4:** Reduce parking requirements for appropriate types of projects (e.g. affordable housing or senior housing); and onsite amenities such as bike racks, interior bike storage and showers for employees, or where employers provide employee incentives for alternative modes of transportation for commuting (cash out of parking spot, free transit pass, etc).

**Policy 5:** Adopt parking management strategies including better signage and enhanced pedestrian connections to optimize existing or new public parking facilities.

**Policy 6:** Promote existing off-street parking reductions for new development with access to transit or public parking facilities.

**Policy 7:** Evaluate feasibility for implementation of a fee based residential parking permit system for overnight use of public parking lots within the Downtown.

**Policy 8:** Seek to implement the code related action strategies and multi-phased parking management strategies of the

Downtown Strategic Parking Management Plan.

**GOAL 6: TRANSPORTATION DEMAND MANAGEMENT (TDM) – Modify individual travel behavior, optimize the use of existing road capacity, and encourage active forms of transportation to improve safety and efficiency, minimize environmental impacts, and promote socioeconomic benefits.**

**Policy 1:** Adopt strategies including mixed land uses and parking/trip reduction policies that aim to maximize the efficiency of our existing transportation system.

**Policy 2:** Design and adopt a model TDM program in partnership with major employers and institutions.

**Policy 3:** Encourage employers to adopt TDM programs by providing incentives such as reduced parking requirements.

**GOAL 7: FUNDING IMPROVEMENTS – Continue to pursue sufficient funding for improving, maintaining, and expanding a comprehensive transportation network.**

**Policy 1:** ~~Continue~~ Seek adequate funding for the operation of the Street Overlay Program.

**Policy 2:** Fund strategic transportation investments prioritized by each project's anticipated long-term impact to capacity levels and consistency with city policies.

**Policy 3:** Consider new funding opportunities, including the use of impact fees, and innovative public/private partnerships, especially in the case of

growth and development-related transportation projects.

**Policy 4:** Coordinate with jurisdictions at the local, regional, and state levels to increase funding for the regional transportation system, including rail, air, and non-motorized modes.

**Policy 5:** Support transit resource allocations maintaining transit services in the community. ~~and efforts to increase overall transit funding.~~

**Policy 6:** Pursue additional funding sources to implement and maintain an interconnected multi-modal transportation system, and a model Transportation Demand Management program.

**Policy 7:** Utilize plans adopted by reference in the Transportation Element to assist in the development of all capital project development.

**Freight Management GOAL 8: FREIGHT MANAGEMENT – Provide for efficient movement of freight into, within, and out of the City of Wenatchee.**

**Policy 1:** Classify local streets according to their role in the freight system and provide the appropriate accommodations on those routes.

**Policy 2:** Seek to effectively communicate routing options with signs, street markings, and direct communication with the freight community.

**Policy 3:** Designate and implement freight routes that complement other transportation routing options.

**Policy 4:** Make appropriate modifications so that all streets designated as a freight route or supporting freight



system can accommodate the appropriate design vehicle at the identified intersections.

**Policy 5:** Maintain signage and barriers necessary to discourage large trucks off of Riverside Drive and Wenatchee Avenue between 2<sup>nd</sup> Street and Kittitas Street. Consider the use of code requirements to further discourage trucks in these areas as may become necessary.

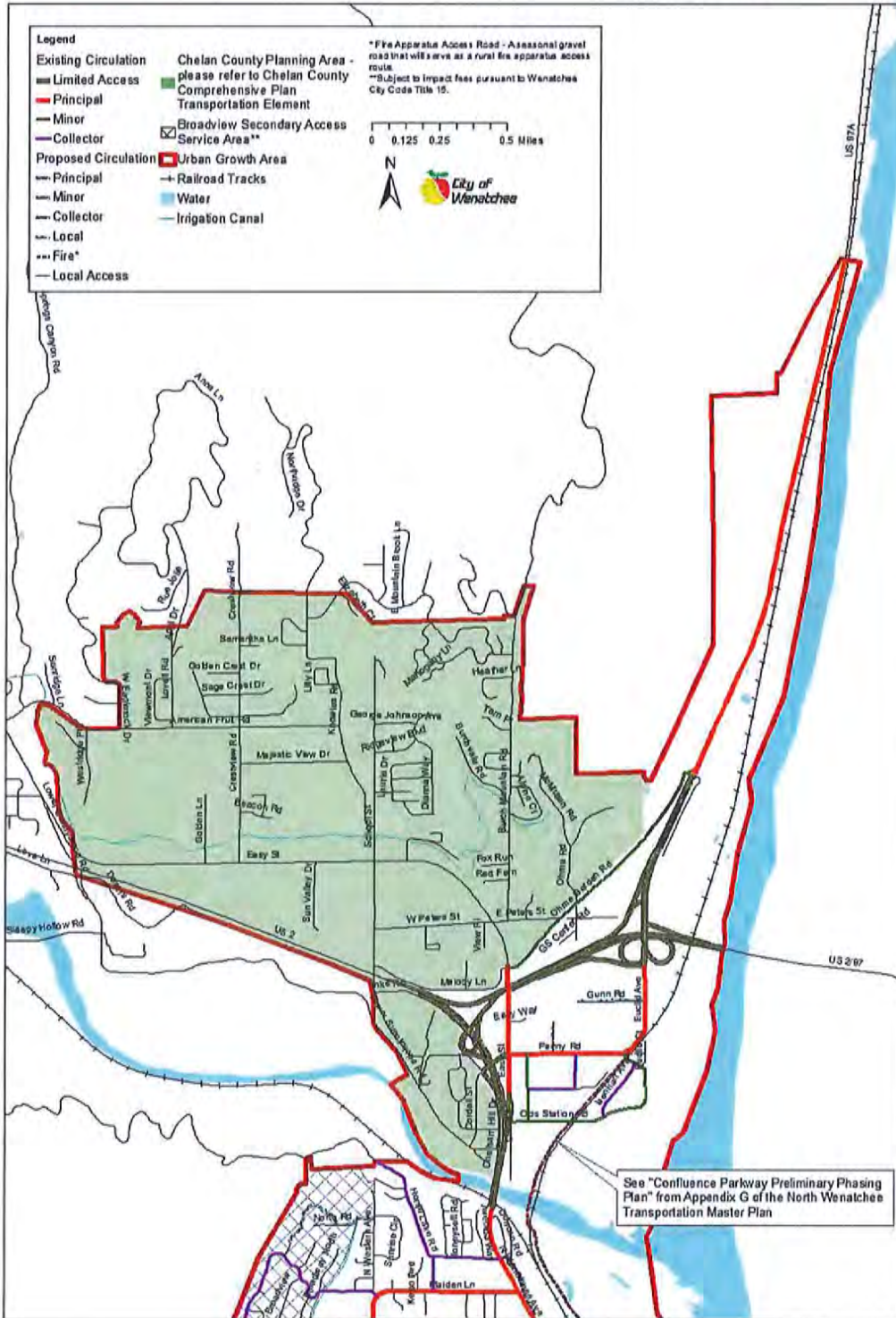
**Policy 6:** The Wenatchee Valley Urbanized Area Freight Study identifies recommendations for signage and operational capital improvements along designated freight routes. These recommendations should be considered among a range of alternatives to provide for the efficient movement of freight. Choices made by the City shall ultimately reflect an approach of implementation of the comprehensive plan as a whole, balancing and pursuing the goals and policies of the plan and encouraging neighborhood, business and community feedback and participation.

# Wenatchee Urban Area Motorized Transportation Circulation Map North of Wenatchee River

**DRAFT**

2017

Updated: 9/16/2016

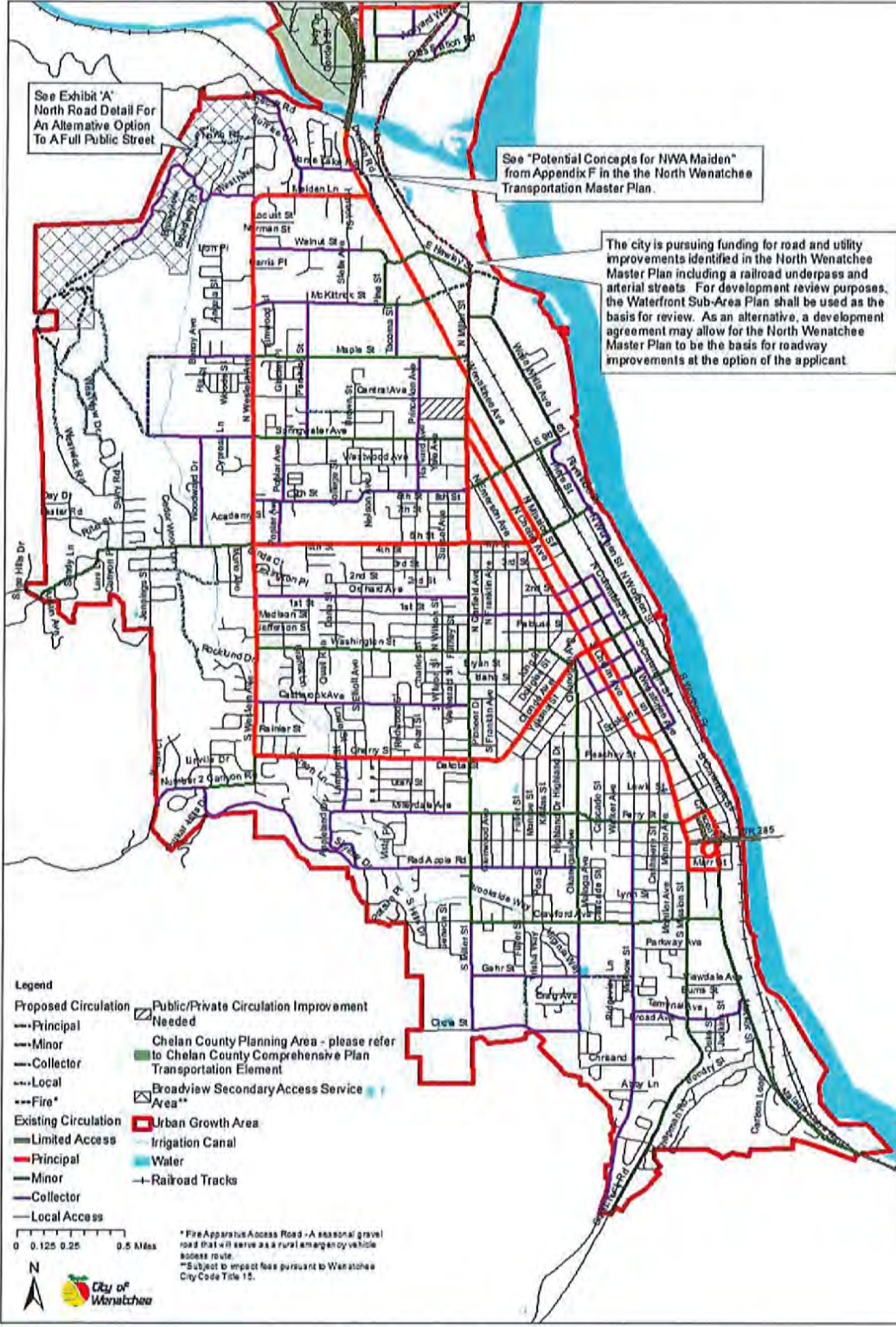


# Wenatchee Urban Area Motorized Transportation Circulation Map South of Wenatchee River

**DRAFT**

2017

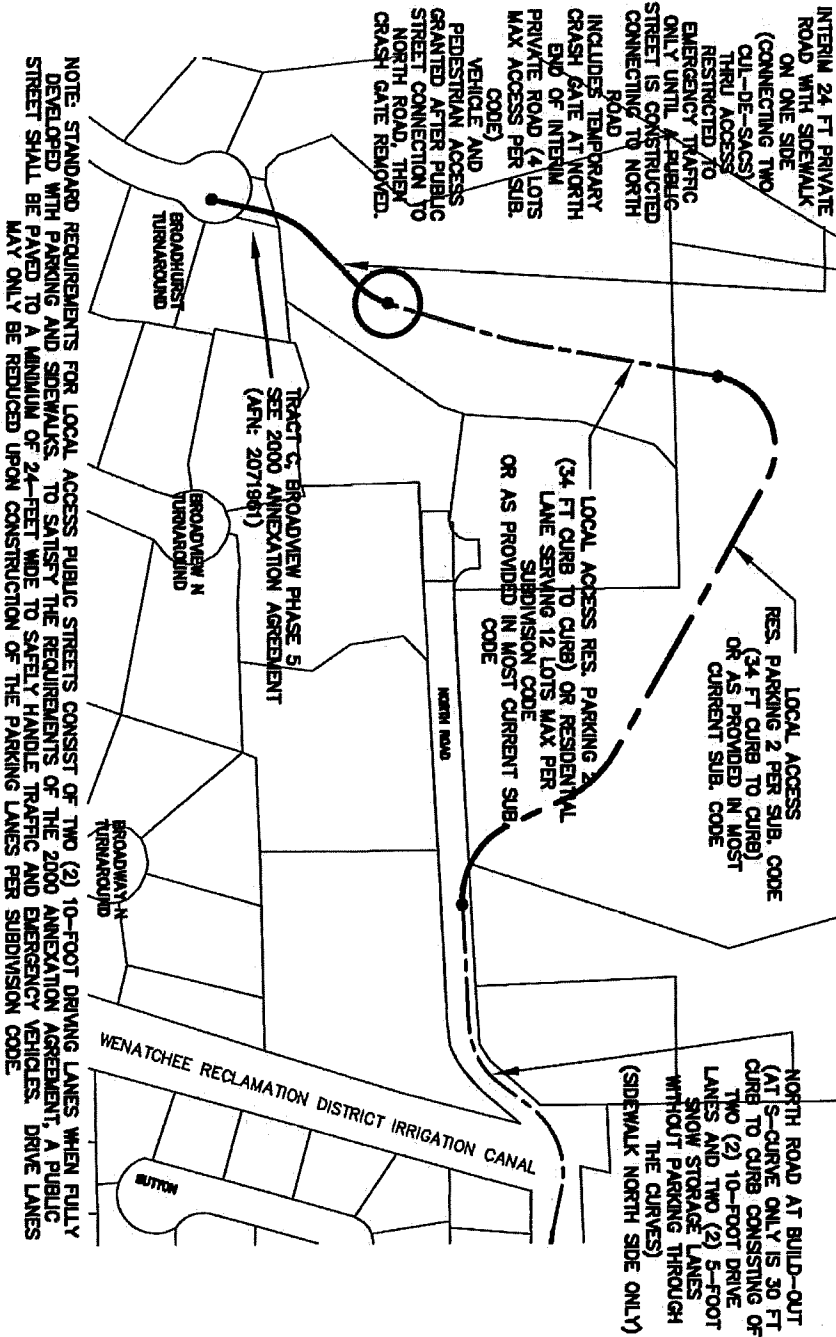
Updated: 4/10/2017



Circulation Map Exhibit A - Broadhurst Connection Alternative

EXHIBIT A  
BROADHURST CONNECTION ALTERNATIVE  
OPPOSING CUL-DE-SACS WITH ULTIMATE PUBLIC ACCESS

THIS SCENARIO PROVIDES AN OPTION TO WAITING FOR THE CONSTRUCTION OF A PUBLIC STREET CONNECTING TO NORTH ROAD PER THE 2000 ANNEXATION AGREEMENT BY ALLOWING 4 LOTS TO ACCESS BROADHURST VIA AN INTERIM PRIVATE ROAD. AFTER CONSTRUCTION OF A PUBLIC STREET CONNECTING TO NORTH ROAD PER THE 2000 ANNEXATION AGREEMENT, PUBLIC ACCESS WILL BE GRANTED ACROSS THE INTERIM PRIVATE ROAD BETWEEN CUL-DE-SACS. THIS OPTION MINIMIZES TRAFFIC ON BROADHURST.



# Circulation Map Exhibit B - North Wenatchee Plan Components North Wenatchee Transportation Master Plan Cost Estimates

November 2010

Project Ref No.	Project Name (Length)	Project Description	Modes Served	Costs in Millions
<b>US 2 Corridor &amp; Connections to North Wenatchee Improvements</b>				
1	US 2 / SR 362 / East Street Interchange	Reconstruct interchange of US 2 / SR 362 to east of US 2 at the north end of the existing interchange, including reconstruction of US 2 from 10th Avenue to 12th Avenue. Includes safety and widening of the existing US 2 from 10th Avenue to 12th Avenue, including a new interchange at US 2.	Auto, Transit, Bicyclist, Freight	\$41.4 - \$50.7
2	Major US 2 / Euclid Avenue Interchange	Major US 2 / Euclid Avenue Interchange	Auto, Transit, Bicyclist, Freight	\$1.6 to \$1.9
	US 2 Corridor Additional Components	Improve safety, flow and safety to support economic development and transportation from East Street, Cherry Road, and connecting a new mid-block intersection at US 2 between East Street and Euclid Avenue. On-ramp and off-ramp construction and safety improvements to support transit and bicycle connectivity for pedestrians and bicyclists. Construct additional transit stops and other facilities to support transit connectivity to regional destinations from East Street and Cherry Road.	Auto, Transit, Bicyclist, Freight	\$6.8 to \$8.2
<b>Confidence Parkway Corridor Improvements</b>				
9	Confidence Parkway Mid-Block Street from 10th Avenue to Euclid Avenue/US 2	Construct new mid-block street, Confidence Parkway, from 10th Avenue to Euclid Avenue, including a new interchange at 10th Avenue. Confidence Parkway will be a four-lane street with a median and sidewalks. Confidence Parkway will be a four-lane street with a median and sidewalks. Confidence Parkway will be a four-lane street with a median and sidewalks. Confidence Parkway will be a four-lane street with a median and sidewalks.	Auto, Transit, Bicyclist, Freight	\$10.0 to \$15.0
<b>North Wenatchee Avenue Corridor Improvements</b>				
4	North Wenatchee Avenue (South of Mid-Block Street to Wenatchee Blvd)	Improve safety and economic development along the corridor. Improvements include reconstruction of the street, including sidewalks, street lighting, and street furniture. Improvements include reconstruction of the street, including sidewalks, street lighting, and street furniture. Improvements include reconstruction of the street, including sidewalks, street lighting, and street furniture.	Auto, Transit, Bicyclist, Freight	\$1.1 to \$1.4
5	Mid-Block Street from 10th Avenue to Mid-Block Street	Construct new mid-block street, Mid-Block Street, from 10th Avenue to Mid-Block Street, including a new interchange at 10th Avenue. Mid-Block Street will be a four-lane street with a median and sidewalks. Mid-Block Street will be a four-lane street with a median and sidewalks. Mid-Block Street will be a four-lane street with a median and sidewalks.	Auto, Transit, Bicyclist, Freight	\$17.6 to \$21.0
6	Proposed and Existing Mid-Block Street from 10th Avenue to North Wenatchee Avenue to Mid-Block Street	Construct new mid-block street, Mid-Block Street, from 10th Avenue to North Wenatchee Avenue, including a new interchange at 10th Avenue. Mid-Block Street will be a four-lane street with a median and sidewalks. Mid-Block Street will be a four-lane street with a median and sidewalks. Mid-Block Street will be a four-lane street with a median and sidewalks.	Auto, Transit, Bicyclist, Freight	\$110.0 to \$120.0
7	North Wenatchee Transit Center and Transit Service	Construct new transit center in the vicinity of North Wenatchee Avenue and Mid-Block Street. The transit center will include a station, platform, and other facilities. The transit center will include a station, platform, and other facilities. The transit center will include a station, platform, and other facilities.	Auto, Transit, Bicyclist, Freight	\$10.0 to \$15.0
8	SR 362 East Street Freeway and Interchange	Construct new freeway interchange at East Street and SR 362. The interchange will be a four-lane interchange with a median and sidewalks. The interchange will be a four-lane interchange with a median and sidewalks. The interchange will be a four-lane interchange with a median and sidewalks.	Auto, Transit, Bicyclist, Freight	\$10.0 to \$15.0
9	Mid-Block Street from 10th Avenue to Mid-Block Street	Construct new mid-block street, Mid-Block Street, from 10th Avenue to Mid-Block Street, including a new interchange at 10th Avenue. Mid-Block Street will be a four-lane street with a median and sidewalks. Mid-Block Street will be a four-lane street with a median and sidewalks. Mid-Block Street will be a four-lane street with a median and sidewalks.	Auto, Transit, Bicyclist, Freight	\$10.0 to \$15.0
<b>Grand Total</b>				<b>\$187.8 - \$231.1</b>





## HOUSING

### TOPICS

- Purpose
- Referenced Plans
- Background
- Housing Affordability
- Housing Equity
- Housing Mix
- Maintenance & Preservation
- Generational Trends
- Goals and Policies

### PURPOSE

The purpose of the housing element is to establish policy directives for future housing in Wenatchee. In addition to accommodating projected growth, these strategies are designed to preserve and protect existing neighborhoods, stabilize and enhance threatened neighborhoods, and meet the housing needs of all segments of the population including lower income and special needs groups. To these ends, Wenatchee has identified a number of components which will inform its housing policies including:

- (a) Identifying the existing housing stock
- (b) Determining housing preferences and demand
- (c) Identifying housing types acceptable to the community
- (d) Compliance with GMA County-wide fair share housing policies
- (e) Implementation strategies to meet housing goals

Related to the Housing Element ~~are is~~ the ~~recently adopted~~ *City of Wenatchee 2013-2017 Housing & Community Development Consolidated Plan and The Ten Year Plan to Reduce Homelessness in Chelan and Douglas Counties.* ~~;~~ The City of Wenatchee Housing & Community Development Consolidated Plan plays a significant role in the City of Wenatchee's blueprint for community development activities, including housing. Required by the Department of Housing and Urban Development (HUD) as a condition of receiving federal Community Development Block Grant (CDBG) funds, the Plan analyzes factors impacting quality of life for the community's low- and moderate-income residents, including poverty, poor housing quality, overcrowding, scarcity of living wage jobs, low educational achievement, and other social issues. In addition to prioritizing the use of federal funds, the Plan's goals, objectives, and strategies provide a significant component of the City of Wenatchee's housing policy framework for housing policy within Wenatchee.

State House Bill 2163 directed local governments to prepare and enact a 10-year Homeless Housing Strategic Plan with a minimum goal of reducing homelessness by 50 percent. The Bill authorized the County Auditor's Office to collect a \$40 recording fee and allows a percentage of the funds to be applied locally to complete tasks and contribute toward meeting goals and objectives identified in the plan. After developing The Ten Year Plan to Reduce Homelessness in Chelan and Douglas Counties in 2005, participating jurisdictions signed an inter-local agreement, naming the City of Wenatchee as the implementing agency for the Chelan-Douglas County Program.

A Homeless Housing Task Force, made up of local agency representatives, meets periodically to update priorities for homeless services and programs and reviews progress made on achieving objectives and activities identified in the plan. The goals, objectives, and activities identified in the plan guide the annual funding allocation.

## **REFERENCED PLANS**

Plans, documents or studies which have been adopted as a component of this plan or serve as adopted guidance materials are listed in their entirety under the section, Relationship to Other Plans & Studies, in the Wenatchee Urban Area Plan. This housing element addresses general housing issues for the City. The City has also adopted and is implementing two additional housing and community development plans. These plans include additional information regarding housing and are adopted by reference as now or hereafter amended:

City of Wenatchee 2013-2017 Housing & Community Development Consolidated Plan  
Ten Year Plan to Reduce Homelessness in Chelan & Douglas Counties

## **BACKGROUND**

Wenatchee is a city of neighborhoods with a historical preference for single family detached housing. As Wenatchee has grown and its diversity increased, however, the demand for a wider mix of residential types including multifamily renter- and owner-occupied housing has increased and will continue to do so in the future. Rising home, construction, fuel and social costs combined with a diminishing supply of available land and changing demographics are expected to speed Wenatchee's transition from its historical development patterns to more compact urban forms.

Wenatchee's developable land supply is limited by the Columbia River to the east and the steep topography and constrained access of the foothills to the west, north and south. The current urban growth area (UGA) encompasses nearly all of the developable land contiguous to the existing city limits.



The population of Wenatchee is projected to grow by 16,945,093 residents over the next 20 years<sup>1</sup>. Based on the average local household size of 2.53-44 residents per homehousing unit, this translates into a need for 6,698,497 new housing units. It should be noted that this is simply the amount needed to maintain the current housing supply as a proportion of the total population. Many more units will be needed to achieve an equitable housing market. The September 2016 Wenatchee Urban Area Housing Needs Assessment cites a need for 252 new multi-family units and 675 new single family homes in the urban area<sup>2</sup> in order to achieve a 5% vacancy rate. These figures do not include any additional units needed to accommodate population growth.

As shown in the Land Capacity Analysis for the Land Use Element, there is capacity for approximately 4,458 housing units in the Urban Growth Area not including existing capacity in commercial zones and the Waterfront Mixed Use District. For more details regarding the capacity for residential development, please see the Land Use Element.

In an effort to prevent potential housing shortages and a subsequent escalation in prices, the Growth Management Act (GMA) allows cities and other jurisdictions to plan for an additional 25 percent housing unit need. Including this market factor allowance, the total number of housing units planned for within the UGA over the 20-year period is 8,373.

### **Housing Units**

According to 2000-2010 Census data, the City of Wenatchee had 11,48613,175 total housing units that year. The Office of Financial Management estimates that in 2015 there were 13,808 Housing Units in the City. Between 1990-2000 and 2000-2010, the total housing stock increased by 2,0331,689 units, an average annual rate of two-1.5 percent. Between 2010 and 2015 the housing stock increased by 633 units, an average annual rate of 1.0percent. This rate of growth was highly comparablewas a little below with those of Chelan and Douglas Countyies and Washington State during the 2000-2015 period. During the 2010 to 2015 period, Wenatchee had a higher rate of growth than Chelan County or Washington State, in general. Despite the growth in the total number of housing units (housing stock), the rate of growth did not keep pace with the rate of population growth (2.5 percent annually) during the '90s.

**Table 8: Housing Units by Area 1990-2000**

	<b>2000</b>	<b>Annual Growth Rate</b>
Wenatchee	11,486	2.0%
Chelan County	30,407	2.0%
Washington State	2,451,075	1.9%

Source: US Census

<sup>1</sup> Chelan County Resolution 2015-112

<sup>2</sup> The urban area is a US Census Bureau geography that includes the developed land in the vicinity of Wenatchee and East Wenatchee. This includes some land that is outside the urban growth areas and excludes some land that is inside the urban growth areas.

Table 1 Housing Units by Area 2000-2015; Source: Washington State Office of Financial Management

	2000	2010	2015	Avg Annual Increase 2000-2010 (without annexed HU)	Avg Annual Increase 2010-2015 (without annexed HU)
<u>Washington State</u>	<u>2,451,081</u>	<u>2,885,677</u>	<u>3,008,881</u>	<u>1.8%</u>	<u>0.9%</u>
<u>Wenatchee UGA</u>	<u>22,923</u>	<u>26,689</u>	<u>27,704</u>	<u>1.6%</u>	<u>0.8%</u>
<u>Chelan County</u>	<u>30,407</u>	<u>35,465</u>	<u>36,933</u>	<u>1.7%</u>	<u>0.8%</u>
<u>Chelan County - Unincorporated</u>	<u>14,180</u>	<u>16,858</u>	<u>17,562</u>	<u>1.9%</u>	<u>0.8%</u>
<u>Chelan County - Incorporated</u>	<u>16,227</u>	<u>18,607</u>	<u>19,371</u>	<u>1.5% (1.2%)</u>	<u>0.8% (0.7%)</u>
<u>City of Wenatchee</u>	<u>11,486</u>	<u>13,175</u>	<u>13,808</u>	<u>1.5% (1.2%)</u>	<u>1.0% (0.8%)</u>
<u>City of East Wenatchee</u>	<u>2,429</u>	<u>5,275</u>	<u>5,330</u>	<u>11.7% (4.9%)</u>	<u>0.2%</u>

Note: Housing Counts for Incorporated Areas include increases attributed to annexations, subsequently the numbers are higher than they would be if they only included new construction.

Source: Washington State Office of Financial Management April 1 Intercensal (2000-2010) and Post Censal (2010-2015) estimates of population and housing

At the time of the 2010 Census, the US Census Bureau estimates that 0.4% of housing units in the City of Wenatchee were used "For seasonal, recreational, or occasional use" while 15.4% were used for the same purpose in Chelan County as a whole<sup>3</sup>. This indicates that the vast majority of the housing stock in the City of Wenatchee is in active use.

The 2013-2017 Wenatchee Consolidated Plan documented the existence of 295 Shelter Beds in service and another 23 under development<sup>4</sup>. The same plan shared data from the 2012 Point in Time Homeless Count where 241 persons were documented as sheltered and 40 as unsheltered<sup>5</sup>. There were an estimated 383 persons temporarily living with family or friends who are at risk of homelessness<sup>6</sup>. It should be noted that not all shelter beds are available to all people. Many are

<sup>3</sup> US Census Bureau 2010 Decennial Census Summary File 1 Table H5 Vacant Housing Units and H1 Housing Units

<sup>4</sup> Table 72 of the 2013-2017 Wenatchee Consolidated Plan

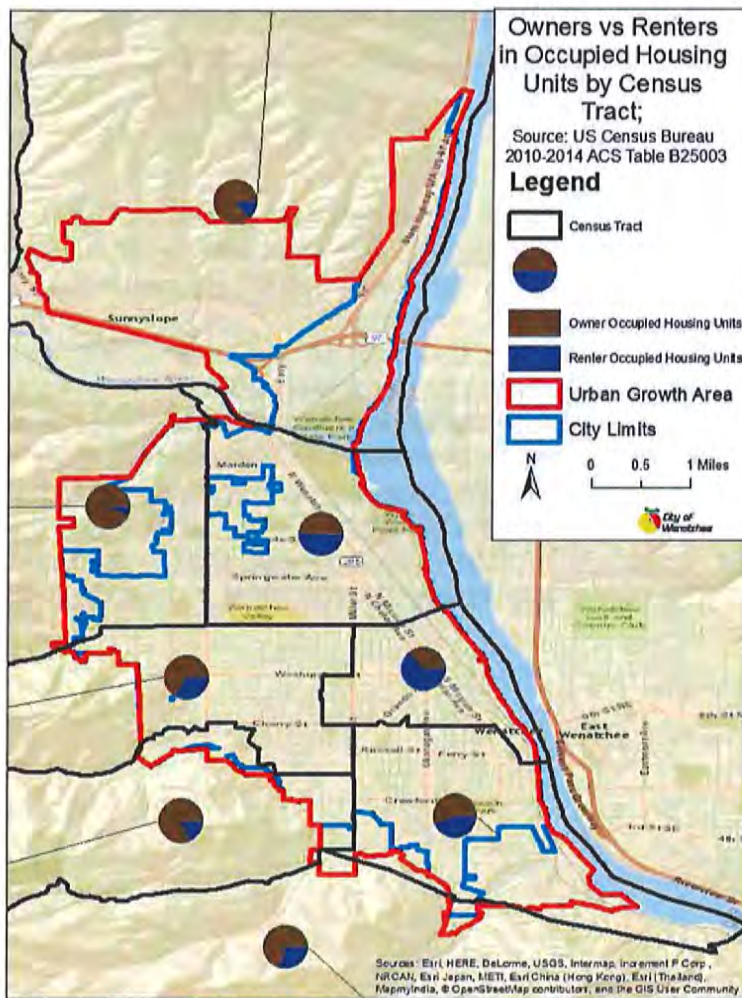
<sup>5</sup> Table 71 of the 2013-2017 Wenatchee Consolidated Plan

<sup>6</sup> Page 186 of the 2013-2017 Wenatchee Consolidated Plan

limited to a specific group such as men, women, families, etc. This demonstrates a need for additional shelter beds both now and in the future until a greater share of the population is in permanent housing.

### **Housing Tenure**

While the majority (~~57-56~~ percent) of households in Wenatchee owned the unit in which they lived ~~in 2000~~during the 2010-2014 period, the percentage of owner-occupied units was lower than in Chelan County, which averaged ~~64-65~~ percent as a whole, and Washington State at 63 percent. Housing tenure, which refers to the financial arrangements under which someone has the right to live in a home, also varied significantly among Wenatchee's neighborhoods. ~~Based on 2000 Census Tract data, over 70 percent of occupied units in West Wenatchee (west of Miller & south of 5<sup>th</sup>) were owner occupied compared to less than 40 percent in the Historic Center (east of Miller, south of 5<sup>th</sup>, north of Peachey).~~ The map below demonstrates that housing tenure varies greatly throughout the Wenatchee Urban Area. In general, the areas that were developed earlier in the city's history have higher shares of renter occupied housing units while the more recently developed areas have higher rates of owner occupied housing units.



*Figure 1 Owners vs Renters in Occupied Housing Units by Census Tract in the vicinity of the Wenatchee Urban Growth Area; Source: US Census Bureau 2010-2014 American Community Survey Table B25003*

### **Housing Types**

Single-family housing is the predominant housing type in Wenatchee and represents nearly two-thirds of all housing units. Although Wenatchee's total share of single-family housing units is comparable to state and national averages, the housing type mix varies significantly among Wenatchee's neighborhoods. ~~Although the majority of housing in each of the tracts is single family in nature, the degree of that majority ranges from 56 percent in the historic center to over 77 percent in West Wenatchee.~~

Households by number of units in the structure  
 Source: US Census Bureau American Community Survey 2010-2014 5  
 year estimate Table B25024

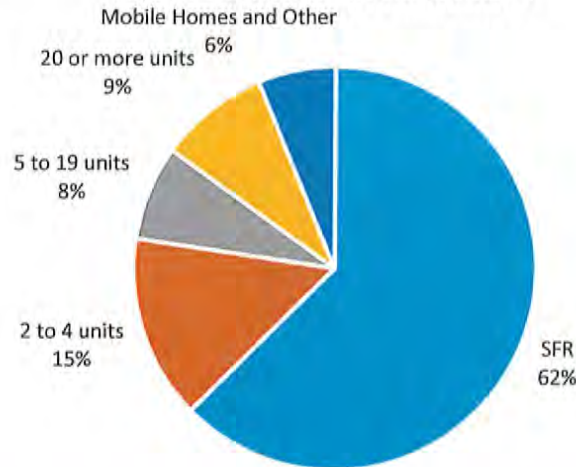


Figure 2 Households by number of units in the structure; Source US Census Bureau 2010-2014 American Community Survey Table B25024

## **HOUSING AFFORDABILITY**

As of the ~~2000-2010-2014~~ Census American Community Survey, the median value of all owner-occupied housing in Wenatchee was ~~\$133,700~~\$199,200, lower than the median values in both Chelan County and Washington State at \$247,800 and \$257,200 respectively<sup>7</sup>. The median gross rent in ~~2000-2010~~ of ~~\$545-788~~ was also lower than Washington State (~~\$663~~\$995), but higher than Chelan County (~~\$535~~\$785)<sup>8</sup>. Since ~~2000~~2007, however, home prices decreased until about 2012, then have begun climbing again finally reaching and even exceeding their 2007 levels ~~have escalated significantly in Wenatchee. As of February 2006~~ In calendar year 2015, the average median home sales price was nearly \$219,000<sup>9</sup>. ~~This spike in real estate has also driven up rental costs. Rental prices have also risen alongside home prices.~~

In general, housing is considered to be affordable when it equals no more than 30 percent of household income, including expenditures for utilities. Over the years housing costs have escalated at a significantly higher rate than household incomes. This reduces overall affordability and is especially true for Wenatchee renters. ~~As of 1999~~ According to the 2010-2014 American Community Survey, more than 45-44 percent of renters were paying more than 30 percent of their household income on housing. At the same time, less than ~~25-~~37.6 percent of all home owners were paying that amount<sup>10</sup>.

<sup>7</sup> US Census Bureau American Community Survey 2010-2014 Table B25077

<sup>8</sup> US Census Bureau American Community Survey 2010-2014 Table B25064

<sup>9</sup> Pacific Appraisal Associates, P.L.L.C. (February, 2006 December & FOY 2015). Snapshot.

<sup>10</sup> US Census Bureau American Community Survey 2010-2014 Table GCT2515

~~Between 1989 and 1999 the disproportion between renters and homeowners decreased, however, due to rising housing costs as a percentage of household income for homeowners. Over the ten-year period, the percentage of homeowners paying less than 20 percent of their incomes on housing decreased significantly while the percentage paying more than 35 percent nearly doubled. Given the escalating housing costs over the last five years, affordability among both renters and owners has only continued to decrease.~~

Another measure of owner-occupied housing affordability is the ~~National Association of Realtors (NAR) Washington State Center for Real Estate Research (WCRER)~~ housing affordability index (HAI). HAI measures whether or not a typical family could qualify for a mortgage loan on a typical home<sup>44</sup>. A typical home is defined as the median-priced single-family home. The typical family is defined as one earning the median family income as reported by the U.S. ~~Bureau of the Census~~Census Bureau. ~~The prevailing mortgage interest rate is based on the Freddie Mac Mortgage Market Survey. The formula assumes a 20% down-payment, a 30 year fixed mortgage, and a household will not spend more than 25% of their income on principal and interest payments. In the case of the First Time Homebuyer's Affordability Index, mentioned below, the assumption is a home that is 85% of median price, 10% down payment, 30-year fixed mortgage, and mortgage costs that are less than 25% of household income.~~

~~As of 1999, Quarter 3 of 2015, a family in Wenatchee-Chelan County earning the median family income had 97-131 percent of the income necessary to qualify for a conventional loan covering 80 percent of a median-priced existing single-family home. By early 2006, this figure dropped to 78 percent of the required income. First-time homebuyers on the other hand are in a much different situation with 73.8 percent of the income required to make payments on a median price resale home.~~

The growing disconnect between both housing prices and household income and also housing supply and population growth can negatively impact the community in a number of ways. Young companies, professionals, and couples who once moved to Wenatchee for its affordability or quality of life may choose to live elsewhere or not be able to find housing at all. In some cases, Ffamilies will may continue to move further and further away from the traditional downtown to afford a home, thereby increasing traffic congestion and degrading air quality. In other cases, certain households may end up living in a space that is below the standard they would otherwise live at and therefore displace lower income households that would have otherwise lived there. ~~Since they will remain as the sole providers of affordable housing, distressed neighborhoods are unlikely to undergo revitalization or leverage new investment. Finally, Wenatchee could lose one of its key assets important to the~~

<sup>44</sup> The accuracy of the HAI is based on two key assumptions. The calculation is based on a qualifying ratio of 25 percent. That is, the monthly principal and interest payment cannot exceed 25 percent of the median family monthly income. The down-payment assumption of 20% may significantly overestimate the affordability of an area for first-time homebuyers (e.g. young couples and families) given the increasing rarity of 20 percent down payments.

~~new economy's creative companies: social and cultural diversity<sup>12</sup>. — The current housing crisis is impacting the Wenatchee area in many different ways including making it difficult for local employers to hire out-of-town job candidates for living wage jobs and adding additional financial stress to households overly burdened by their housing costs,~~

The Wenatchee Urban Area Housing Needs Assessment & Market Demand Study of September 2016 produced by BERK showed that many different factors are contributing to the city's current housing crisis. Some of these include rising housing costs, low vacancy rates, high rate of cost burdened households, a mismatch between household size and housing stock, inadequate supply of subsidized units, and an ongoing increase of senior residents. The housing policies contained in this element and related policies in other elements of the plan are directed at addressing these identified issues and trends.

## **HOUSING EQUITY**

Housing equity is related to affordable housing and describes the fair distribution of housing types throughout a community. Mixed-income neighborhoods promote equity by providing safe housing environments and equal opportunities for upward mobility. The City must seek to affect the housing market in such a way that households of all income classes have equal access to education, employment, and social interaction opportunities. Neighborhoods with different housing types for different income groups also allow residents to remain in their community or “age in place.” That is, residents are able to stay close to friends and family regardless of their age or economic status by transitioning from different housing types in the same neighborhood.

The typical suburban land use/housing patterns that characterize most of Wenatchee require the use of an automobile to reach services and amenities. A lack of pedestrian and bicycle infrastructure further aggravate an already challenging situation for residents without access to an automobile. This is something that is addressed in greater detail in the Transportation Element but the relevant topic here is that some housing is located adjacent to complete, or nearly complete, transportation facilities (including facilities to safely accommodate pedestrians, bicycles, and automobiles) while other housing is only safely accessible by automobile. All residents need access to housing that matches the transportation needs of all members of their household. Some of the groups that are affected by this issue include the young (under 16years), the elderly (no longer able to drive), the disabled, and those that for financial or other reasons do not have access to an automobile. According to the US Census Bureau's 2010-2014 American Community Survey, 12.2% of the population of the City of Wenatchee had some type of disability<sup>13</sup>. In the same survey it was determined that 90% of households have access to one or more vehicles<sup>14</sup>.

<sup>12</sup> Florida, Richard (2004). *The Rise of the Creative Class*. New York: Basic Books

<sup>13</sup> Table DP02

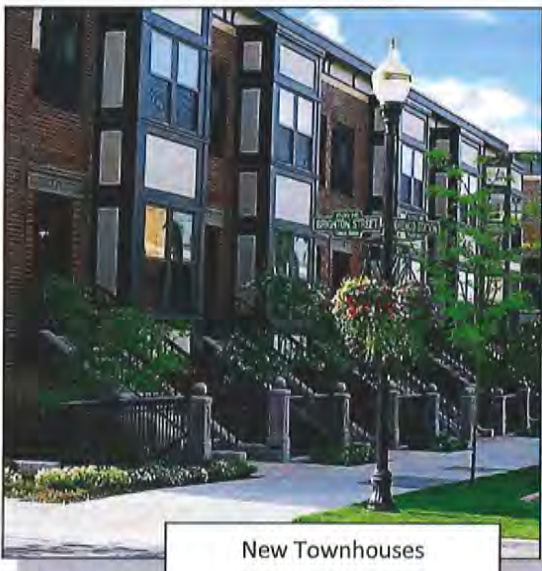
<sup>14</sup> Table B25045

Concentrated affordable housing, on the other hand, can inequitably result in overcrowding, segregation, and the social isolation of lower income and special needs populations. Many of these neighborhoods do not have equal access to employment centers, public and cultural facilities, or important middle class social networks.

Development standards and practices that inhibit the development of mixed-income communities are often called “exclusionary zoning.” In contrast, “inclusionary zoning,” actively promotes a mix of housing options within communities. In addition to creating incentives or requirements for mixed-income housing, this strategy promotes more flexible design standards (e.g. narrow lots) within residential neighborhoods.

### **HOUSING MIX & DENSITY**

A number of factors are converging in Wenatchee to warrant the provision of more compact residential neighborhoods and housing types. Wenatchee’s supply of buildable land has decreased significantly as many former orchards have been sold and developed. Combined with rising construction costs and historically low interest rates, the scarcity of land has driven up home prices and rents.



New Townhouses  
(Hillsboro, OR)



Narrow Lot Sizes

It is no coincidence that scarce land availability and the decreasing affordability of traditional single family homes have resulted in a growing number of smaller households. These smaller households are primarily used by the elderly, active retirees, empty nesters, childless couples, single parents, and singles, for whom housing preferences and demands are different. Whereas families with school-age children tend to favor traditional single-family housing arrangements,<sup>7</sup> During the 2010-2014 period, the Census Bureau estimates that only 21.6% of households

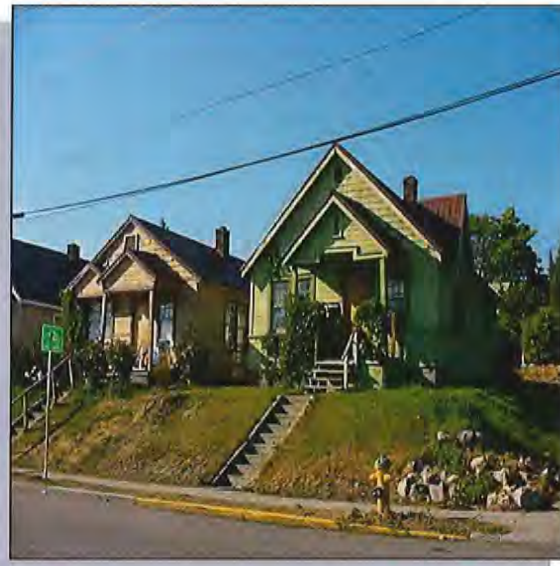


include both a married couple and at least one child under the age of 18<sup>15</sup>. In the same survey, it was found that 60% of households were made up of just one or two people<sup>16</sup>. ~~the This~~ "new majority"<sup>17</sup> of ~~smaller~~ households are smaller with different needs. Subsequently they are more likely to prefer the affordability, access, convenience, and lower maintenance associated with multifamily renter- and owner-occupied units.

~~Between April 1<sup>st</sup> 2000 and April 1<sup>st</sup> 2005~~ January 2010 and December 2016, the City of Wenatchee issued building permits for 566–669 dwelling units. Despite the changing demographics and housing preferences mentioned above, the majority of building activity in Wenatchee continues to be single-family in nature. During this timeframe, ~~over 400~~ 305 units (467+ percent) of all residential units permitted were single-family structures and 360 units (54 percent) were in structures that had two or more dwelling units. It should be noted that if the 312 unit Riverside9 apartment complex is excluded from the figures, single family residences make up 85% of the new dwelling units permitted during this time period. A wider assortment of housing types including cottage housing, townhouses, condominiums, and accessory dwelling units (ADUs) would be more responsive to market dynamics, help increase affordability, expand home ownership, conserve space, and yield cost efficiencies for both the private and public sectors.

## **HOUSING MAINTENANCE & PRESERVATION**

Whereas well-maintained historic homes and districts can significantly increase property values, tourism, affordable housing opportunities and neighborhood cohesiveness, poorly maintained older housing can depreciate property values while proving dangerous and unsightly. Although many of Wenatchee's historic homes and neighborhoods, including the ~~newly instituted~~ Grandview Historic District, have been well preserved over the years, many others have been neglected. In 2002, a visual assessment of the South Wenatchee neighborhood (south of downtown, east of Okanogan Street, west of Chelan/Mission Street, and north of Crawford Street) found that an estimated 50 percent of homes required rehabilitation.



<sup>15</sup> [US Census Bureau 2010-2014 American Community Survey Table S1101](#)

<sup>16</sup> [US Census Bureau 2010-2014 American Community Survey Table B11016](#)

<sup>17</sup> According to the ~~Census, married couples with children now represent less than 25% of the population~~ [US Census Bureau's 2010-2014 American Community Survey \(Table S1101\)](#), 21.6% of households in the City of Wenatchee included a married couple and at least one child under 18 years of age.

The easiest way to provide housing and make it affordable is to preserve the existing stock. Construction of new real estate expands the available building stock and generally induces movement toward newer housing products. Upward movement to higher-valued real estate parallels the downward “filtering” of existing real estate. As most structures age, wear, and become obsolete, they filter down to lower-income occupants<sup>18</sup>. The process enables lower income households to move up as well, and to occupy units that at one time had been the preserve of middle- or even upper-income households.

This natural recycling or “filtering” of previously owned housing relies on private maintenance and investment. If homes are allowed to deteriorate beyond the point of safe habitability, the supply of affordable housing is diminished. Communities whose officials recognize this and take timely actions are most likely to preserve historic housing stock. With public and private resolve to maintain homes and neighborhoods, buildings can last hundreds of years.

In addition to adopting its first historic district, Wenatchee has begun to address housing preservation by ~~instituting~~ utilizing the special property valuation for historic structures. This program allows historic property owners that make qualified improvements to designated structures to deduct the cost of making the improvements from the assessed value of the home for a period of 10 years if the cost of the qualified work exceeds 25% of the current assessed value. ~~Wenatchee Housing Rehabilitation Loan Program for low and moderate income households. No interest loans are made available for eligible maintenance costs including safety/health, adaptations for disabilities, weather proofing, and energy efficiency. Payments on the loan are deferred until the sale of the home or its conversion to a rental. The program also encourages participants to stay in their community by forgiving 10 percent of the debt each year after completion of the project for up to 50 percent of the total loan. Between 2004 and early 2006, the program provided loans in South Wenatchee for improvements totaling \$163,695 in rehabilitation costs and \$41,382 in lead-based paint abatement.~~

### **Generational Trends**

There are shifts occurring and projected between the housing preferences of the various generations currently in the housing market. Millennials, who are typically defined as those born between 1980 and 2000, have so far demonstrated a preference to live in large urban centers as they get their education and start their careers. However, as they enter into a phase of life where they consider starting families, that preference is changing. While some will stay in dense urban areas, many are seeking a version of the suburban setting and lifestyle that they may have experienced growing up. That setting and lifestyle however, will have some distinct differences. Millennials are seeking some urban amenities while still having the benefits of a single-family home with a yard. Many desire walkable neighborhoods

<sup>18</sup>Bear, William C. and Christopher B. Williamson, “The Filtering of Households and Housing Units.” *Journal of Planning Literature* 3:2 (1988), 127-152.

with reasonable pedestrian access to basic services such as a grocery store or school. Many invite greater diversity and variety in their surroundings, eschewing the "cookie cutter" subdivisions that they may have grown up in. In many cases this might mean that they end up purchasing a higher-density form of housing such as a townhouse or even a condominium if needed to allow them access to the lifestyle they desire. Furthermore, given the substantial student debt many carry as well as the lower wages many are earning, millennials are generally apprehensive or unable to take on a mortgage. Having watched, and in some cases experienced, the housing crisis during their formative years, millennials are expected to take a different approach to housing than previous generations. Affordable units for both rent and sale will be necessary.

Baby Boomers, who were born between 1943 and 1964, are in the process of entering retirement. Many are preparing for the time when they will have diminished mobility. Some are retrofitting their suburban homes to accommodate wheelchairs and live-in caretakers while others are moving to appropriately designed units in urban areas where they can age in place even after they have to give up driving. Nearly all will need to give up driving at some point in the coming decades. For those living in suburban homes far from services, this will likely require them to sell their home at some point if they don't have access to or can't afford the services they need at that location.

Due to the situations described above, as well as other situations described in this element, it is important for regulations to be adopted that will allow existing housing stock to be retrofitted, and new appropriately designed housing, to be constructed to meet current and future demands. This might include accessory dwelling units, conversion of large homes to include multiple living units, small infill projects such as small multifamily-unit or multifamilyplex structures, or conversion to a coliving scenario or group home.

The two charts below demonstrate that the age makeup of the City of Wenatchee has some of the same general characteristics as the nation as a whole with definable generational groupings for baby boomers and millennials.

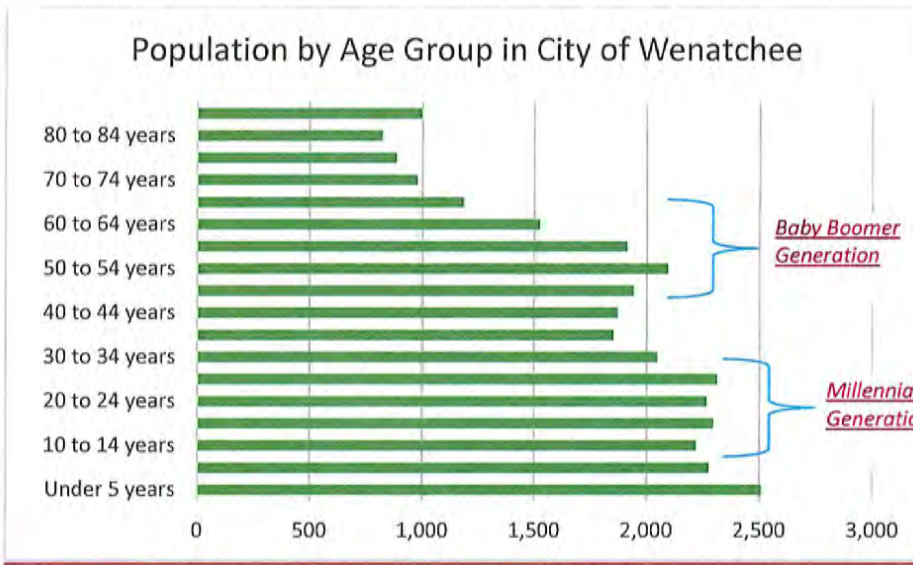


Figure 3 Population by Age Group in City of Wenatchee; Source US Census Bureau 2010 Decennial Census SF1 Table DP-1

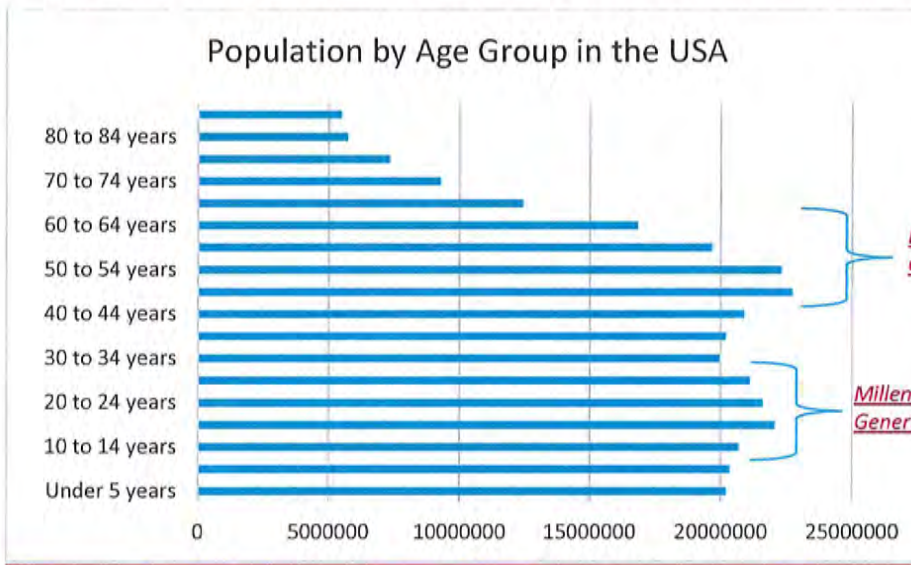


Figure 4 Population by Age Group in the USA; Source US Census Bureau 2010 Decennial Census SF1 Table DP-1

Source: US Census Bureau 2010 Decennial Census Table Summary File 1 Table DP-1

The chart below demonstrates that residents age 65+ make up a significantly higher share of the population in Chelan County than in the state as a whole. Residents age 20-39 make up a significantly lower share of the population than the state as a whole. Residents 40-64 and 0-19 make up very similar shares when Washington State and Chelan County are compared. It should also be noted that the shares of 0-19 and 20-39 age groups, which include millennials, decreased over the 15 year period shown while the 40-64 and 65+ age groups increased. This chart demonstrates that elderly

residents will likely continue to make up an increasing share of the population and the built environment, including residential development, should be built and/or retrofitted to meet their needs.

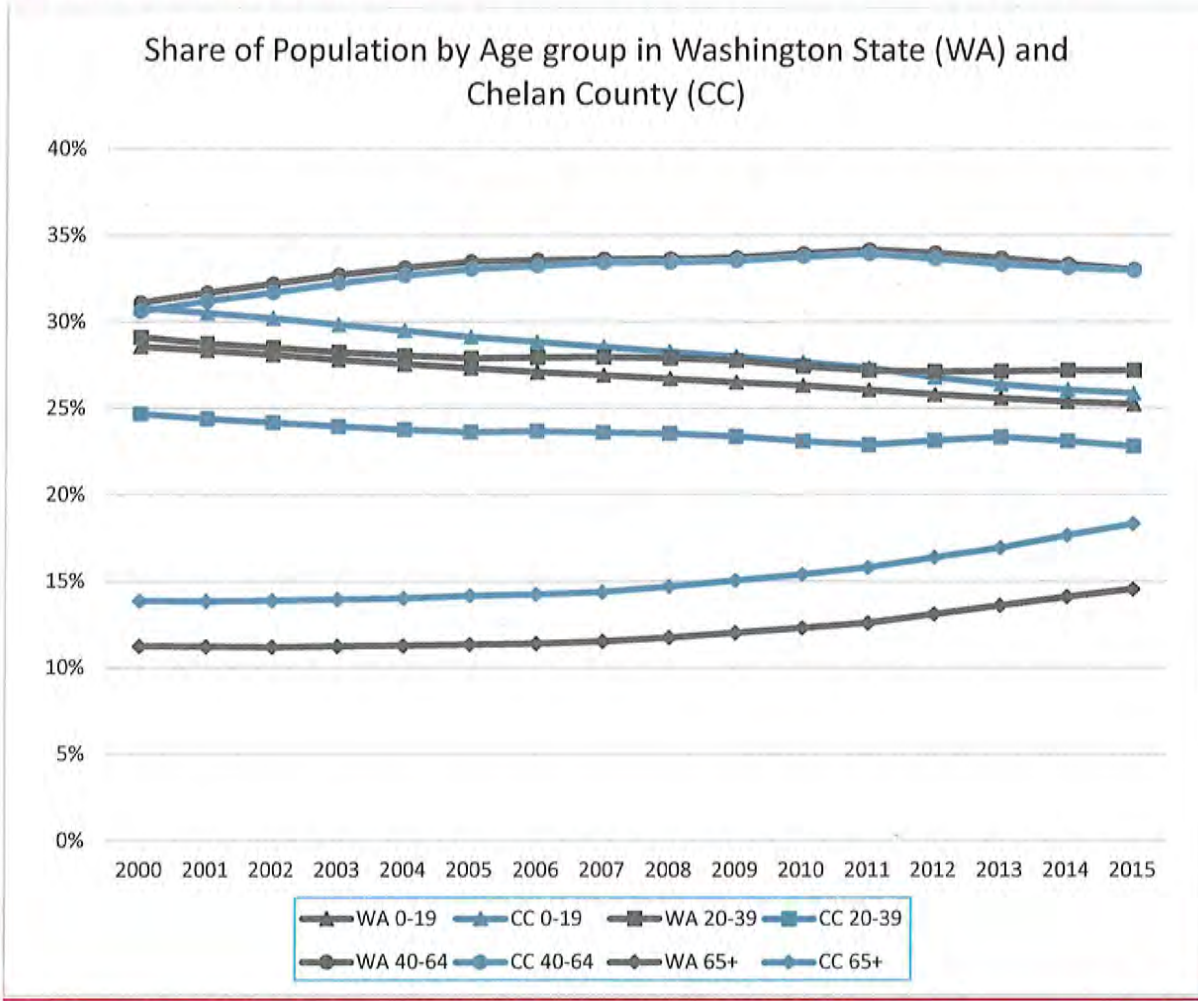


Figure 5 Share of population by age group in Washington State (WA) and Chelan County (CC); Source: Washington State Office of Financial Management Intercensal Estimates of April 1 Population by Age and Sex: 2000-2010 and Small Area Demographic Estimates 2000-2015

## **GOALS AND POLICIES**

### **GOAL 1: HOUSING AFFORDABILITY - Encourage the availability of affordable housing to all economic segments of the population.**

**Policy 1:** ~~Develop and implement regulations that encourage diversity of new housing types and expand housing choices throughout Wenatchee, allow targeted densities to be achieved with reasonable likelihood while mitigating potential negative impacts.~~

**Policy 2:** Provide incentives including density bonuses, parking reductions, and flexible design standards to developments that include a percentage of affordable units to households at 30%, 50%, and 80% of median income. Said incentives should be regularly reevaluated to ensure that they target specific burdens to development that are hindering production of new units.

**Policy 3:** Promote residential development of infill sites throughout the urban area by increasing densities where appropriate.

**Policy 4:** Work in concert with private and nonprofit developers to facilitate the provision of new affordable rental and owner-occupied housing. Expand outreach and marketing to both local and non-local housing developers to ensure that a diverse group of potential developers are aware of the many opportunities and benefits of building in the Wenatchee Valley.

**Policy 5:** Develop and implement regulations that encourage transit oriented development in select areas such as in the vicinity of Columbia Station.

**Policy 6:** Study the need for additional standards to accommodate and/or regulate alternative housing situations such as co-housing, and co-living units, and transient rentals (vacation rentals, Airbnb, etc).

**Policy 7:** Review parking standards for multi-family developments to ensure they match typical demand. Collection of parking data at multi-family residential sites is likely necessary to complete this task.

**Policy 8:** Work to inform the development community about opportunities for assistance with building affordable and/or high density housing. These opportunities may include but not be limited to tax credits, low interest loans, development incentives, etc.

**Policy 9:** Increase market rate housing supply ~~meeting~~ in order to meet the housing needs for local employers and employees and reducing the number of affordable units occupied by households with moderate to high incomes.

**GOAL 2: HOUSING EQUITY -- ~~Promote~~Promote diversity in neighborhoods throughout the urban area. The types of diversity should include, but are not limited to, mixed-income, and mixedincome, mixed-generational, mixed-race, mixed-ethnicity, and mixed-physical-ability neighborhoodspopulations. Seek to develop a built environment that affords low-income and special needs populationsall residents equal access to civic, educational, economic, and social opportunities.**

**Policy 1:** Strive to increase class, race, and age integration by equitably dispersing affordable housing opportunities. Discourage neighborhood segregation and the isolation of special needs populations.

**Policy 2:** Facilitate lifecycle or "cradle to grave" neighborhoods and community stability by promoting alternative living arrangements such as accessory dwelling units (ADUs), shared housing, co-housing, and smaller housing types.

**Policy 3:** Support variable lot sizes in new subdivisions and housing type diversity within development projects.

**Policy 4:** The installation of an accessory dwelling unit in new and existing single-family dwellings shall be allowed in residential zones subject to specific development, design and owner-occupancy standards.

**Policy 5:** ~~Discourage~~Study options or tools available for regulating~~Adopt regulations to address the conversion of multi-family housing to condominium conversions to have aensure~~ no net loss of affordable rental housing stock.

**Policy 6:** Continue to study and monitor opportunities for accommodating national trends in alternative and affordable housing.

**Policy 7:** Accommodate the housing needs of baby boomers and senior households as this demographic increases their share of new housing demand.

**GOAL 3: HOUSING MIX & DENSITY -- Provide an adequate distribution of housing types consistent with land constraints and changing market demographics and preferences.**

**Policy 1:** Expand housing options to better reflect changing market demographics. This may include, but not be limited to, additional studio or one bedroom rental units.

**Policy 2:** Adopt more flexible design standards that permit the construction of different housing types (e.g. narrow lots) compatible with surrounding neighborhoods.

**Policy 3:** Facilitate housing development in the Central Business District and other mixed use areas close to employment, cultural and shopping opportunities.

**Policy 4:** Explore and support tax exemptions for new and rehabilitated housing units that provide certain kinds of public benefits.

**Policy 5:** The city may not enact any statute or ordinance that has the effect, directly or indirectly, of discriminating against consumers' choices in the placement or use of a home in such a manner that is not equally applicable to all homes, except as allowed by RCW 35A.21.312 as now or hereafter amended. This speaks directly to manufactured homes and group homes.

**Policy 6:** In low to moderate density neighborhoods, seek to accommodate a range of multi-unit housing types compatible in scale with single family homes that help meet the growing demand for walkable urban living. These building types referred to as "Missing Middle Housing", help bring together the walkable streetscape as they diversify the choices available to boarders of different age, size and income. These units may include but not be limited to:

- The size and shape of stacked duplexes
- Bungalow courts
- Carriage houses
- Four-plexes
- Small multi-plexes
- Townhomes
- Live--walkwork units
- Courtyard apartments.

**Policy 7:** Two thirds of the housing units in the Wenatchee area have three or more bedrooms while 60% of Wenatchee's households only have one or two members. Increase housing opportunity from the current 11% of supply for single bedroom or studio units to better meet the needs of the majority of Wenatchee's households.

**Policy 8:** Evaluate and determine appropriate corridors and standards in the Central Business District designation and it's associated overlays where new or converted multi-family residential units which include ground floor units, would be beneficial to the District. Adding population within the District can provide activities and new uses of the spaces in the downtown on weekends and evenings in addition to needed multi-family housing units. Corridors chosen must be sensitive to maintaining and supporting Wenatchee's historic mainstreet emphasis and recognize opportunities with changing demands in retail markets by providing additional support for downtown businesses with a mixed use approach.



**GOAL 4: MAINTENANCE & PRESERVATION** -- *Preserve and enhance the value and character of neighborhoods by improving and extending the life of the existing housing inventory. Give special priority to the maintenance of historic properties and the retention of existing affordable housing stock.*

**Policy 1:** Preserve and protect older neighborhoods that demonstrate continuing residential viability.

**Policy 2:** Encourage private reinvestment in homes and neighborhoods by providing information, technical assistance, and referrals to appropriate agencies and organizations.

**Policy 3:** Encourage homeowners to take advantage of existing maintenance and preservation programs, services, and resources including the Historic Preservation Tax Credit, including the Wenatchee Housing Rehabilitation Loan Program.

**Policy 4:** Leverage private investment in distressed neighborhoods through strategic infrastructure and service improvements.

~~Policy 5:~~ Support the creation and preservation of manufactured home parks as an important source of affordable housing in the city.

**Policy 6:** Raise awareness of available incentives for the creation of or conversion to multi-family housing such as the multi-family tax exemption (RCW84.14 and WCC5.88).

**Policy 7:** Partner with landlords to investigate a rental registration program with the goal of promoting crime-free housing and improved neighborhood living conditions.

**Policy 8:** Preserve the local rental inventory through local code enforcement efforts to promote the safety and quality of rental housing and to encourage landlord compliance.

**Policy 9:** Single family homes in commercial and mixed use designations continue to serve a role in providing affordable housing units in the city. Evaluate non-conforming standards and determine if changes should be incorporated which accommodate minor additions and renovation of structures as an existing permitted use, prior to the site or structure converting to intended uses of the specific land use designation

**GOAL 5: COORDINATION** – *Work cooperatively with other agencies, non-profits and housing advocates to address housing availability to all economic segments of the population.*

~~Policy 1:~~ Encourage establishment and funding of a Community Affordable Land Trust to acquire land and build affordable housing within the urban area.

Land availability and the cost of property for market rate and affordable housing has been identified as a barrier to the development of new units. The city should encourage creative solutions to securing land for desired housing outcomes including but not limited to securing abatement and foreclosure properties, establishing a community housing land trust, and working with housing providers to capitalize on land purchase opportunities

**Policy 2:** Work cooperatively with Chelan and Douglas counties, and the cities within, to address regional housing issues, including homelessness and farm worker housing.

**Policy 3:** Coordinate with the homeless housing task force to implement priorities identified in the short and long term activities as identified in the Ten-Year Plan to Reduce End Homelessness in Chelan & Douglas Counties. ~~Plan to End Homelessness in Chelan & Douglas Counties.~~

**Policy 4:** Coordinate with regional jurisdictions/agencies to stay abreast of develop a regional assessment and report to and share in the responsibility for achieving a reasonable and equitable distribution of affordable housing to meet the needs of middle and lower income persons.

**Policy 5:** Create and maintain an economic analysis to determine baseline development costs and financial returns for various housing types. This analysis should be created and maintained with input from developers with local experience. The results should be used to inform regulatory and policy decisions.

**Policy 6:** Work with regional partners to ensure that homeless outreach efforts and services are adequate to ensure all chronically homeless individuals have access to permanent supportive housing and there is low-barrier access to shelter beds.

**GOAL 6: – Seek to remove identified impediments to fair housing.**

**Impediment 1: Lack of access to permanent housing with supportive services for persons with disabilities, including persons with developmental disabilities, mental illness, and chronic substance abuse**

**Policy 1:** Support permanent supportive housing and associated services for the disabled and special need populations. Seek cooperative efforts of local government, local lenders, landlords, realtors, legal assistance, counseling programs and the state to expand the set of educational and support tools for targeted populations.

**Impediment 2: Disadvantaged populations often lack the necessary skills and knowledge to obtain and remain in affordable housing**

**Policy 2:** Support community organization efforts to provide low-and moderate income persons with tools and understanding to prevent poor credit and rent histories. Focus on improving skills and knowledge of budgeting, home maintenance, credit management, loan terminology and financing, real estate transactions, tenant/landlord relations, and the dangers of predatory lending. Encourage bi-lingual instruction and support local banking and real estate efforts to provide culturally sensitive, bi-lingual assistance to homebuyers, renters and borrowers. Continuing to support English as a second language classes is also encouraged.

**Impediment 3: Disadvantaged populations often lack the necessary skills and knowledge to obtain and remain in affordable housing**

**Policy 3:** Maintain and expand as feasible the dissemination of information and education on Fair Housing rights and obligations of tenants, homebuyers, lenders, and landlords. Maintain and update fair housing information on the City's website; encourage key community agencies to include similar information on their websites. Support efforts for conducting bi-lingual workshops and informational meetings targeting low- and moderate income persons, the disabled, landlords, Hispanics and other linguistic minorities as well as protected groups.

## ECONOMIC DEVELOPMENT

### TOPICS

- **Introduction**
  - Vision Statement
  - Purpose
  - Key Strategies
- **Economic Data / Overview**
  - Location / Land use
  - Demographic Profile
  - Economic Profile
    - Household Income Distribution
    - Workforce Profile
    - Economic Sectors
    - Gross Domestic Product (GDP)
    - Sources of Revenue
- **Facilities and Infrastructure**
- **Quality of Life**
- **Goals & Policies**

### INTRODUCTION

The economy of the Nation, World and right here in Wenatchee is in a period of dynamic change that will likely be on par or exceed the impacts of the industrial revolution. The technology revolution is changing everyday life and is fundamentally changing the basis for our economy. Enabled by high power communication and technology, the future economy will likely be based on creativity rather than knowledge. The rate of change is exponential as value is being developed on a daily basis through fundamentally new ways of doing business.

Cities are where over 75% of all economic activity occurs and it is growing tremendously as urbanization will likely continue as a major social change. Given these changes, cities have exciting opportunities along with challenges to: ~~one—facilitate or get out of the way~~ remove barriers to technological

advances that improve the economy and quality of life and two adapt to new ways of business while providing effective governance. Cities are engaging in economic development to help address these opportunities and challenges. Public-Private partnerships are becoming more commonplace in addition to the need to facilitate economic development to create a sustainable revenue stream such that all government services can keep up with the demands of a new economy.

It is the objective of the City to engage staff in economic development to help the symbiotic relationship of government and private business. Both require each other in a balance to sustain a healthy economy. A healthy economy where there are ladders of opportunities for all to maximize their life outcomes is the ~~end game~~ intended outcome. This element of the Comprehensive Plan is intended to bridge many other elements as they relate to economic development.

### **VISION STATEMENT**

Wenatchee's economy will be the vibrant foundation of North Central Washington and serve as the bridge between the technology industries of Western Washington and the agricultural industries of Eastern Washington. Businesses will have access to a wide array of support services and will enjoy positive relationships with Wenatchee residents, officials, and City staff. The needs of residents and businesses will be enhanced making Wenatchee a great place to live, work, play, and visit. The local economy will thrive, and a diverse array of goods and services will be provided to Wenatchee consumers. Development will be encouraged and will occur within building Wenatchee's character as outlined in this Plan.

**PURPOSE**

The Economic Element addresses business and community development policy issues at the regional, citywide, and ~~sub-area~~district levels. This Element has been prepared to emphasize compatibility, diversity, growth, and flexibility. Implementation of this Element will take place over time and will require the coordination with other local agencies including East Wenatchee, Douglas and Chelan County, the Port Districts of Chelan and Douglas Counties, the Wenatchee School District, and the Chelan County Public Utility District. The City of Wenatchee government will promote efficient and streamlined services while building and maintaining critical infrastructure necessary for growth. Partnerships will be a key to maximizing the efficacy of Economic Development efforts as outlined in the 2016 Our Valley Our Future Action Plan. Some of the key elements of this plan for our valley are a continuation of the 2000 Center for New West Study; A High Performance Strategy. Much progress has been made and much more is necessary.

**KEY STRATEGIES:**

A number of high-level key strategies are identified below as methods to measurable outcomes of economic growth. These strategies are also identified in the Our Valley Our Future plan. The reader is referred to that plan for a more comprehensive list of strategies at the local and regional level. As ~~demonstrated-discussed~~ later in this Chapter, ~~our-the area's~~ gross domestic product (GDP) and income levels in the urban area have stabilized over the past five years, although there is room for improvement. ~~Growing—Expanding~~ economic opportunities for all ~~help~~ increases the overall well-being of the

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community in terms of living wage jobs with purpose, lowering health and social burdens, and ~~increased—disposable~~ increasing incomes in families. This results in increased revenues to ~~fund~~ adequatefor governmental services necessary to support a community's overall well-being.

**1. Improve K-12 Education.** A high quality K-12 education system that is adapted for a future economy while providing all children to learn in a manner with the greatest opportunity to succeed is the number one requirement for successful economic development. Without an effective K-12 education system, gentrification results as students fall further behind. This is Wenatchee's current situation with over 60% of the school district students qualifying for free and reduced lunches. This combined with many students dropping out of school early sets the region up for a poor outcome as these students enter young adulthood. In addition, K-12 education system ratings are a must for attracting new talent to move to the city. This is especially important as the millennial generation bubble is starting to have children who will be entering the school system.

**2. Develop a technical STEM High School combined with Skills training.** Innovation high schools are being developed as an efficient method of providing relevant educational opportunities to high school aged students with a focus of preparing them for the highly technical career opportunities that exist today. A third high school is needed in the Valley to take the growth burden off of both Eastmont and Wenatchee High Schools. A technical school could be constructed next to the Skills Center in Olds Station as part of the ESD to serve multiple high schools. Collaboration between the

School Districts is essential. The cost of a new technical focused facility would likely be much lower due to the lack of costly athletic facilities.

**3.** Continue work to develop 'Maker' opportunities for both youth and adults. Engaging the creative human spirit to develop economic value is the basis for today's economy. Continue developing the Maker community initiated by the Mayor's Maker Challenge. Makerspaces can

be developed in various fashions to serve youth, adults, college level, visitors, and underserved folks.

**4.** Develop an innovation district that is well suited for our region based on our assets of agriculture, energy production, water, and environmental stewardship. Energy research is also an opportunity to find ways to save energy with more efficient equipment such as data farms. An innovation district helps develop a culture of innovation that values education and skills development. Successful innovation districts are carefully developed blending University research with specific innovation development combined with scaling its use in the private sector. An innovation district is also characterized by a very special place where people want to be to collaborate and share ideas in the open source based economy.

**5.** Foster and develop a startup community. Startups are where most of the economic growth can be expected in today's economy. Supporting a venture capital or angel investor network is an important element to a startup supportive culture. In addition, support services and mentorship increase the



likelihood of success. The Okanagan Innovation Center in Kelowna BC is a great example of a facility and a community highly invested into startup based economic growth.

**6.** Support Wenatchee Valley College entrepreneur programs and economic gardening. This program is designed to scale businesses to the next step by growing existing businesses. Economic gardening is one of the fastest ways to see economic growth.

**7.** Support and improve tourism. Tourism not only provides direct economic benefit, but also provides a high degree of exposure to a community. Making sure visitors experience is exemplary is a key. This includes making sure that the community is clean and attractive in terms of aesthetics of both public and private infrastructure. Some would argue the most important city job is street sweeping because nothing says more about a city than how the streets appear.

**8.** Work to develop additive manufacturing opportunities. Since this region does not have large expanses of land or freeway freight access, additive manufacturing could take advantage of

reliable hydropower to provide high paying technology based manufacturing jobs.

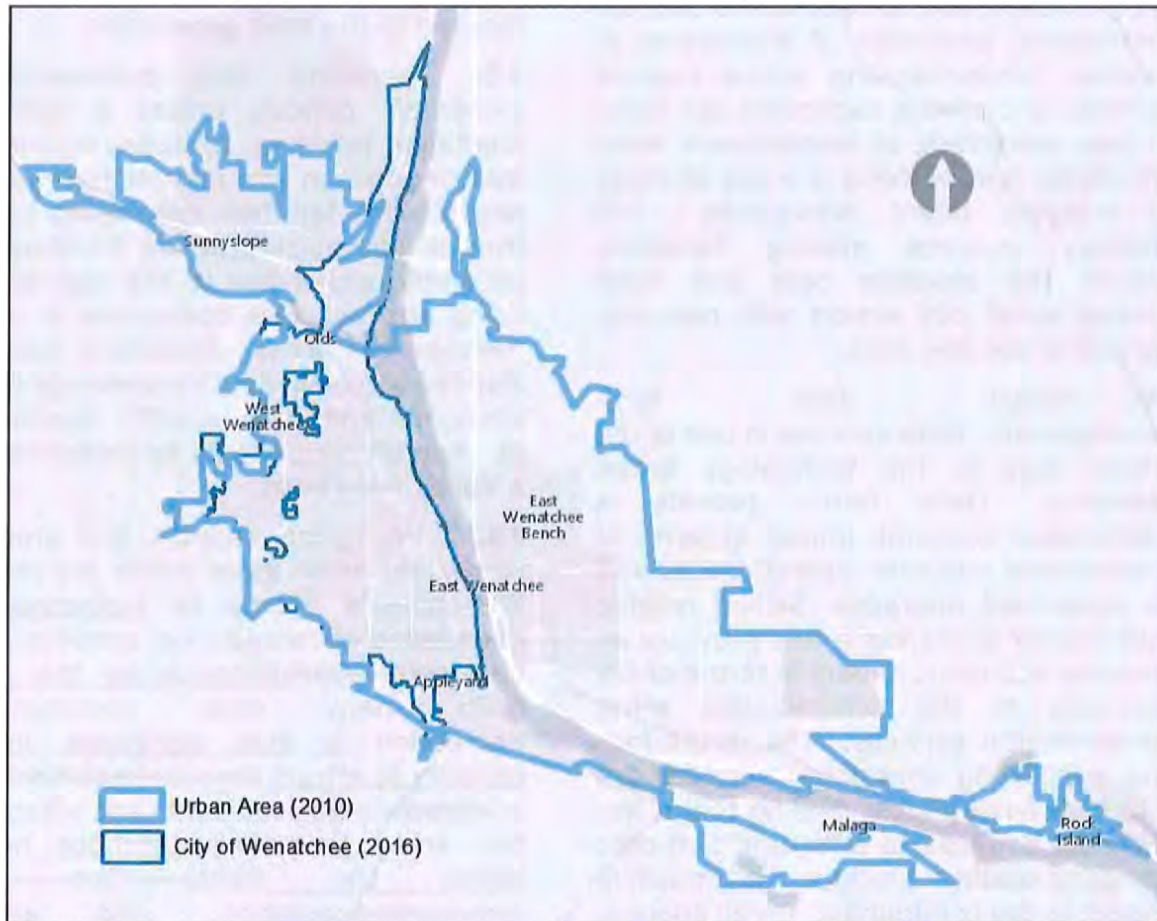
**9.** Pursue being part of the Seattle and Bay Area (San Francisco) super economies. Connections to both areas are prevalent due to data farms and the recreational proximity of Wenatchee to Seattle. Understanding where support services or business expansion can occur to take advantage of Wenatchee's more affordable cost of living is a key strategy to bringing talent Wenatchee. This strategy involves making Pangborn Airport the absolute best and most reliable small city airport with non-stop service to the Bay area.

**10.** Pursue data farm development. Data services is one of the critical legs to the technology based economy. Data farms provide a tremendous economic impact in terms of construction and then operations as well as equipment upgrades. Selling reliable hydropower at market prices provides an amazing economic impact in terms of tax revenues to the schools and other governmental services. The direct jobs and supporting contracted services are also high paying jobs. Selling the power allocated to Alcoa to a fortune 500 data company would produce a positive impact to the community. Given space is limited, there is not much opportunity for large data farms and thus it is recommended to work with the PUD to free up power sooner than later which will help our K-12 system dramatically.

**11.** Recruit wealth. Many people are moving to Eastern Washington to take advantage of the lifestyle and sunshine. Importing wealth from the Seattle area helps local business and provides an opportunity for investment in private infrastructure, which carries forward to the next generation.

**12.** Recruiting new businesses is extremely difficult unless a niche is identified. However, targeting businesses that need clean and reliable hydropower and a place for their employees to live that is unparalleled in the Northwest is becoming easier due to the high cost of living and business operations in major metropolitan areas. Recruiting business also require an in depth knowledge of our economy and how specific businesses fit. Recruitment should be performed on a Valley wide basis.

**13.** Recognize, support, and promote recreation as an asset within the region. Wenatchee's access to numerous an abundance of recreational activities sets this area apart distinguishes this area from many other communities. Recreation is also significant in its capacity to attract ~~pays an important role in attracting~~ new residents and visitors to the area, promoting ~~promote~~ health within the ~~within~~ the local ~~community~~ population, and adding ~~to~~ enhance the area's overall quality of life.

**ECONOMIC DATA / OVERVIEW*****LOCATION / LAND USE***

The Wenatchee Urban Area (~~area defined by the~~ US Census Bureau designation) is located within both Chelan and Douglas Counties and comprises the cities of Wenatchee, East Wenatchee, portions of Malaga, and Rock Island. The map below shows the central location within the state and relative location to the ~~metropolitan areas~~ larger regional economies of Seattle/Tacoma, Spokane, and the Tri-Cities.

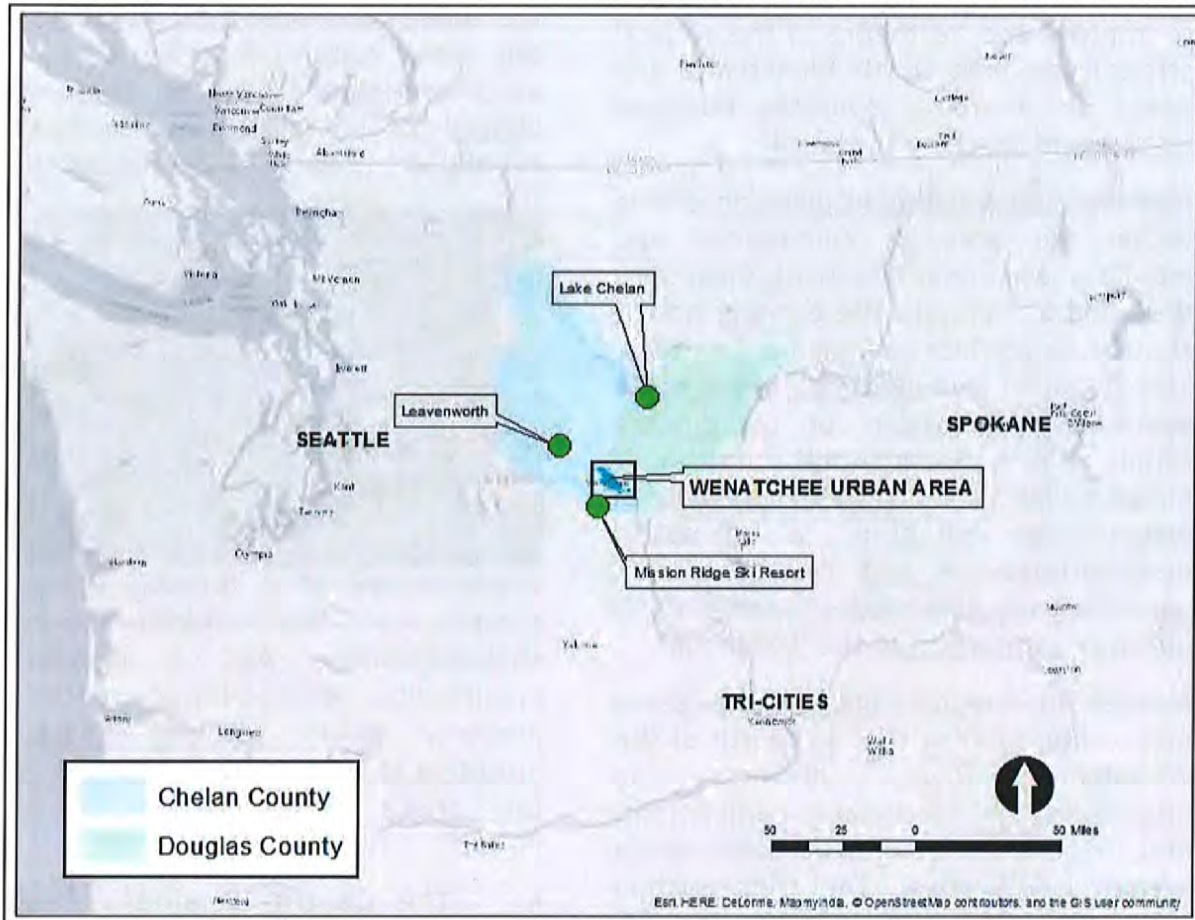
~~The Wenatchee Urban Area is part of a regional tourism area that draws thousands of outside visitors annually. The locations of the~~ The Mission Ridge Ski Resort and the cities of Leavenworth and Chelan are recognized as major attractions within a larger regional tourism area that draws thousands of outside visitors annually. this area. Additionally, outdoor recreational opportunities throughout this area are recognized as a key attribute to the area's high quality of life.

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improvements. To this end, the City has undertaken cohesive and defined planning efforts within these areas to promote development, reinvestment, and business growth.

- **The North Wenatchee Business**



**LAND USE**

Many of Wenatchee’s commercial districts have naturally evolved and expanded naturally over the past half century without a cohesive or defined vision. Revitalization planning efforts within these areas can bring result in many benefits to the community, including greater increased tax revenues, local job opportunities, increased diversity, and visual/physical

**District** is characterized by a concentration of national chain store brands retailers and

aAuto dependent oriented land uses businesses

such as drive through restaurants, car dealerships, and grocery stores. This area currently generates the highest sales tax revenue in the City. Opportunities for additional growth in serving Highway 2 traffic and Upper Valley residents will expand with efforts to improve the aesthetics of the Arterial street system in North Wenatchee and adapt to a more favorable business district and gateway to the city.

~~Planning~~ Redevelopment planning efforts within the area of commercial and industrial uses near McKittrick Street are designed to mitigate the existing north-south auto corridor development pattern. ~~The~~ This plan lays out a ~~coordinated mix~~ vision of coordinated retail, office, residential, and light industrial land uses. ~~Together these uses~~ establishing ~~establish~~ a complete neighborhood. ~~A~~ and new east-west connection is intended to serve as a gateway connection to the Waterfront.

In addition, ~~the~~ Completion of the recent annexation of Olds Station, north of the Wenatchee River, presents an opportunity to coordinate, compliment, and expand new growth ~~with North Wenatchee Avenue.~~ The Olds Station area ~~should be considered for~~ is identified as an area well suited for a future ~~sub-area planning process to.~~ The goal of this effort should be to identify opportunities for ~~build on the momentum of the~~ that complement the North Wenatchee Avenue sub-area planning process as its build out occurs.

- The **South Wenatchee Business District** contains a broad range of locally owned businesses and services ranging from pedestrian accessible to auto oriented. The physical characteristics of

the area include elements of Historic Downtown along South Wenatchee Avenue ~~with where~~ buildings having have direct presence and frontage along ~~on~~ the sidewalk.

~~A recently completed~~ The 2016 South Wenatchee Sub-Area Plan identified that this area's cultural diversity ~~is as~~ a key asset ~~and that~~ should be championed utilized to stimulate opportunities for expanded growth ~~and potential for~~



~~establishment of a formalized cultural district.~~ ~~This district is also~~ characterized ~~as~~ a district of opportunity, ~~given~~ lower rents and property values ~~allowing its~~ are an incentive to reinvestment that will allow the area's entrepreneurial spirit to flourish.

- The **Central Business District** (Downtown) is the living and physical connection to Wenatchee's economic and cultural history. Architecturally notable brick buildings, pedestrian friendly streetscapes, and ~~strong~~ variety of local retailers, restaurants, and professional services create a unique sense of place that serves as the City's 'experience retail' center. Analysis of the current businesses ~~composition~~ identifies there are additional opportunities to grow business is room for additional retail activity. Doubling the upwards of \$100 Million in annual gross revenues to

achieve 100 million in gross revenue over the next 20 years is a quantifiable target. Increasing entertainment and nightlife attractions is an opportunity to increase gross sales within existing spaces.

New multi-family development should be incentivized through expanding the City's Multi-Family Tax Exemption Program ~~or~~ and public private partnerships. Increasing the number of dwelling units and residents within the downtown would add to a greater sense of the area's vibrancy. ~~Adding dwelling units within existing vacant upper stories is~~ are recognized as an opportunity to assist in this effort.

Implementing ~~additional~~ strategies aimed at increasing business efficiencies and sustainability are key to continued growth within Downtown. ~~For example,~~ The City's recently completed Downtown parking study is an example of this effort. ~~The study identified~~ there is significant available parking availability and capacity although it parking is underutilized. To increase efficiency, ~~Removing parking requirements for existing buildings is~~ a recommended as a strategy. Structured public parking is a long term means to parking sustainability and should be evaluated for funding opportunities, including. To this end, public-private partnerships, as a longer term goal for achieving highly efficient and centralized parking within Downtown, are a potential opportunity for creating structured parking.



- The **Waterfront Mixed Use District** is an example of the City's successful joint planning efforts with the Chelan County PUD to revitalize an area previously characterized by industrial uses. The composition of recreational opportunities, pedestrian streetscapes, new multi-family residential, and proximity to the waterfront PUD park system distinguishes this area. The Regional Events Center also established a large-scale venue for performing artists and community events that was not previously available within the region.

Community gathering spaces such as the Pybus Public Market exemplify the momentum and character that high quality redevelopment can carry throughout an entire district. The Wenatchee Waterfront ~~Sub-Area Plan~~ implementation has resulted substantial positive change, establishing new businesses including hotels, restaurants, craft breweries, recreational services and ~~hundreds of~~ needed multi-family housing units. Continued development will result in hundreds of additional housing units, retail, office, and service businesses that will serve to increase the City's employment base.

Notably, in 2009, the City of Wenatchee ~~successfully applied and received authorization for participation in~~ became a participant in the State program known as Local Revitalization

Financing (LRF). The LRF program provides an annual state sales tax credit of up to \$500,000 (resulting from increased sales tax generation in the district) to pay for bonds that are used to finance district public infrastructure improvements. To date, the Waterfront LRF District has increased recurring annual gross sales from roughly 9 million dollars in 2009 to over 23 million dollars in 2016; new construction has increased the taxable for 25 years. The state sales tax credit is rebate of the state sales tax generated by new development in the district. In partnership, the Port assessed value within the district by more than 33 million dollars.

The Port of Chelan County and Library District collaborated/participated in the LRF District to allocate a portion of their annual property tax collections from new development for use toward revitalization efforts. The coordination of agency resources has been and continues to be instrumental in recognizing the full/achieving the full potential potential of the planned Waterfront.



- The **Office Mixed Use and Residential Mixed Use Zoning Districts** serve as transition areas between residential neighborhoods and commercial areas. These mixed-used districts offer a variety of uses that have seen successful redevelopment of residential structures into new services

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such as professional offices and services. Additional growth within these areas is likely as the adjoining commercial districts evolve.

- The **Wenatchee's Industrial Zoning Districts** are an important component of the local economy and provide capacity for current and future industry needs. Relative to Wenatchee's total land area, industrial properties and uses were once a much larger proportion of the City's land area; especially along the waterfront.

Changes in technology, global markets, and environmental practices have resulted many local industries relocating outside of the city limits to regional industrial parks. This trend has been met by the planned transition of former waterfront industrial properties into productive commercial and residential uses and a world-class riverfront park system.

The City's current industrial properties meet today's need for uses that would, by nature, not be compatible in other districts. These uses include warehousing, storage, service, and manufacturing operations.

As future industrial needs change with technology advancement, the current industrial land capacity is well suited for adaption to meeting new demand. classification provides site locations for Wenatchee's agricultural related processing and warehousing facilities. New industrial users, The region's utilizing the area's hydro-power/hydropower and ample water resources should be sought to are an incentive and opportunity to realize growth in many the existing and underutilized industrial areas.

Expansion of the City limits ~~to include the~~ into the commercial and industrial areas north of the Wenatchee River (Olds Station) has provided additional capacity and opportunities ~~for this growth.~~ ~~for such users.~~

- **Residential Zoning Districts** – Wenatchee’s business license data indentifies that a substantal number of home based businesse are found within

~~many of the throughout the~~ residential districts. Many of these home based businesses are individuals and professionals that require low overhead. Home based businesses are recognized as a potential growth trend oppurtunity that will ~~will~~ ~~continue~~ expand with advancements in information technology; allowing individuals to work fully in a mobile evironment.

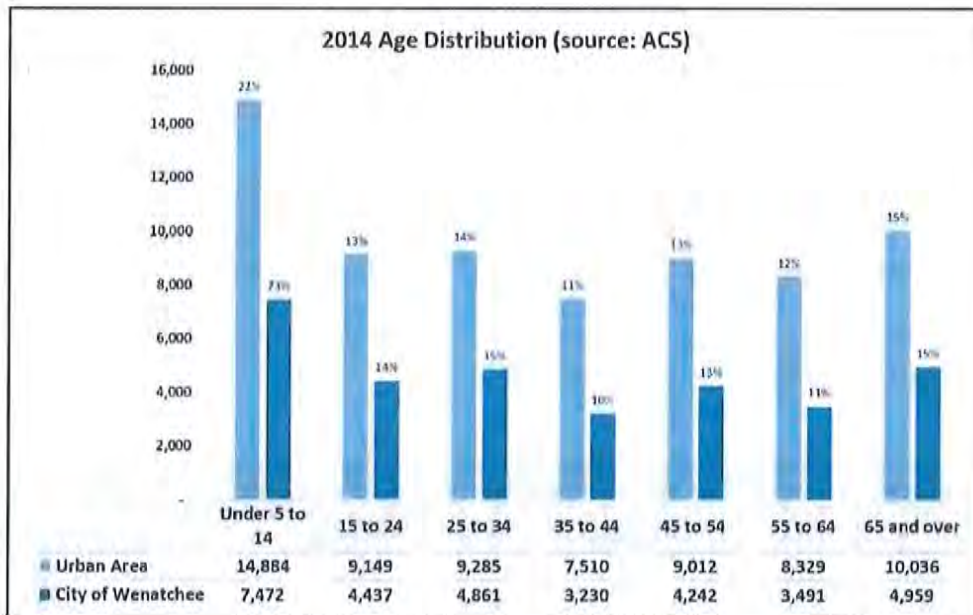
District	Gross Acreage (excluding ROW)	Area Percentage	Private Acreage (Excludes Public)	2015-16 Gross Taxable Sales (millions)	Taxable Sales Per Acre	Taxable Sales Per Land Area Sq. Ft.	Estimated Number of Individual Businesses (source city business license)
Central Business District	118	1.57%	90	40.6	\$451,111	\$10.36	419
North Wenatchee Business District	388	5.17%	375	320	\$853,333	\$19.59	363
South Wenatchee Business District	83	1.11%	80	32.2	\$402,500	\$9.24	154
Waterfront Mixed Use	446	5.94%	152	58.5	\$384,868	\$8.84	62
Residential Mixed Use	39	0.53%	35	2	\$57,143	\$1.31	33
Office Mixed Use	106	1.42%	101	0.82	\$8,119	\$0.19	12
Industrial	783	10.43%	732	23.8	\$32,514	\$0.75	76
Neighborhood Commercial	18	0.24%	17	2.3	\$135,294	\$3.11	23
All Other (contractors,, etc...				127.08			1200
<b>Total</b>	<b>1981</b>	<b>26%</b>	<b>1582</b>	<b>607.3</b>			<b>2342</b>

Shown ~~below~~ above are the Wenatchee Urban Growth Area land use designations, area percentages, and 2015 gross sales by District within the city. *Not included in the table, is residential zoned property; 74 percent of the total land area and location of the bulk of home based businesses.*

**DEMOGRAPHIC PROFILE**

The 2014 Wenatchee Urban Area (cities of Wenatchee, East Wenatchee, portions of Malaga, and Rock Island) population is 68,205 people. Wenatchee is the largest concentration of this area’s overall population at 32,692 people. —Age distribution shows a significant

percentage of this population is under the age of 14 and over 55. It is important to recognize that many of these younger individuals will soon be of age to enter the workforce. Advancements in technology and modernization will create new demands for a dynamic labor force. Enhanced K-12 education, including skills training in later years, is critical to ensuring a solid foundation to meeting this demand.



	Wenatchee	Urban Area
<b>Total households</b>	11,586	24,569
Households with one or more people under 18 years	35.00%	34.20%
Households with one or more people 60 years and over	38.90%	38.40%
Householder living alone	29.70%	23.90%
65 years and over	14.10%	10.90%
<b>FAMILIES</b>		
Total families	7,599	17,437

Of individuals that are over age 25, 83 percent have a high school or equivalent education. 30 percent have an associate’s degree or some college, 16 percent have a bachelor’s degree, and 8 percent have a graduate or professional degree (2014 ACS).

**ECONOMIC PROFILE**

Available data show that the over past two and half decades, Chelan County’s economy has continually expanded through with steady employment growth. Between 1990 and 2014 total employment increased by 11,570 jobs to

41,345; a 39 percent increase. Wenatchee’s employment growth has ~~more or less~~ paralleled this trend.

Income distribution for the area shows that a large percentage of the population is within the range of property. A fundamental goal of this plan is to ensure a high quality of life for all citizens of Wenatchee, which—This entails addressing poverty and income divide. Increasing the area’s quality of life and growing the local job market requires access to higher wage jobs for individuals and families.

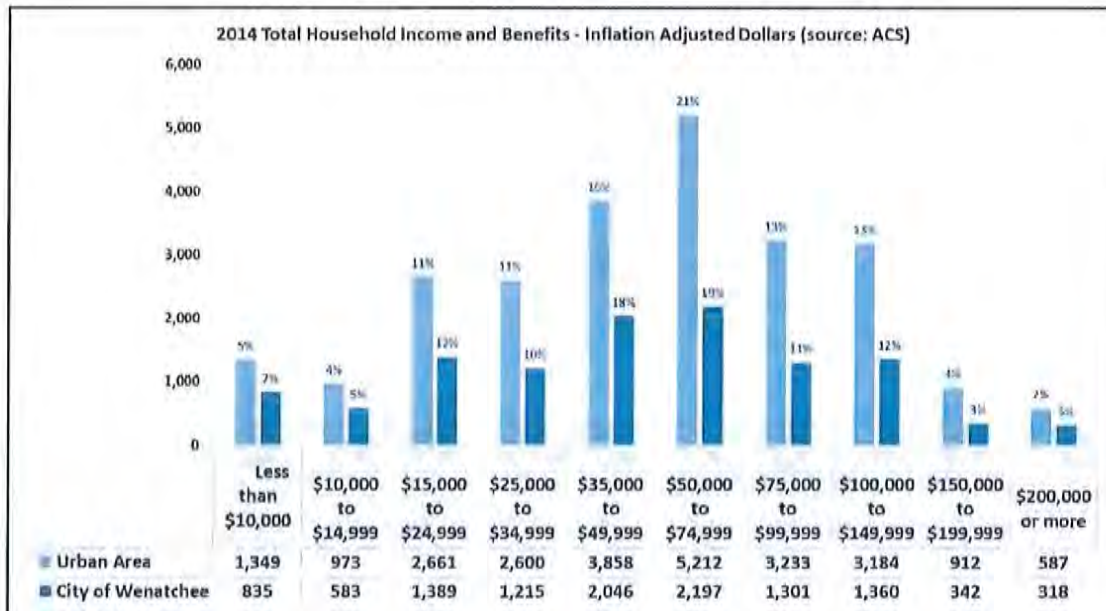
The Housing Chapter of this plan identifies access to market rate and affordable housing is a growing problem. The price of housing is outpacing incomes, resulting in families and individuals spending a greater portion of the earnings toward rent or a mortgage while decreasing spending in other areas. Compounding this program is a lack of

existing inventory and within available existing residential properties. Attracting workers from outside the area will become an increasing challenge if housing supply is not addressed. Targeting a five percent vacancy rate as through increased supply target would go far would assist in curbing rising prices resulting from lack of inventory.

Location	Median Income	Median Home Value	Ratio - Median Home Value to Median Income	Average Income	Average Home Value	Ratio - Average Home Value to Average Income
Chelan	\$51,159	\$389,113	7.61	\$72,176	\$427,538	5.92
Leavenworth	\$53,980	\$356,325	6.60	\$84,836	\$400,832	4.72
Wenatchee	\$47,168	\$218,833	4.64	\$63,496	\$261,168	4.11
Sunnyslope	\$84,390	\$364,915	4.32	\$110,289	\$437,465	3.97
East Wenatchee	\$52,569	\$229,862	4.37	\$65,702	\$251,843	3.83
Moses Lake	\$49,481	\$158,387	3.20	\$61,653	\$187,487	3.04

### Household Income Distribution

2014 ACS Estimate	Wenatchee	Urban Area
Mean Household Income	\$63,496	\$66,323
Median Household Income	\$47,168	\$52,824
Mean Non-Family Income	\$41,378	\$45,765
Mean Family Household Income	\$73,943	\$72,918



Wenatchee:

- 35% of households have annual incomes less than \$35,000
- 37% between \$35,000 and \$75,000
- 29% greater than \$75,000

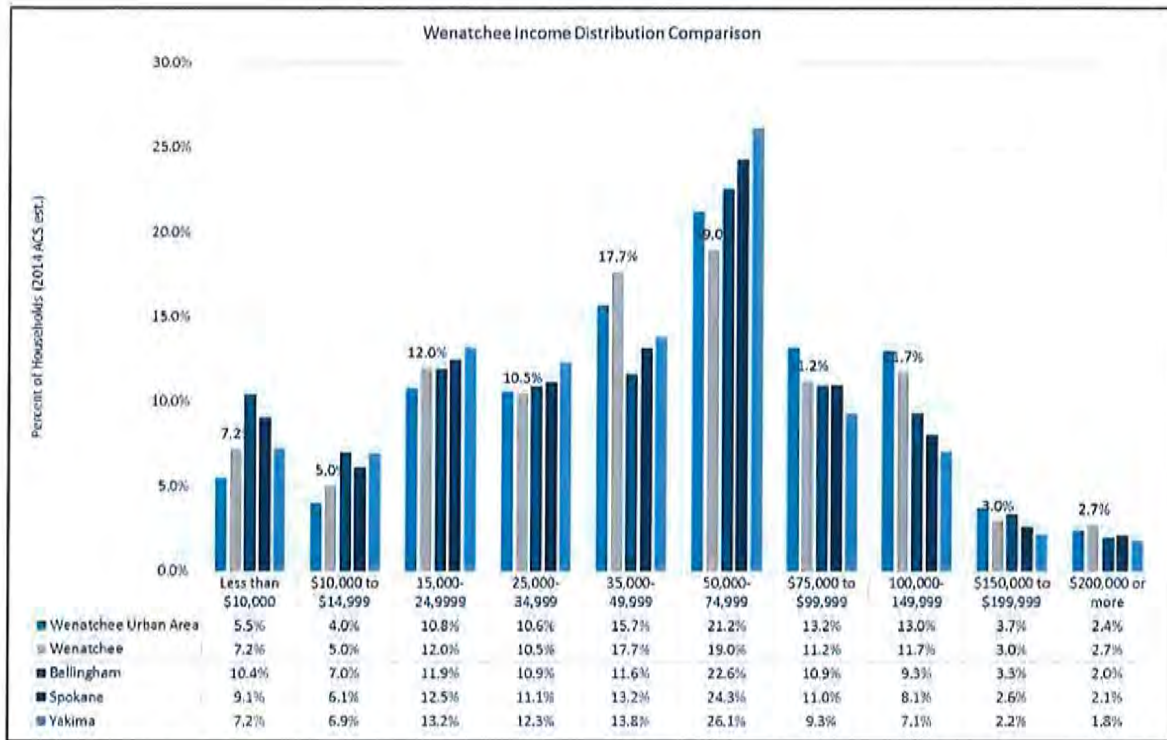
Comparing Wenatchee’s income distribution with other Washington cities shows Wenatchee has a relative smaller percentage of very low income households and larger percentage of upper income households. Reducing the percentage of households in the very low income range and increasing the

Urban Area:

- 31% of households have annual incomes less than \$35,000;
- 37% between \$35,000 and \$75,000
- 32% greater than \$75,000

percentage of middle income households is not unique to the Wenatchee area. Support within the middle income range could come from new connections with the Seattle metro area. Opportunities for expanding Wenatchee’s economy by attracting growth in technology and energy sectors could support new middle-income job opportunities.





**Workforce Profile – Non Farm**

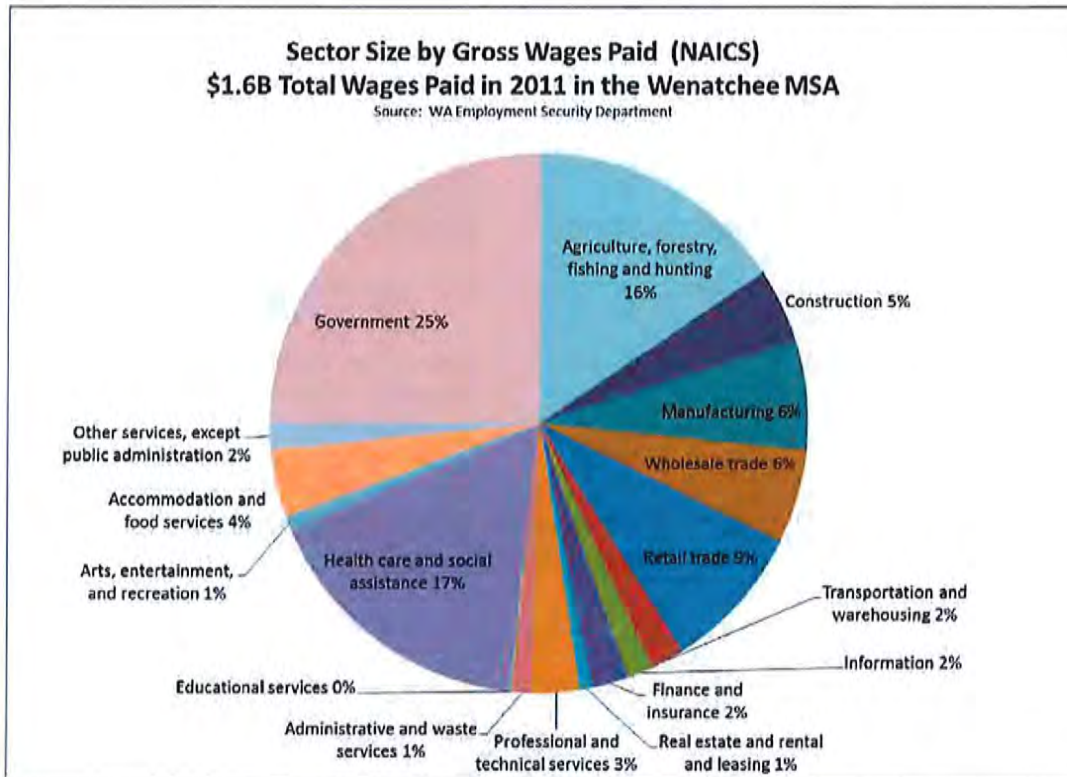
Jobs by Worker Age				
	Wen	Percent	UA	Percent
Age 29 or younger	4,442	19.6%	5,941	20.3%
Age 30 to 54	12,842	54.9%	15,885	54.4%
Age 55 or older	5,797	25.5%	7,373	25.3%
Jobs by Earnings				
	Wen	Percent	UA	Percent
\$1,250 per month or less	5,382	23.7%	7,554	25.9%
\$1,251 to \$3,333 per month	9,247	40.7%	11,663	39.9%
More than \$3,333 per month	8,090	35.6%	9,982	34.2%
Jobs by Worker Race				
	Wen	Percent	UA	Percent
White Alone	21,100	92.9%	27,197	93.1%
Black or African American Alone	387	1.7%	480	1.6%
American Indian or Alaska Native Alone	271	1.2%	329	1.1%
Asian Alone	597	2.6%	735	2.5%
Native Hawaiian or Other Pacific Islander Alone	52	0.2%	62	0.2%
Two or More Race Groups	312	1.4%	396	1.4%

<b>Jobs by Worker Ethnicity</b>				
	<b>Wen</b>	<b>Percent</b>	<b>UA</b>	<b>Percent</b>
Not Hispanic or Latino	18,330	80.7%	23,747	81.3%
Hispanic or Latino	4,389	19.3%	5,452	18.7%
<b>Jobs by Worker Educational Attainment</b>				
	<b>Wen</b>	<b>Percent</b>	<b>UA</b>	<b>Percent</b>
Less than high school	2,998	13.2%	3,821	13.1%
High school or equivalent, no college	5,101	22.5%	6,612	22.6%
Some college or Associate degree	6,070	26.7%	7,642	26.2%
Bachelor's degree or advanced degree	4,108	18.1%	5,183	17.8%
Educational attainment not available (workers aged 29 or younger)	4,442	19.6%	5,941	20.3%
<b>Jobs by Worker Sex</b>				
	<b>Wen</b>	<b>Percent</b>	<b>UA</b>	<b>Percent</b>
Male	10,580	46.6	13,610	46.6%
Female	12,139	53.4	15,589	53.4%

### **Employment Sectors**

Wenatchee's major employment sectors include agriculture, healthcare, government, retail trade. Tourism, recreation, and associated small

businesses are ~~periphery~~ periphery-supplemental sectors that also support a ~~large~~ large-growing employment base within this area. Continued growth within each of these sectors is essential to sustaining the local economy.



The top five Chelan County sectors in 2015 in terms of employment are:

Sector	Number of jobs	Share of employment
1. Agriculture, forestry and fishing	10,267	24.0%
2. Health services	5,763	13.5%
3. Local government	4,959	11.6%
4. Retail trade	4,505	10.5%
5. Accommodation and food services	4,310	10.1%
All other industries	13,030	30.4%
Total covered employment	42,834	100%

The top five Chelan County industries in Chelan County in 2015 terms of payrolls were:

Sector	Payroll	Share of payrolls
1. Health services	\$328,865,093	20.9%
2. Local government	\$250,108,915	15.9%
3. Agriculture, forestry and fishing	\$239,911,393	15.2%
4. Retail trade	\$123,976,698	7.9%
5. Wholesale trade	\$112,818,865	7.2%
All other industries	\$519,090,732	33.0%
Total covered payrolls	\$1,574,771,696	100%

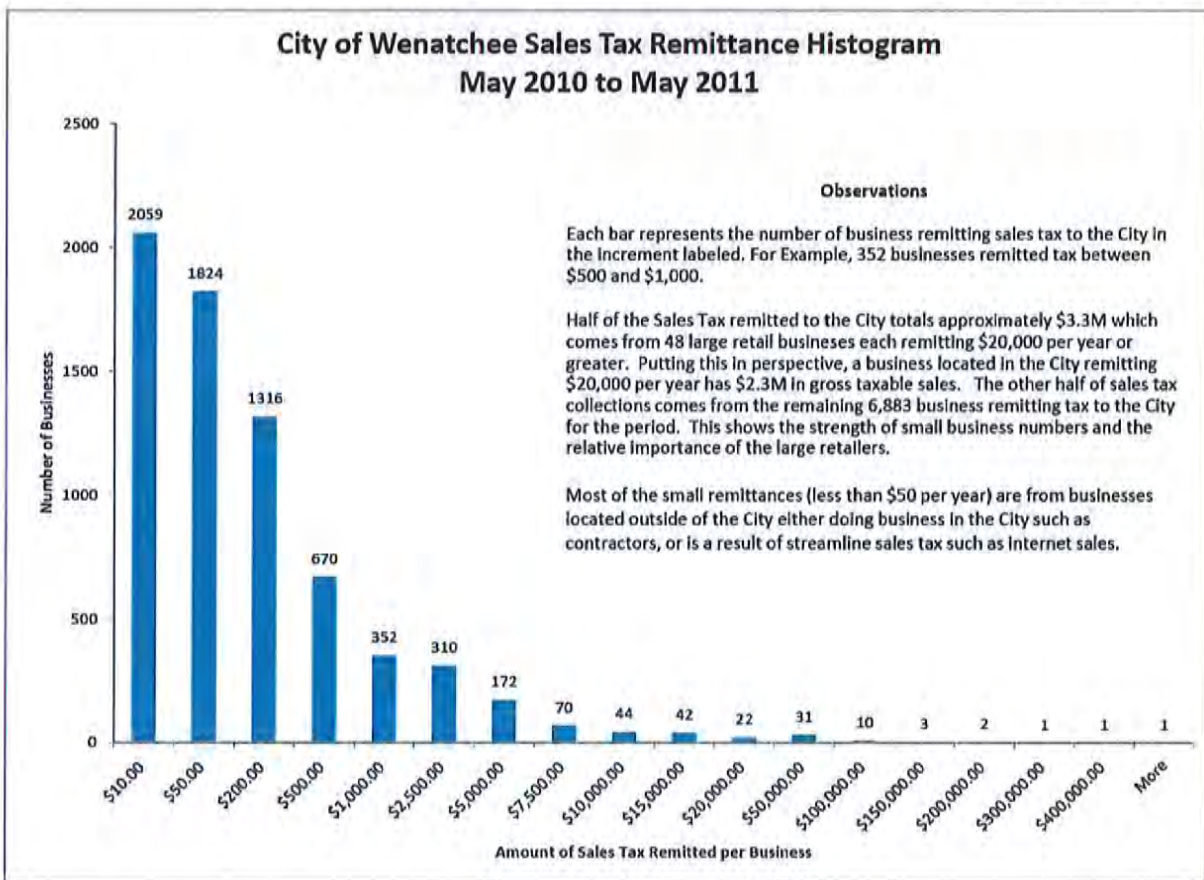
**Small Business:**

Wenatchee recognizes small businesses are fundamental to the local economy for providing goods and services, employment, and tax revenue.

Supporting this sector requires increased access to working capital and commitment from local support agencies and financial institutions. Providing accessible, clear, and concise information regarding permitting requirements allows businesses to avoid startup delays and

develop well manage business plans. Ensuring Wenatchee’s commitment to supporting new startups and existing small business promotes a stable economic base in an ~~often volatile~~ dynamic business climate.

The significance of small business as a component within the Wenatchee economy is displayed in the following graphic.



**Agriculture:**

Agriculture is a major employment sector within the Wenatchee Urban Area and serves as the cornerstone of the local economy. This sector’s wages tend to be below the area median income due to the seasonal nature of the industry.

Several regional fruit producer’s corporate offices are located in Wenatchee, including global fruit producers such as Stemilt Fruit Growers, Blue Bird, McDougal and Sons, and Oneonta Starr Ranch. These companies also own and operate large processing

and warehousing facilities within the industrial zoning districts.

Industry advancements in technology and automation are shifting requirements for skilled labor toward higher paying employment opportunities. As the agricultural industry advances with new technologies, the potential for additional growth in supportive businesses will result in economic benefits.

Supportive agricultural services such as chemical supply, irrigation supply, transportation / shipping services, equipment sales, and marketing companies are all integral to the agricultural business. ~~As the agricultural industry advances with new technologies, the potential for additional growth in supportive businesses has potential economic benefits. Industry advancements in technology and automation are shifting requirements for skilled labor toward higher paying employment opportunities.~~



As an industry cluster, agriculture includes a significant connection with local manufacturing businesses. Keyes Packing Group and Dolco Packing are local businesses that produce packaging products directly to fruit storage and shipping. The Fibro Corp, located in Olds Station, manufactures egg cartons for retailers such as Costco, QFC, and Fred Meyer. PA&E, Inc. is also located in Olds Station manufactures hermetic

connectors and advanced micro-electronic hermetic packaging for defense, space, medical and commercial industries.

#### *Supportive Agriculture Opportunities*

~~Advancements in agriculture technology, supportive industries, and expanded research are all strategic economic growth opportunities within this industry cluster. New research and product development opportunities have potential for attracting professionals to Wenatchee. Supporting creation of a new research facility, in cooperation with Washington State University, is a direct path to achieving this goal. The current location and availability of land near the Washington State Extension Office is well-suited development of a master plan to establish an expanded campus area for this purpose.~~

#### **Manufacturing:**

"During the last 20 years, globalization has drastically changed the manufacturing world. No longer bound by geography, many companies moved their production elsewhere solely based on the reduction in labor costs. As a result, more-developed countries lost their manufacturing industry, and with it a significant share of jobs. Today, this trend is slowly reversing, due in part to the increase in the labor costs in many emerging economies, as well as to a revisiting of the factors which factors that originally led to relocation.

Businesses must now strategically pursue a series of changes, both from an organizational productivity point of view as well as from a technological support point of view. The game is now being played on the basis of agility, responsiveness and innovation, with the fundamental support of technology and people skills. Workers who are prepared and informed will be at the center of the

businesses of the future. They will provide the level of flexibility needed to meet the increasing demand for customized products.” – source: <http://www.automationworld.com/role-manufacturing-economic-development>

Locally, the closure of the Alcoa aluminum smelter near Malaga is a very real example of effect globalization can have on a local economy. The loss of 500 well-paying jobs has affected the regional economy and will continue to do so if new opportunities are not explored. Technology based manufacturing utilizing reliable hydropower should be at the forefront of attracting new business to the area in support of this effort.

#### **Health Care:**

Confluence Health (formerly Central Washington Hospital and Wenatchee Valley Medical Center) is the region’s largest medical service provider and employs a ~~numerous~~ large number of medical professionals in varying practices and specialties. In addition, Columbia Valley Community Health (CVCH) provides family, behavioral, and dental services on an outpatient basis. Additional supportive medical industry services including practitioners, nursing homes, pharmacies, medical equipment rental, and ambulance services provide local jobs.



Increases in the population segment nearing retirement over the next 20 years will require increases in the

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availability of high quality medical services to meet demand. Ensuring quality medical services are available in the future is a significant factor in quality of life for ~~a the~~ the community. ~~– Additionally,~~ eCommercial businesses considering relocation or expansion tend to evaluate areas with quality medical services to ensure continued productivity through good health of their labor force.

#### *Health Care Opportunities*

A defined medical campus / planning area should be explored to ensure future land and entitlements are available to support medical industry growth needs. Expansion of education opportunities for health care in coordination with Wenatchee Valley College, University of Washington Medical School, and the new Washington State University Medical School should be explored.

#### **Government:**

A key principle of Economic Development is the symbiotic relationship between government and private business. Private business needs the services government provides in order to be

prosperous. For example, business relies on the public transportation systems, utilities, and education systems. Similarly, government relies on the tax revenue generated from private business to provide services needed by business. Hence, Economic Development strives to grow tax revenue with this challenging balance in mind in an attempt to minimize tax burden and grow economy to ensure quality public services are provided.

Government in Wenatchee ranks in the top five employment sectors for total number of jobs. Although this is not uncommon for similar sized communities that are regional hubs, the local diversification of federal, state, and local

government agencies provides a basis for economic stability.

The brief list of government agencies located in the Wenatchee Urban Area includes:

- Chelan and Douglas County Public Utility Districts,
- Cities of Wenatchee and East Wenatchee,
- Chelan and Douglas Counties,
- Chelan and Douglas Port Districts,
- Wenatchee and East Wenatchee School Districts and the Educational Service District (ESD),
- United States Forrest Service
- United States Department of Agriculture
- WA St. Department of Natural Resources
- WA St. Department of Ecology
- WA St. Department of Fish and Wildlife
- Army Corp of Engineers
- Wenatchee Valley College
- Washington State University and the Extension Center
- Washington State Department of Transportation
- Chelan Douglas Transportation Council
- Chelan-Douglas Health District
- Link Transit

#### *Government Opportunities*

Establishing a formalized governmental campus on the periphery of the Central Business District should be explored in coordination with the Downtown Sub-Area Plan. The aim of this concept is a centralized location that is convenient for citizens and not having multiple government buildings located through within commercial areas.

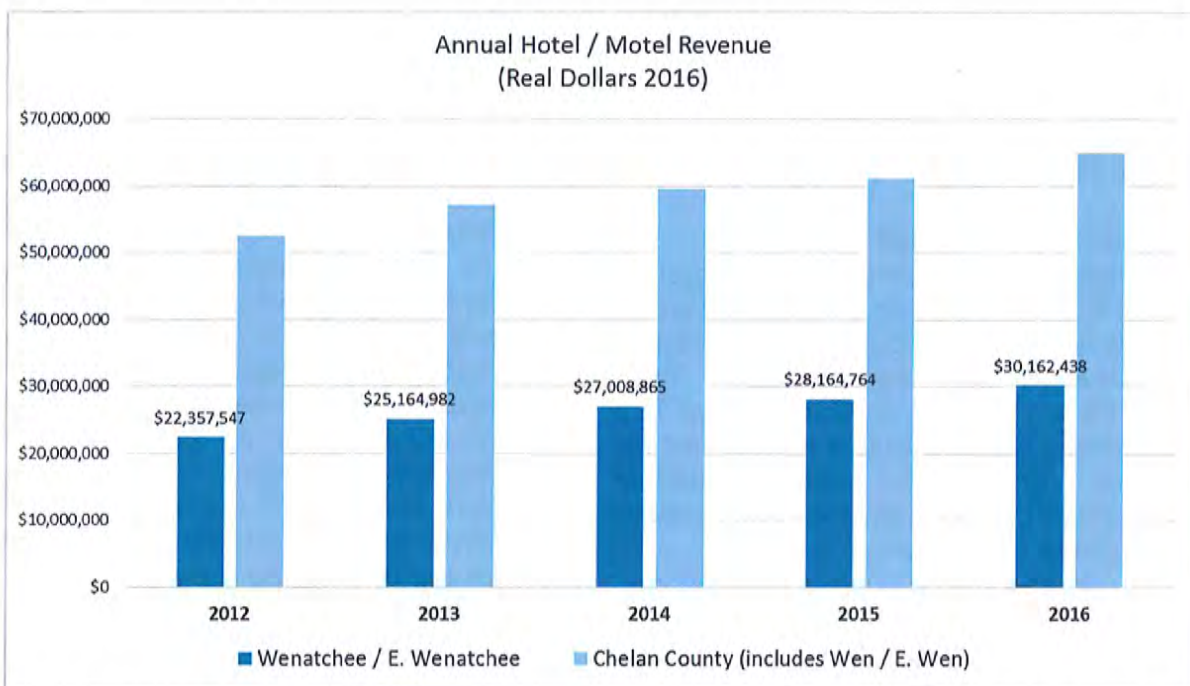
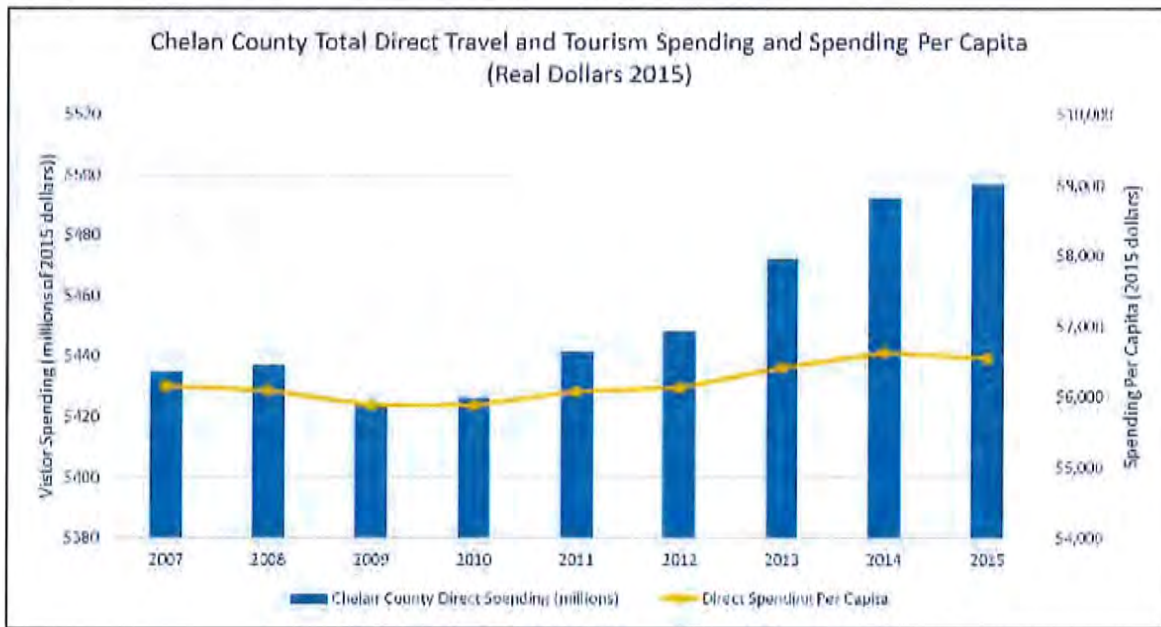


#### **Tourism:**

Within the Wenatchee Valley, tourism may be one of the industries with the greatest opportunity for near term growth as the assets of the valley become better developed and marketed. The impact of tourism on a local economy is substantial as dollars are imported into the region. The challenge with tourism is to develop the industry in balance with other sectors of the economy to improve diversification. A great example of diversification is growth of ag-tourism within the historically dominant apple production industry.

Wineries have are growing quickly in the region adding a new asset based industry to the region. Target tourism markets commonly include Western Washington, North Central Washington, and British Columbia. The good weather and natural amenities make the region attractive to recreationalists especially desiring to escape the wet weather of the major metropolitan areas of Seattle, Tacoma, Bellingham, Olympia, and Portland. Visitors from North Central Washington and even South Central Washington often make the Wenatchee Valley a destination for shopping and organized sporting events whether it is a softball tournament or a bike ride. Anecdotally, there is a general understanding that considerable numbers of people from British Columbia either come to the Wenatchee Valley to

shop or stop here for further travels originating from the Highway 97 corridor.



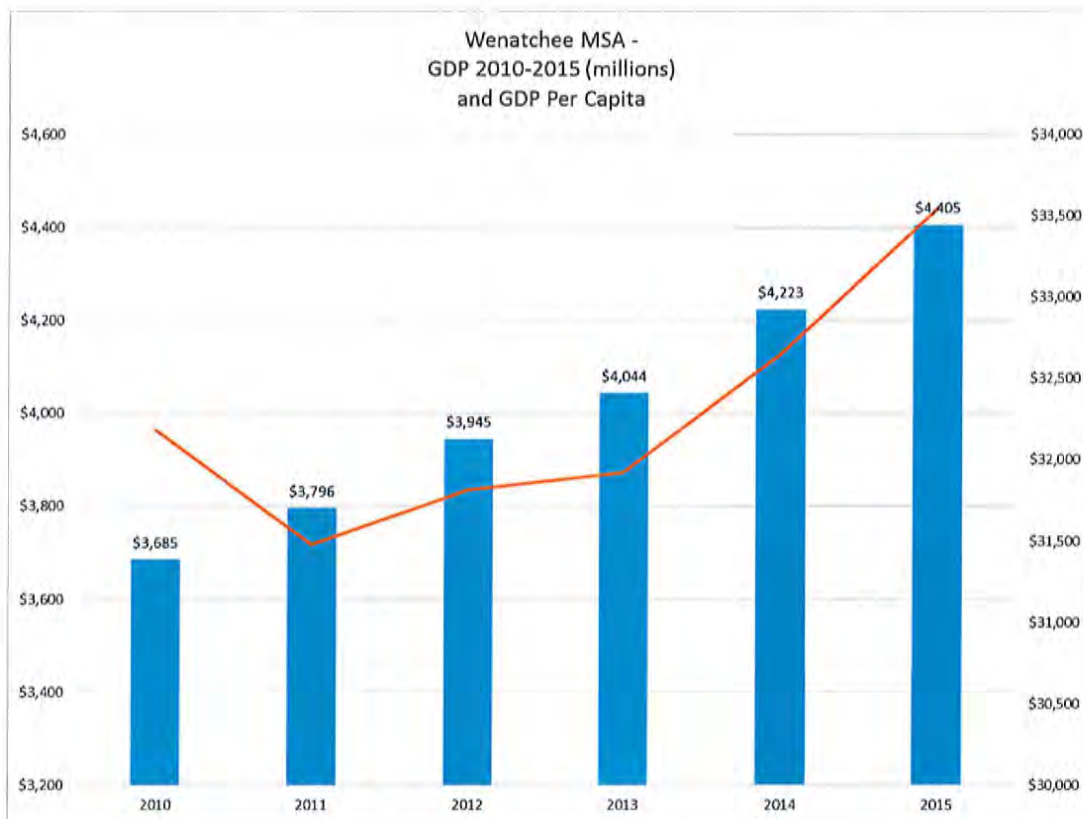
**Gross Domestic Product**

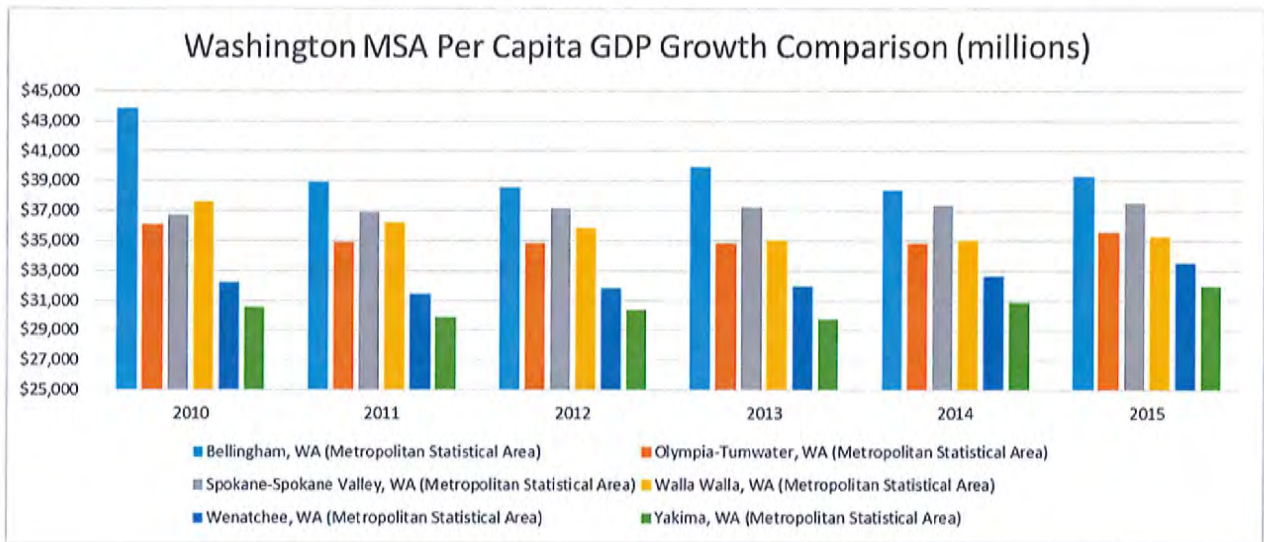
Gross domestic product (GDP) is the monetary value of all the finished goods



and services produced within defined area over a specific length of time. ~~As a measure of an area's economic health over time, the~~The following chart shows the Wenatchee MSA GDP has increased nearly 20 percent between 2010 and 2015;

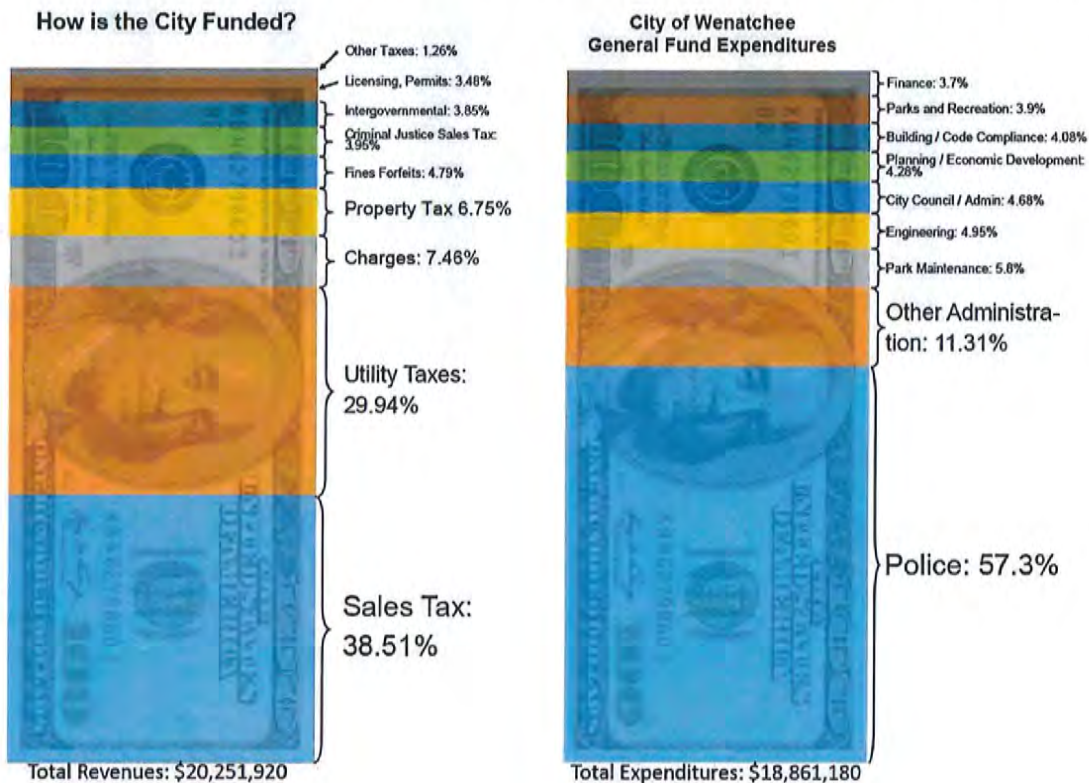
outpacing GDP growth amongst other relative MSAs within Washington. Moreover, per capita GDP has increased by roughly 4 percent, second only to Yakima during the same time. Detailed description of the composition of GDP for the Wenatchee is available within the Consolidated Plan.



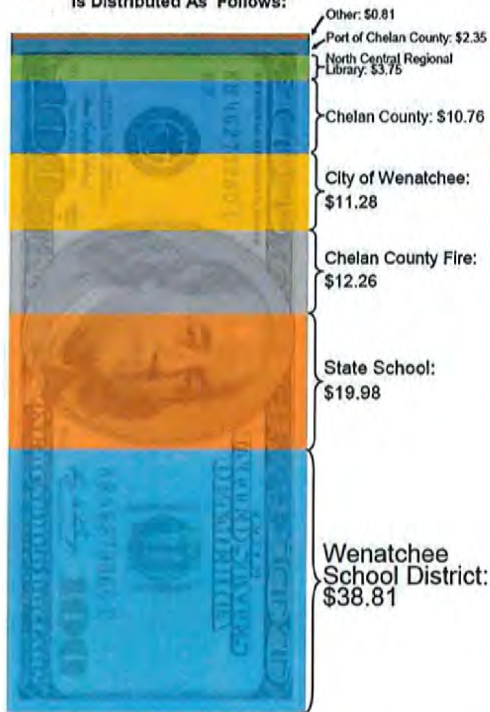


### Sources of Revenue

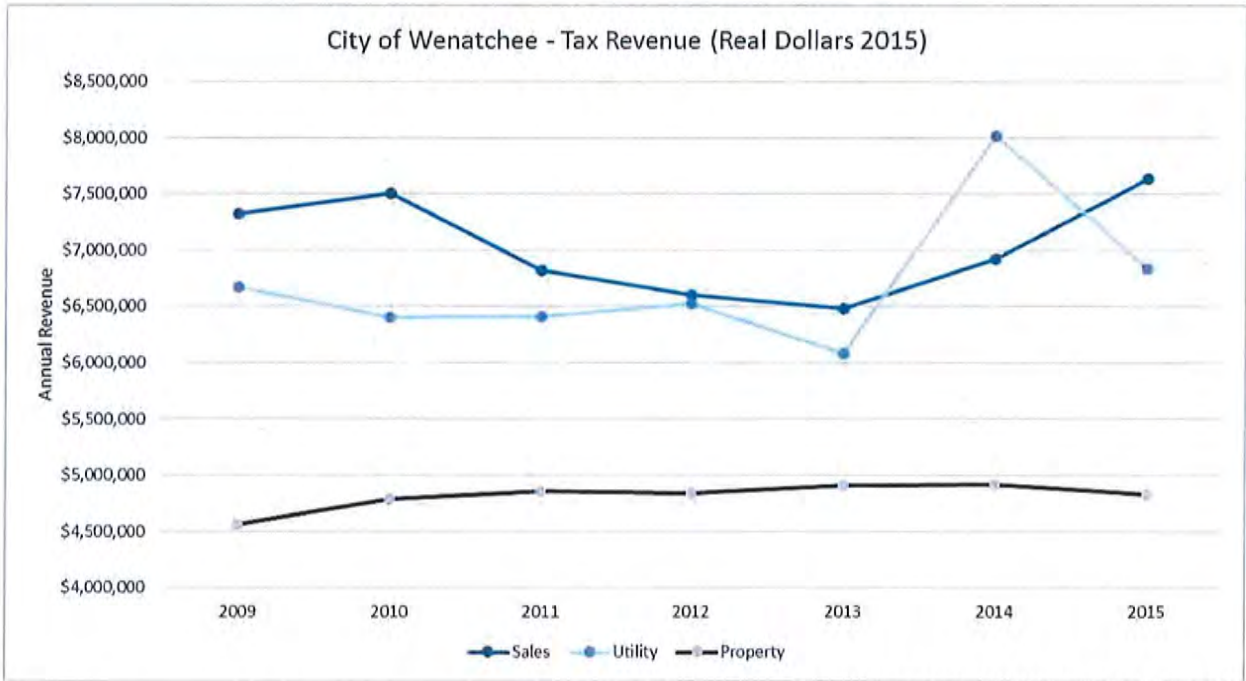
The following graphics display the City’s annual revenues and expenditures for 2016. Additionally, the five-year trend for City sales, utility, and property tax are provided.



**Where Does the Property Tax You Pay Go?**  
For Every \$100 of Property Tax Paid, it Is Distributed As Follows:



**Where Does the Sales Tax You Pay Go?**  
For Every \$100 of Sales Tax Paid, it is Distributed as Follows:  
*(sales tax is a pass-through tax that is paid by consumers which then is remitted)*



\*2014 utility tax reflects a one-time collection calculation change

Sales tax is the largest income stream for providing general City services and most influenced by external economic conditions that can be volatile.

**Sales Tax**

~~The~~In terms of businesses activity, ~~Wenatchee's~~ capture area ~~of the~~ ~~Wenatchee Valley~~ is much larger than typically expected in marketing analysis within a metropolitan area. Typically site selectors use a 5-10 minute drive time to define capture areas. However, the Wenatchee Valley is unique due to its density and topographical constraints. Since urban sprawl is virtually non-existent, capture areas defined by a 15-minute drive time generally describes the entire urban area of 67,800 people. Furthermore, given that Wenatchee the Wenatchee Valley is the only urban area within North Central Washington, capture areas often extend to a 60-minute drive time that includes a population base of 155,000.

Businesses serving all of North Central Washington including Chelan, Douglas, Okanogan, and Grant Counties address a population base of 242,000 people. This region is generally defined by a 2-hour drive time. Finally, extended capture areas include the Okanogan Valley of British Columbia with a population base of 350,000 and the Seattle Metro area with a population base of 3.5 Million people.

Pull factors compare the local per capita annual taxable sales to a larger area. In 2015, the City of Wenatchee's pull factor compared to the state was 1.37, which indicates Wenatchee is drawing people from outside the Urban Area the area for goods and services.

### **Streamlined Sales and Use Tax**

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In 2008, the Streamlined Sales and Use Tax went into effect statewide that codes tax based on where a customer receives goods and services and not the point of sale. Local businesses such as furniture sales, appliance sales, and construction materials contribute sales tax to their delivery destinations. Conversely, online sales from Washington based businesses that are delivered within the city are subject to the local sales tax. As more companies move toward offering internet-based sales, it is likely the city will see an increase in this form of sales tax revenue.

### **Utility Tax**

Utility tax is paid by utility providers within the city limits such as telephone, cable TV, electricity, and city / PUD operated utilities for water and sewer.

### **Property Tax**

Property tax, although relatively more stable than sales tax a revenue source, is largely limited to annual growth resulting from new construction and annexation\*. In particular, School District levies tied to assessed property values are reflected in the amount of money available for educational services and facilities. In the case of the Wenatchee School District, the locally collected property tax per student is lower than surrounding school districts. Increasing assessed values and property tax collections per student requires balance and community support in the likely form of voter approved bonding.

*\*Property tax is calculated on the value of real estate determined locally by the Chelan Assessor and collected by the County Treasurer. In Washington State, property tax increases are not based on the increasing value of properties. Increases in property tax are based on last year's property tax levy, which is the amount of the property taxes that were*

assessed in the prior year. Each year's levy may be increased by no more than one (1) percent unless the public votes for a greater increase or the jurisdiction uses banked capacity. An exception to

the one percent annual increase is the addition of new construction to the property tax rolls.

School District	District Assessed Value	Number of Students	Assessed Value Per Student	Property Tax Per Student
Wenatchee	\$3,625,209,721	7957	\$455,600	\$2,124
Cashmere	\$637,376,421	1549	\$411,476	\$2,428
Eastmont	\$3,411,995,852	5848	\$583,446	\$2,462
Waterville	\$184,243,561	281	\$655,671	\$2,846
Lake Chelan	\$1,756,853,393	1433	\$1,225,996	\$2,833
Moses Lake	\$3,857,676,574	8336	\$462,773	\$2,371
Quincy	\$3,145,571,220	2876	\$1,093,731	\$2,909

Values shown are for the year 2015

Additional Tax Increment Financing opportunities should be explored

**Tax Increment Financing**

Tax increment financing is a method of financing public infrastructure improvements from new sales and property tax generated by development in an area benefitting from the improvements.

In 2009, the City of Wenatchee successfully applied and received authorization for participation in the Washington State program known as Local Revitalization Financing or LRF for short. The LRF program has been implemented within the Waterfront District and includes an annual state sales tax credit of up to \$500,000 to finance public improvements for a maximum of 25 years. The state sales tax credit is in essence a rebate of the state sales tax generated by new development. In addition, the Port of Chelan County and Library District supported the LRF District by allowing of a portion of their property tax associated with individual new developments for utilization within the Waterfront District.

whenever possible for incentivizing new development and affordable housing. Allocating one-time sales tax collections on targeted construction activities is a potential opportunity to fund additional economic development resources to stimulate additional growth.

**FACILITIES & INFRASTRUCTURE** - coordinates with Public Facilities and Services, Utilities, Transportation, and Capital Facilities Chapters

The City of Wenatchee, City of East Wenatchee, Chelan County, Douglas County, and the respective Port Districts the all share in the responsibility for providing facilities of regional significance that contribute to economic development. Local infrastructure includes water (potable and irrigation), sewer, and storm systems, transportation network (including the airport, street system, interstate highway system, and rail system), communications (including, telephone,

cable, and fiber infrastructure), natural gas, and hydro power.

In recent years, several multi-jurisdictional organizations have come together to work on shared needs: Rivercom coordinates 911 responsibilities for all jurisdictions, the Chelan-Douglas Transportation Council coordinates regional transportation needs, and the North Central Economic Development District works on economic development projects that have importance to a three county area: Chelan, Douglas and Okanogan counties. Fire service has been consolidated to include the City of Wenatchee within Chelan County Fire District No. 1.

The only way to achieve maximum efficiency in the delivery of City services is to collaborate with other jurisdictions, avoid duplication of efforts, build coalitions with the Wenatchee School District, and enlist the assistance of businesses and volunteers to supplement City resources. Coordination of efforts with other public agencies, nonprofits, and the private sector to reduce overlap and maximize the use of resources is essential to providing the most efficient and cost-effective services possible.

**QUALITY OF LIFE** – *Coordinates with Cultural and Historic Resources, Community Design Chapters, and Parks and Recreation Chapters.*

Economic development and community development share an equally important role and responsibility in establishing, sustaining, and enhancing the quality of life for all residents. Among the many factors that contribute to the quality of life for an area, major elements often include an area's economy, built and natural environments, community engagement, and 'giving back'.

Wenatchee's economy is on a solid foundation ready to be built upon. As a community, the people here have never been adverse to working hard to improve their quality of life. From harnessing the power of the Columbia River in producing electricity to growing a ~~world-class~~world-class agricultural industry out of an arid landscape, hard work has seen many dreams become reality. Looking to the future, the ways in which people work and interact ~~is~~are changing with new technology and growth in alternative energy sources. Wenatchee is in great position to realize the future with its numerous assets and high quality of life.

Wenatchee's built environment includes features typically found in larger cities. Established neighborhoods, a vibrant historic downtown, libraries, riverfront park system and neighborhood parks, community facilities, sports and performing arts venues, and museums are community assets within the Wenatchee area. Access to quality education and health care services, cultural amenities and events, and recreational opportunities, all enhance Wenatchee's quality of life.



In combination with Wenatchee's built environment, our natural environment is a unique quality that establishes a sense of place and community. Surrounding foothills to the west, Wenatchee River to the north, and Columbia River to the east, frame the valley in a picturesque setting worthy of admiration. Recognizing the finite availability of these

assets, a number of protections have been put in place through grants and community fundraising efforts. This has been done to ensure these features will always be available to future generations.

Community pride and social investment plays a major role in Wenatchee's quality of life. Civic contributions from volunteers, local churches, businesses, service clubs, and non-profit organizations greatly benefit this area. The community benefits provided by these groups are wide ranging and include addressing homelessness, providing scholarships, assisting business startups, and fostering education. Local philanthropy, to this end, has also greatly given back to the community; often in recognition of role the community has had in achieving their success.

It is an implied intent of this Comprehensive Plan, in the consideration of all its various elements, to enhance the quality of life within the Wenatchee area. Economic Development is one of greater aspects of achieving a high quality, while recognizing that at the same time, quality of life stimulates economic development.



## **GOALS AND POLICIES**

**GOAL ED 1: Develop and maintain a strong, diversified and sustainable regional economy, while enhancing Wenatchee's presence as a regional center.**

**Policy 1: Implement Key Strategies 1 through 13 identified at the beginning of this plan.**

**Policy 2:** Work with regional partners toward the development of regional policies and regulations that support a higher-density, clustered, transit-oriented development pattern consistent with the Comprehensive Plan vision and policies.

**Policy 3:** Support the recruitment and development of regional facilities (e.g. recreation, health, arts, education) that further solidify Wenatchee's place in the region.

**Policy 4:** Support regional partners in the location of needed industry to further enhance the region.

**Policy 5:** Merge local governments, public agencies, and other public institutions where duplication of purpose exists and greater efficiencies can be achieved through consolidation or integration of functions.

**Policy 6:** Expand retail sector in order to elevate the experience and enhance status as North Central Washington's largest commercial hub.

**GOAL ED 2: Expand and improve educational facilities and opportunities to increase skilled labor, research, basic and higher education.**

**Policy 1:** Establish a technology institute to provide technical training and career  
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pathways for high school students not on an associate degree or four-year track.

**Policy 2:** Work with local K-12 schools, Wenatchee Valley College, job training programs and other organizations to expand and strengthen career and technical education opportunities.

**Policy 3:** Support and partner with higher education, skills training programs, to increase post-secondary education attainment.

**Policy 4:** Support and partner with WSU Treefruit Research Center to grow employment, campus facilities, and to support the fruit industry.

**Policy 5:** Support and partner with Wenatchee Valley College to improve enrollment and grow the campus and program offerings.

**Policy 6:** Develop a local institution of higher education to help set up Our Valley for the future economy and to instill a value of education in the region.

**Policy 7:** Partner with educational, civic, labor, and business institutions to provide job training programs which meet the needs of business and industry, including programs that enable the unemployed, under-employed, or economically or socially disadvantaged to enter or move up in the labor force.

**Policy 8:** Pursue the development of an innovation district for needed research associated with water conservation, agriculture, and energy along the Columbia River.

**GOAL ED 3: Enhance the character, distinction, and function of commercial and industrial zoning**



***districts; support increasing manufacturing.***

**Policy 1:** Inventory and track non-conforming, underutilized, and vacant commercial and industrial properties and uses to prioritize future redevelopment-planning efforts.

**Policy 2:** Continue implementation of the sub-area plans for the Central Business District and Waterfront.

**Policy 3:** Consider future sub-area planning efforts for Olds Station in cooperation with the Port of Chelan County.

**Policy 4:** Establish streetscape and building design standards for areas based on the street system.

**Policy 5:** Actively monitor and track retail sales at a district levels to identify areas for redevelopment and opportunities for clustering of compatible uses.

**Policy 6:** Support the South Wenatchee Business District as a district of opportunity, character, and diversity to increase business activity.

**Policy 7:** A defined medical campus / planning area should be explored to ensure future land and entitlements are available to support medical industry growth needs.

**Policy 8:** Update zoning code to allow new additive manufacturing technologies and techniques that currently do not fit within heavy or light industrial definitions.

**GOAL ED 4: ENTREPRENEURIAL SUPPORT - Foster the development of an environment that supports small business and the creative class.**

**Policy 1:** Providing accessible, clear, and concise information regarding permitting requirements to allow businesses to avoid startup delays and develop well manage business plans.

**Policy 2:** Attract and retain a diverse mix of businesses and industries that can provide jobs for the City's unemployed and under-employed labor force in order to support a thriving community.

**Policy 3:** Support the development of the health care industry and businesses providing services to seniors.

**Policy 4:** Promote development of retail to the maximum extent possible, consistent with other goals and policies, in order to generate city revenue, improve customer convenience, and enhance neighborhood livability.

**Policy 5:** Support industry clusters that provide spin-off opportunities for small business endeavors based on our region's existing and future strengths.

**Policy 6:** Investigate and support the development of alternative financing mechanisms that will foster development of new business endeavors, including tax increment financing opportunities.

**Policy 7:** Support the development of alternative business locations, including incubator spaces and MAKER space that would create opportunities for the creative industry to thrive.

**Policy 8:** Pursue public private partnership opportunities for economic development.

**Policy 9:** Attract development and investment in the area with outside capital.

**Policy 10:** Establish incentives for new development or redevelopment of uses that increase employment and local tax revenue. Offer tax breaks and other incentives to builders and property owners to develop more affordable housing for middle- and lower-income earners.

**GOAL ED 5: QUALITY OF LIFE - Support the enhancement of Wenatchee's built and natural environment as a community asset to attract business and tourism growth.**

**Policy 1:** Embrace Wenatchee's diversity as a strength that provides for varied perspectives and presents partnership opportunities.

**Policy 2:** Encourage a built environment that enhances Wenatchee's natural setting and protects the regional landscape.

**Policy 3:** Foster the development of alternative spaces for living and working, including the support of new and emerging districts that are distinct and provide a unique sense of identity for Wenatchee.

**Policy 4:** Support private efforts to achieve a stronger mix of evening and late-night uses in Downtown that promote a vibrant, 24-hour City center.

**Policy 5:** Support entertainment offerings and cultural facilities, including but not limited to visual and performing arts, museum, theatres, historic structures/sites, festivals, and commercial entertainment venues, particularly those that provide significant social and economic benefit to Wenatchee's community, that provide opportunities for community participation, that achieve excellence and innovation.

**Policy 6:** Support and protect special regional and commercial facilities that

enhance the region (e.g. Mission Ridge, regional health care facilities).

**Policy 7:** Increase the housing supply to a target five percent vacancy rate to curb rising prices resulting from lack of inventory.

**GOAL ED 6: FACILITIES & INFRASTRUCTURE - Work with regional partners to ensure that regional and local infrastructure needs are addressed.**

**Policy 1:** Maintain the public space and infrastructure with the appearance of cleanliness – strive to be the cleanest City in the region.

**Policy 2:** Ensure existing and new public facilities are maintained in manner to be: safe, cost effective – i.e. preventing high cost repair from lack of maintenance, and high quality where visible to promote pride and sense of place within the community.

**Policy 3:** Invest in infrastructure, as appropriate, in order to encourage private investment, reduce new construction costs, or increase business efficiency and in order to support business growth and stimulate economic activity and increase employment.

**Policy 4:** Support regional partners in the addition of needed infrastructure (transportation, education, fiber, water) to further enhance the region.

**Policy 5:** Support outreach to airlines and the community to attract new and expanded air service at Pangborn Airport.

**Policy 6:** Preserve and enhance those facilities that are critical to the region's competitiveness such as Pangborn Memorial Airport, affordable power and the regional water system.

**Policy 7:** Recognize and anchor the Highway 97 corridor as an interstate connector.

**Policy 8:** Support transit and passenger rail transportation. Recognize opportunities for marketing / promoting the area through facility enhancements at local stations.



## CULTURAL AND HISTORIC RESOURCES

### TOPICS

- Purpose
- Background
- Cultural Diversity
- Historic Resources
- The Arts
- Our Valley
- Goals and Policies

### PURPOSE

Wenatchee is a community which-

- Finds strength in cultural diversity;
- Values and has a commitment to the arts;
- Provides its' citizens and visitors a high quality of life benefiting from the surrounding natural and built environment;
- Values it's historical character; and
- Seeks regional collaboration in the Wenatchee Valley.

These important facets help define the community of Wenatchee and its character. While the Cultural and Historic Resources Element is not a required Element under the Growth Management Act, it reflects the community's desire to influence decision making, resource allocation and future growth and development for these important issues.

### BACKGROUND

A Community at the Confluence of Two Rivers-

Wenatchee is known as the "Apple Capital of the World" for the valley's many orchards, which produce apples enjoyed around the world. The city

was named for the nearby Wenatchi Indian Tribe. The name is a Salish word that means "river which comes [or whose source is] from canyons" or "robe of the rainbow". Awenatchela means "people at the source [of a river]". Fur traders first visited the valley in 1811 and then white settlers came to homestead the valley in the 1870's and 1880's. Wenatchee was first platted in September 1888 and officially incorporated as a city on January 7, 1893.

Wenatchee is located at the confluence of the Wenatchee River and the Columbia River in the Columbia Basin just east of the foothills of the Cascade Range. Unlike the climate of Western Washington, Wenatchee's climate is arid. Nested in the rain shadow of the Cascade Mountains, there are blue skies 300 days of the year. Technically desert, irrigation from the Columbia River and her tributaries allows for the large amount of agriculture in Wenatchee and the surrounding areas. The City of Wenatchee is bordered by hills leading to Burch Mountain to the north, the Columbia River to the east, and the Cascade Mountains to the south and west extending to over 6,000 feet high, including Mission Ridge which is a nationally known ski resort. These high, rugged peaks form a wall around the western and southern sides of the city. (Wenatchee profile, City-Data.com)

The natural environment surrounding the City of Wenatchee, and historical development patterns have resulted in a population density pattern for the City of Wenatchee which is estimated at being ranked 15<sup>th</sup> in the State of Washington in 2016 by the Washington State Office of Financial Management. No comparable sized or larger jurisdiction in Eastern Washington had a density ranking which was similar. These density standings are one just one factor which help to describe the challenges and opportunities that the City has as it continues to grow, and maintain a high quality of life for residents and visitors.

9-21-16

**OUR VALLEY-**

The Wenatchee Valley includes two cities, Wenatchee and East Wenatchee in two separate counties, Douglas County in the East and Chelan County in the west, for which the City of Wenatchee is the county seat. These two cities are separated only by the Columbia River and are connected by Odabashian Bridge in the north, and George Seller Bridge to the south.

Four local governments, two port districts and many special purpose districts and non-profit organizations provide necessary services and desired amenities or activities for the Valley. Many of the needs and issues experienced by one jurisdiction are regional or valley-wide and cross jurisdictional boundaries.

There is a significant amount of duplication in services, and many examples of positive coordination and shared resources to meet the needs of all of the residents in the Valley. Agencies, civic organizations and the public recognize the benefits of working together on issues or desired outcomes. Open communication and public input are necessary as public and private entities and the public discuss ways to efficiently meet service needs in the Valley.

In 2016, the "Our Valley Our Future" process, conducted a community survey engaging the public and private and non-profit agencies. A second phase of this effort was the development of the "Our Valley Our Future Action Plan, 2017-21". The City of Wenatchee participated in this process as an active partner.

**CULTURAL DIVERSITY-**

Wenatchee is a community where diversity is welcomed, valued and celebrated. The City of Wenatchee's emphasis on and value of cultural diversity is part of the operational approach of the City. In April 2005, the City of Wenatchee established the Wenatchee Diversity Advisory Council. This sixteen member advisory board meets monthly and participates in a series of events. The Diversity Advisory Council advocates recognition, respect, inclusion and celebration of the greater Wenatchee area's diverse people.

Goals of the Diversity Advisory Council include:

- Ensure that all groups in the community are being heard and represented and that no citizens are being excluded from the civic process.
- Identify current topics/issues of interest and importance to community groups/members.
- Provide community access and opportunity for providing input on topics/issues.
- Share findings and recommendations regarding topics/issued addressed.
- Promote and provide awareness, education, training related to diversity and topics/issues of interest.
- Encourage and support community leadership, collaboration and action to address diversity topics/issues of interest.
- Recognize and celebrate individuals and organizations exemplifying and actively supporting diversity and inclusiveness.
- Reach out, engage, and interact with youth in our community. Youth contribution provides significant value to the Diversity Council mission/values and to the broader community.

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One community with multiple languages-  
a Limited English Proficiency (LEP) Plan:

Limited English proficiency, (LEP), can be a barrier to accessing important benefits or services, understanding and exercising important rights, complying with applicable responsibilities, or understanding other information provided by programs and activities. The City of Wenatchee has adopted a Limited English Proficiency Plan to achieve a balance that provides meaningful access by LEP individuals to programs and services while not incurring undue burdens on City resources.

The LEP Plan also addresses the prohibition of discrimination based on national origin and the requirement of all recipients of federal financial assistance from the U.S. Department of Housing and Urban Development (HUD) to provide meaningful access to LEP persons. A Language Access Plan will also be developed to implement the Limited English Proficiency Plan with the purpose of assisting city staff in implementing appropriate assistance services to the public.

**DEMOGRAPHIC CHANGES**

The Wenatchee Urban Area has been experiencing many changes over the last decade. Some of these changes include demographic shifts relating to race, ethnicity, and age. There is a change in the proportions various age groups make up. Figure 1 below shows several important attributes of Chelan County's population as it compares to Washington State as a whole. There is a distinctly greater share of the population that is 65 or older than in Washington State and a distinctly lower share of the population that is age 20-39.

Extensive health care facilities, the built and physical environment, and a high quality of life appear to have resulted in a significant interest in the Wenatchee Valley as an attractive community for retirees. Many of these same attributes can be equally attractive to millennial age groups, but do not appear to have altered local trends. Another thing to note is that the trends for each age group are generally heading in the same direction at both the county and state level despite the differences noted above. In recent years, the share of the population aged 65 or older has been increasing and all other age groups have been decreasing.

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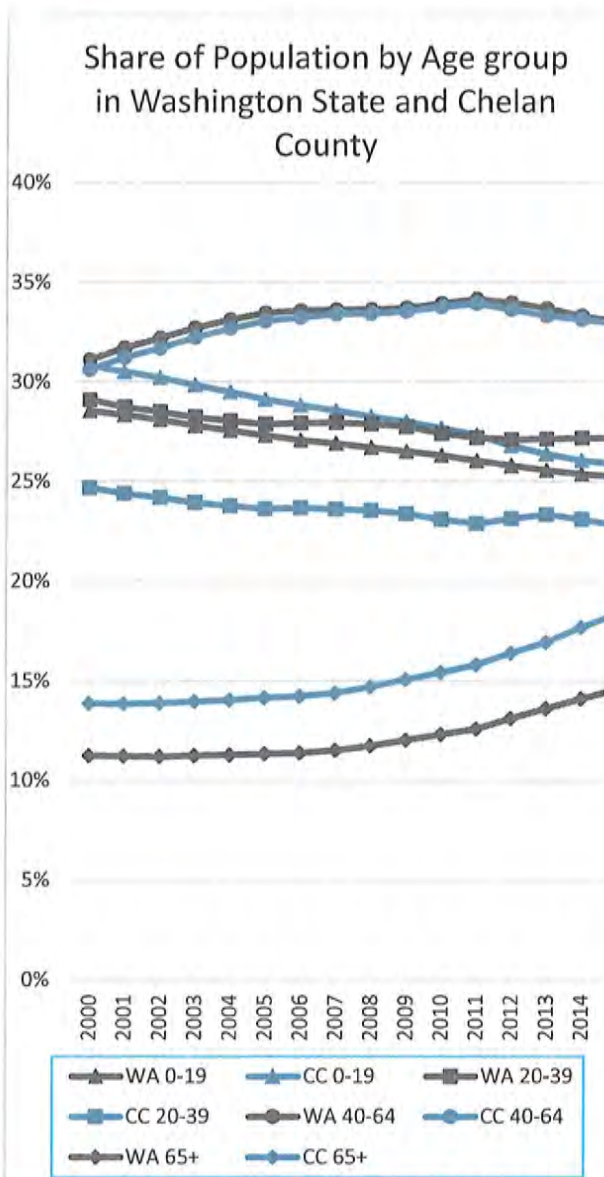


Figure 1 Source: Washington State Office of Financial Management Forecasting Division - Intercensal Estimates of April 1 Population by Age and Sex: 2000-2010; and Small Area Demographic Estimates (2011-2015)

The racial profile of the city has remained relatively stable over the last decade or so but the ethnic profile has seen a distinct change. The US Census Bureau’s American Community Survey estimates that the share of the population in the City of Wenatchee that describe their race as white was 87% during the 2005-2009 period and

88% during the 2010-2014 period (Table B02001).

The share of the community that describe themselves as having Hispanic or Latino origin has been changing. The US Census Bureau’s American Community Survey estimates that during the 2005-2009 period 26% of the residents of the City of Wenatchee were of Hispanic or Latino Origin while during the 2010-2014 period the figure had increased to 31%.

Both the shift in age groups and in ethnicity affect the culture of the community.

### THE ARTS

The arts inspire and enrich the lives and broaden the perspectives of the citizens of Wenatchee. The arts not only give pleasure, they also offer new ways to experience the world and understand our places in it. They are windows into the lives of those who make and perform the art we see and hear.

With a commitment to excellence across the spectrum of our City’s cultures and forms of expression, the Wenatchee Arts, Recreation and Parks Commission pursues its public charge to develop a thriving arts environment, which is essential to quality of life, education, and the economic vitality for all of Wenatchee.

Led by the City of Wenatchee Arts, Recreation and Parks Commission, in 2015 a comprehensive arts plan was prepared and adopted by the City Council to provide more specific guidance, direction and a framework for future programs and projects of the City. The plan allows for an increased focus on the City’s specific arts related mission, goals and objectives. It also provides a framework and meets requirements for the pursuit a variety of art related grant opportunities to assist with funding the program.



9-21-16

Goals and strategic actions are identified as a long-range plan for the arts in Wenatchee and not simply a plan for the Wenatchee Arts, Recreation and Parks Commission. The Commission encourages others to use the information in the plan to help advance the arts in the City. The Arts, Recreation and Parks Commission invites these partners – federal, state, and local government agencies, artists, arts organizations, businesses, schools, and individuals – to help make the plan a reality. The better the caliber of arts in the community, the higher quality of life residents will be afforded and the better the caliber of businesses that will be attracted.

### **HISTORIC PRESERVATION & THE MAIN STREET PROGRAM**



The City of Wenatchee is proud of the many historic homes and commercial buildings that have been restored and maintained to state and national historic preservation standards. These homes and structures help maintain and represent a significant component of the city's historical character and built environment.

### **Downtown-**

In 1993 the City of Wenatchee became a Certified Local Government, providing a local mechanism for preserving historic buildings and sites. Concurrent with this approach, the Wenatchee Downtown Association has been a member of the Washington State Main Street Program since 1992. This program is a community driven approach that is used to revitalize older traditional business districts throughout the United States.

In 2003, the City of Wenatchee won the Great American Main Street Award, which recognized the longstanding efforts of the Wenatchee Downtown Association (WDA) and its work to strengthen the downtown environment. In December 2008, Wenatchee's downtown was designated a National Register District encompassing 89 properties.

### **The Grandview Historic District-**

In 2006 the City of Wenatchee designated the Grandview Historic District. The Grandview Historic District is comprised of six full blocks and two partial blocks containing 141 properties generally bound by Delaware, Washington, Miller, Idaho, and Alaska streets. It also incorporates those portions of Douglas, Emerson, Franklin and King Street (south of Washington Street and north of portions of Alaska Street).

Several plats are included in the District including the Amended Great Northern Plat (the first plat of Wenatchee, 1892), the Grand View Addition, dedicated in 1903 and the Jackson Place Addition, platted in the 1920s.

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### **Historic Preservation Program-**

The City is a Certified Local Government (CLG), a National Parks service program administered by the Washington State's Department of Archaeology and Historic Preservation (DAHP). As a CLG, the City of Wenatchee is responsible for maintaining a historic preservation commission, surveying local historic properties, enforcing state or local preservation laws, reviewing National Register Nominations, and providing for public participation in historic preservation activities. Since 1993, 56 residential, commercial and public buildings and one historic district have been listed on the Wenatchee Register of Historic Places.

As a benefit of this program certified local governments may apply for special grants and may offer Special Tax Valuation to locally listed properties and those contributing properties to local or national historic districts. These benefits have assisted many property owners with listed structures or whom are located in the Grandview Historic District, by incentivizing reinvestment for the beneficial re-use of historical structures.

The City of Wenatchee's Historic Preservation Board is comprised volunteers and serves in an advisory capacity to the Wenatchee City Council and the Community and Economic Development Department. The Historic Preservation Board

reviews all properties for placement or removal on the Wenatchee and National Register of Historic Places and makes recommendations to the City Council for final approval. It also reviews all changes to properties listed on the local register and/or located in the Grandview Historic District.

-In addition to the review responsibility of the Board it is also charged with identifying and actively encouraging conservation of Wenatchee's historic resources, raising community awareness of Wenatchee's history and historic properties and to serve as a resource in matters of history, historic planning, and preservation.

## **GOALS AND POLICIES**

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### **GOAL 1: REGIONAL CENTER - Promote Wenatchee as the urban hub for cultural and historic resources in the North Central Washington region.**

**Policy 1:** Promote and enhance Downtown Wenatchee as the region's historic, cultural and civic center.

**Policy 2:** Support organizations and facilities that promote and encourage cultural, historic and environmental dialogue.

**Policy 3:** Cultivate Wenatchee's unique sense of place by attracting development that enhances the cultural and historic environment.

### ~~**CREATIVE CLASS - Strengthen Wenatchee's attraction and support for the creative class:**~~

~~**Policy 1:** Identify opportunities for potential overlay zones and cultural districts to develop creative business clusters~~

~~**Policy 2:** Support the development of incubator or "alternative" spaces for small creative businesses to thrive.~~

**Policy 43:** Promote spaces for local artists to develop and present their work.

**Policy 45:** Support educational facilities and arts and cultural organizations that foster an innovative environment in the city.

**Policy 56:** Encourage diverse businesses, business districts and community activities that develop an environment of inclusiveness, cultural exchange and civic dialogue.

**Policy 7:** Promote the implementation of shared initiatives supported by the City of Wenatchee and other regional partners, working to achieve the region's long-term vision as developed by the Our Valley Our Future Action Plan 2017-21.

**Policy 8:** The Wenatchee Valley is experiencing significant shifts in predominant age groups, household sizes, and ethnic and cultural groups in the community. Ongoing dialogue within the community and with regional partners to represent and understand changing viewpoints and needs should be a priority.

### **GOAL 2: ENVIRONMENT - Protect and enhance Wenatchee's unique sense of place.**

**Policy 1:** Preserve Wenatchee's scenic points of interest including Saddlerock and the viewpoint along Skyline Drive.

**Policy 2:** Enhance the Highline Canal and preserve its historic connection to agriculture.

**Policy 3:** Support the Wenatchee Valley Farmer's Market, Chelan-Douglas Land Trust, the Trust for Public Lands, Cascadia Conservation District and similar organizations that seek to marry the environment and the economy.

**Policy 4:** Utilize the one-percent for the arts program to enhance and energize Wenatchee's arts environment.

**Policy 5:** Support the implementation of the City of Wenatchee Comprehensive Arts Plan.

**GOAL 3: HISTORIC PRESERVATION - Preserve, maintain and honor the city's significant historic resources.**

**Policy 1:** Foster community stewardship in honoring the beauty and accomplishments of the city's history and its built environment.

**Policy 2:** Protect and enhance the aesthetic and economic vitality of historic buildings, structures, sites, districts and objects through the development and implementation of appropriate design guidelines.

**Policy 3:** Identify and implement incentives to private property owners for the preservation and rehabilitation of historic buildings, structures, sites, districts and objects.

**Policy 4:** Discourage the demolition of historic properties by facilitating their adaptive reuse.

**Policy 5:** Leverage Wenatchee's historic character as an economic development tool through heritage tourism, cultural events, creative class business recruitment, and the adaptive reuse of buildings.

**Policy 6:** Maintain the continued visibility and community focus on the Wenatchee Register of Historic Places through the partnership of the City, Washington State (through the Certified Local Government program) and the Wenatchee Historic Preservation Board.

**Policy 7:** Promote historic preservation to provide for the identification, evaluation, and protection of historic resources within the City of Wenatchee and preserve and rehabilitate eligible historic properties within the City for future generations.

**Policy 8:** Look for opportunities to further educate the public on historic preservation and resources through events, tours, workshops, and outreach materials.

**GOAL 4: FACILITIES & INFRASTRUCTURE - Support the development of facilities and infrastructure that further enhance Wenatchee's innovative and creative climate.**

**Policy 1:** Recruit and support facilities that provide places for cultural and civic dialogue.

**Policy 2:** Strengthen and enhance Wenatchee's places for educational experiences, broadening education for all sectors of the community.

**Policy 3:** Develop public spaces that foster neighborhood identity and provide community gathering places.

**GOAL 5: CIVIC LIFE - Foster opportunities for lifelong educational, artistic and cultural exploration for all citizens.**

**Policy 1:** Support the public school system and provide for its growth.

**Policy 2:** Encourage continuing education and lifelong learning opportunities through local agencies, colleges, universities and organizations.

**Policy 3:** Support the regional library system and provide for its growth.

**Policy 4:** Enhance the presence of the performing, visual and creative arts.

**Policy 5:** Encourage the Wenatchee Diversity Council in building lasting community relationships and events that encourage civic dialogue and community engagement.

**GOAL 6: LIMITED ENGLISH PROFICIENCY, (LEP), PLAN – Reduce language barriers to ensure meaningful access for individuals with limited English proficiency, (LEP) to programs and activities provided by the City and all sub-grantees.**

**Policy 1:** Develop a Language Access Plan to assist city staff in implementing appropriate assistance services to meet the needs of LEP individuals that were identified in the LEP Plan.

**Policy 2:** Support the Language Access Coordinators, identified in the LEP Plan, in their partnered efforts with the Diversity Council and community stakeholders on the development and implementation of the Language Access Plan.

**Policy 3:** Establish processes for the Language Access Coordinators to ensure that the City adheres to its LAP policy directives and procedures by coordinating and facilitating delivery of related services, staff training on the plan's policies and procedures and ongoing monitoring and assessment of the plan's effectiveness.

## COMMUNITY DESIGN AND HEALTHY COMMUNITIES

### TOPICS

- Purpose
- Background
- Gateways
- Districts
- Corridors
- [WalkableHealthy](#) Communities
- [Neighborhood Associations](#)
- Dark Sky Design
- Goals and Policies



enhance the appearance, safety and accessibility for all travel modes.

### PURPOSE

The design of a community can promote community identity and enhance the quality of life or it can diminish the sense of place. Although the Growth Management Act does not require the inclusion of a community design component, much of the public input received revolves around improving the quality of development throughout the city. Community design gives Wenatchee citizens the opportunity to envision and achieve aesthetic goals for the community.

Our area's natural beauty, climate, recreational amenities and relaxed lifestyle continue to attract many people. This population and economic growth has energized the Valley's role as a regional center. The policies of this element incorporate the theme of Wenatchee as the regional urban center in the midst of a rural landscape. Policies protect existing neighborhoods, emphasize the design of quality residential and commercial/mixed-use districts, and encourage incorporation of public spaces. This chapter [also](#) includes discussion on street design, seeking to

### BACKGROUND

Modern city planning in the United States traces its roots back to the early city beautification movement of the late 19<sup>th</sup> century. Led largely by architects, landscape architects, and civic boosters, this movement sought to restore order and aesthetic appeal to the rapidly growing metropolises of the Industrial Revolution. Throughout the 20<sup>th</sup> century, planning gradually moved away from this focus on design and form in favor of social, economic and environmental policy. It has only been recently that cities have rediscovered the importance of urban design in creating vibrant districts and classic neighborhoods.

Urban design, or community design, is the purposeful manipulation of the built or natural environment to achieve public goals of form and function. Unlike architecture, community design does not concern itself with individual buildings; rather, it looks at the "sum of all parts". These include buildings, uses, public spaces, and infrastructure. Community design can range from designing an entire transportation system to maximize safety and efficiency, to determining the types of

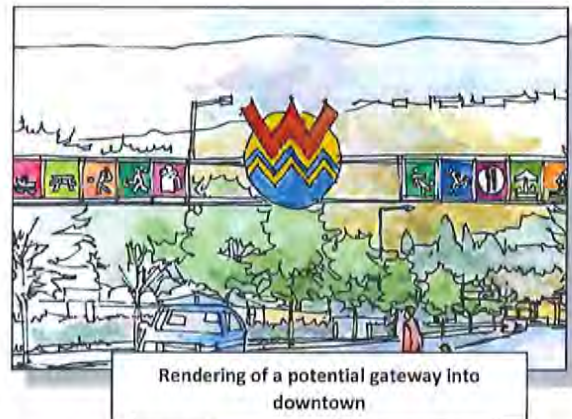
building materials appropriate in a historic district.

The scenic landscape of the Wenatchee Valley presents one of its most impressive regional qualities. It contains the unique combination of rugged North Cascades mountain peaks and high desert foothills to the west, basalt rock formations and fields of grain to the east, and working fruit orchards all around. This combination of landscape elements makes it a truly unique place. As the supply of developable land continues to dwindle though, the open character of the surrounding foothills and the number of orchards dotting the landscape are increasingly threatened.

*Wenatchee A High Performance Community Strategy* developed for the City of Wenatchee, Port of Chelan County and the Quest for Economic Development in 2000 discusses the importance of quality of life in generating and maintaining a strong economic base. Wenatchee's strengths identified include: recreational opportunities, health care, special events, downtown look and feel, and cultural opportunities. Weaknesses identified include: community feeling, community identity, and gateway appeal; all of which speak to the topics of community design.

## **GATEWAYS**

From a design perspective, gateways are significant points of entry into a community, district, or neighborhood. In addition to creating first and lasting impressions for newcomers, they provide visual and psychological boundaries for residents. Whether descending from the foothills, driving into downtown, or crossing the



Rendering of a potential gateway into downtown

Columbia River, Wenatchee's gateways provide opportunities to convey strong images as a regional center of culture, education, commerce, and recreation.

Wenatchee's key gateways into the city include:

- o US 2/97 eastbound from Seattle
- o US 2/97 (Odabashian Bridge) westbound from East Wenatchee
- o SR 285 southbound from Sunnyslope
- o SR 285 (Senator George Sellar Bridge) westbound from East Wenatchee
- o Malaga-Alcoa Highway northbound from Appleyard
- o Apple Capital Recreation Loop Trail pedestrian/bicycle bridges
- o [Squilchuck Road Northbound from Mission Ridge](#)

The vertical descent from the west and the two bridge crossings create natural transitions and optimal gateway locations. Unsightly automobile oriented land uses at the northern and southern peripheries of the city, however, significantly impact these first impressions. Not only must visitors travel a fair distance from the gateways to reach the award-winning downtown, they must do so intentionally, as the existing traffic patterns funnel them away from Wenatchee Avenue on the Chelan/Mission one-ways.

With the possible exception of downtown, there are a limited number of internal gateways within Wenatchee. That is, few of



Wenatchee's neighborhoods and districts help orient residents and visitors with design cues or themes. Although some subdivisions and developments include monument signs and/or gates, they often lack the architectural identity or mature landscaping of classic neighborhoods such as the Grandview Historic District.

For a number of reasons, both aesthetic and economic, the distinctive entrances into Wenatchee and its districts should be preserved and enhanced. A gateway enhancement program could target significant gateways along major arterials for strategic improvements such as land use changes, development standards, landscaping, paving, signage, and public art that positively contribute to a sense of place and establishment of community identity.

## **DISTRICTS**

Districts are activity centers within an urban area that have recognizable functions, boundaries, and design themes. They may be strictly residential or commercial in nature, or they might be a compatible mix of shops, apartments, offices, and townhouses. Whether they are single use or mixed use in nature, districts provide a definite sense of place for residents, employees, and visitors. That is, you are made well aware when you are in a district. A person can distinctly imagine a district, from its architectural styles to its general "feel," when another mentions it.

Examples range from trendy shopping districts to industrial warehouse districts. Others include arts/entertainment districts that encourage neon lights and colorful signage or

small neighborhood retail districts with corner stores and cafés.

## **Downtown Wenatchee National Register District**

The Downtown Wenatchee National Register District is a collection of commercial, mixed-used, and warehouse buildings located in the central business district. Since the city's establishment in 1892, this area has served as the pulse of downtown's commercial and industrial heritage. The National Register Historic District is comprised of nine and one-half blocks located a short distance west of the Columbia River and parallels the riverfront. The historic district is bordered by Mission Street to the west, Columbia Street to the east, N. 1st Street to the north, and Kittitas Street to the south. Three streets run north-south and five run east-west. The spine of the district, Wenatchee Avenue, runs north-south and contains mostly smaller scale (one- to four-story) commercial buildings mixed with a few substantial buildings such as the ten-story Cascadian Hotel and six-story Doneen Building that anchor the downtown. Paralleling Wenatchee Avenue to the east is Columbia Street, which is lined with warehouses next to the railroad line. Also



running north-south is Mission Street (one block west of Wenatchee Avenue) which contains a mixture of civic buildings, small scale commercial buildings, and theater buildings. Historic painted wall signs on some of the buildings' brick-clad, rear facades are distinguishing features in the alleys and help tell the story of the businesses that once occupied the buildings and others continue to advertise existing long-running businesses. Most of the streets are distinguished with angled or parallel parking, mid-block crosswalks, and pedestrian-friendly amenities along the sidewalk such as street furniture, brickwork, hanging flower pots, and historic building markers. Columbia Street serves the warehouses that line the street and is more oriented to vehicles with no sidewalks. Mission Street is a major arterial through downtown. As Wenatchee Avenue and Mission Street continue north outside the historic district, the area is characterized by auto-oriented developments from the 1950s through the present. To the south are smaller scale commercial buildings and early twentieth century single family homes (some converted to businesses). The only open space within the historic district is Centennial Park at the northwest corner of S. Wenatchee Avenue and Yakima Street. The park was created in 1992 (on the former site of a hotel building). The park has a large lawn area, bandstand, brick-paved plaza, seating, artwork, and a replica street clock.

Most of the buildings in the District were constructed between the early 1900s to the late 1920s. Many are vernacular in style and clad in brick. Other architectural styles found in the district include Art Deco and Commercial. These styles reflect the period during which most of the

buildings in the district were constructed. Foundations are stone, brick, or concrete. Typically, the ground floor is occupied by small businesses while most upper floors are used for offices and some house hotels/residential apartments. The combination of the generally modest scale of the buildings with the ground floor storefront businesses provides a pedestrian-friendly environment. Some windows on the upper stories have been boarded up. General characteristics of the buildings include stepped parapets, ornamental cornices, patterned brickwork, and corbelled parapets and courses. More unique features include terra cotta detailing on primary facades. Buildings vary in use but generally fall in the following categories: commercial, office, industrial, institutional, and hotel/apartment buildings. The warehouses along Columbia Street are characterized by brick cladding, loading docks, large openings with roll-up doors, and minimal window openings and decorative features.

The period of significance begins in 1902 with the construction of the Wells Morris Hardware Building (the earliest extant building) and ends in 1955 with the construction of Seattle First National Bank. The Modern style bank building represents a shift in architectural styles for downtown Wenatchee. Typical property types and some examples of each include commercial buildings (Fuller Quigg Building and Kress Building), hotels buildings (Cascadian and Olympia Hotels), fruit warehouses (Wells and Wade Fruit Packing Plant) along Columbia Street, public/institutional buildings (Old U.S. Post Office and Annex Buildings), and two historic brick streets (Orondo and Palouse between Wenatchee Avenue and Mission Street). A number of vacant parcels exist in the district and most are used as surface parking lots. Some sites along Mission Street have been replaced by parking lots or contemporary buildings. Some of the original fruit warehouses along Columbia Street have also been replaced by contemporary warehouses.

Unlike many other cities in the country, Wenatchee did not experience significant urban renewal in the 1950s and 1960s. Changes to the downtown have been more a reflection of gradual response to changing times. However, as a whole, downtown Wenatchee retains a significant number of cohesive historic resources constructed from the 1900s to late 1920s, representing the birth, growth and development of the city, and forming a central business core conveying its historic significance.

The Downtown Wenatchee National Register Historic District is composed of 89 historic resources ~~(not including vacant parcels). Of the 89 historic resources, 57 (64%) are contributing resources and 32 (36%) are non-contributing (either historic or non-historic). Two historic contributing properties (Old U.S. Post Office and Annex Buildings) are currently individually listed on the National Register of Historic Places.~~

~~The first column below identifies the total number of contributing and non-contributing resources and the second column removes the existing National Register (NR) listed properties:~~

Historic Contributing	<del>57</del>	<del>55</del>
Historic, non-contributing	<del>25</del>	<del>25</del>
Non-historic, non-contributing	<del>7</del>	<del>7</del>
Vacant	<del>4</del>	<del>4</del>
<b>Total</b>	<del><b>89</b></del>	<del><b>87</b></del>

Generally, the condition of the buildings is good due to their solid construction and ongoing maintenance. The integrity of the upper stories of the buildings has been maintained overall and typical alterations were to the original wood windows (usually double-hung) replaced by aluminum windows

or the openings were boarded over with the original windows in place or removed. Storefront levels on most of the buildings were altered over the years by various tenants or the property owner in an effort to "modernize" and stay current with popular design concepts of the period (generally between the 1950s through 1970s) or to better suit the changing uses by different businesses. Depending on the size of the building, the first story typically had at least two bays with a recessed entry for each. Another entrance (either in the center of the building or off to one side) led up to the upper floors. Original storefronts had window systems that were constructed of wood or metal frame with wood, brick, tile, or stone bulkheads. Transom windows or mezzanine windows were a typical feature above the storefront display windows. The most dramatic alterations on some buildings have been the covering of the entire front façade with a new façade. These "slipcovers" were attached to the original facades, turning an early twentieth century building into a modern looking one. A revitalization movement in the 1990s through the present has been to remove these "slipcovers" from the buildings to reveal the historic facades. This work continues as the value of historic preservation is gaining recognition.

Wenatchee's ~~recently approved~~ Grandview Historic District represents a perfect example of a classic residential district. With the exception of a few modern buildings, the neighborhood consists of a colorful mix of early 20<sup>th</sup> Century architecture including Queen Anne, Four-Square, Craftsman Bungalow, Craftsman/Prairie, and Tudor Revival styles. With uniform setbacks, mature landscaping, and detached garages in the rear, large stately houses coexist favorably with multifamily homes. With little or no off-street parking, the lovely neighborhood parks and churches are designed for people not cars, adding to the walkability of the District.

Outside the historic center of Wenatchee, commercial and residential districts have less cohesion and are hard to identify. The North Wenatchee Center or retail district is spread out and lacks a discernible center. With its higher residential densities, large number of small businesses and strong Latino influence, South Wenatchee could support a more pedestrian friendly business district such as a *Mercado*. Although the area around the intersection of 5<sup>th</sup> and Miller possesses all the makings of a vibrant mixed use neighborhood including a grocer, offices, apartments, single family homes, and a coffee shop, it is disjointed, designed for cars and not easily navigated by pedestrians.

### **CORRIDORS**



Source: MAKERS Architecture & Urban Design

*"Wenatchee feels small-town all American. Its core downtown is quaint and thriving, though the arterials could be Anywhere, USA: Motels, strip malls and car dealerships meld together in mind-numbing succession."*

- *Ski Magazine, November, 1998*

If districts represent the focal points of a city, transportation and activity corridors represent the pathways and public rights-of-way between those focal points. In addition to serving the function of moving goods, services, and people from one place to another, corridors visually connect and weave together pieces of the urban fabric.

Community design elements of a corridor include:

- Views (e.g. Saddlerock framed at the end of Orondo)
- Land uses
- Building orientation
- Landscaping & Signage
- Street furniture - benches, trash receptacles, bus stops, lampposts
- Bike paths and sidewalks
- Civic art
- Traffic operations (e.g. one-way or two-way)

When properly designed and executed, these elements can coalesce to create an overall sense of place, promote economic activity, encourage physical activity, enhance wayfinding, decrease traffic problems, and even reduce vehicle speeds and crime through visual cues (e.g. street width,

lighting, and “eyes on the street”<sup>1</sup>). Unattractive and poorly planned corridors can engender visual confusion and disorientation, limit economic marketability, promote speeding, and create dangerous unprotected spaces for pedestrians and bikes.

Wenatchee Avenue, which stretches from the Sellar Bridge to the Wenatchee River, is a corridor of marked differences. The northern and southern ends of the corridor are dominated by automobile-oriented commercial and industrial users featuring large signs, deep building setbacks, and underutilized surface parking lots. These segments are in sharp contrast to the blocks running through Wenatchee’s traditional core. They generate major traffic issues by spreading out activity rather than focusing it at specific nodes. Although required landscaping is slowly beginning to soften the appearance of Wenatchee Avenue, significant enhancements are needed to overcome the negative perceptions of the corridor by residents and visitors.

Transitioning arterial streets such as Western, 5<sup>th</sup>, and Maple, also provide opportunities for corridor improvements. Existing land uses including small businesses, public facilities, adult care facilities and higher density residential developments along many of these streets create the potential for new corridor zoning overlays. To help mitigate traffic and aesthetic impacts of more intense land uses, major corridors such as 5<sup>th</sup> Street, Western, Miller and Maple could be targeted for enhancements.

<sup>1</sup> "The sidewalk must have users on it fairly continuously, both to add to the number of effective eyes on the street and to induce a sufficient number

## WALKABLEHEALTHY COMMUNITIES

Where someone lives has been found to be a stronger predictor for overall health than factors such as race or genetics. The major modifiable risk factors for the five leading causes of death are closely aligned with the social, demographic, environmental, economic and geographic attributes of the neighborhoods in which people live and work.

Neighborhoods whose residents enjoy a high quality of life typically include or have convenient access to quality health care, nutrition, physical activity, education, employment and social support networks. "Healthy People 2010" describes a healthy community as one that continuously creates and improves both its physical and social environments.

Dispersed low density development patterns have an inverse effect on quality of life by creating separation between destinations and increasing automobile dependency. Increased automobile reliance and technological innovation around household tasks have essentially removed or limited exertion from activities of daily living and compounded the effects of modifiable risk factors. Mixed land use or a range of medium to high density residential development located in close proximity to efficient multi-modal transportation networks connecting to goods, services and employment centers allow residents to maintain a high quality of life with increased opportunities for neighborhood engagement.

Connected communities allow coordination among residents to take place and provide a strong platform for neighborhood associations. Recognized neighborhoods are a vital component of spatial location,

*of people in buildings along the street to watch the sidewalks.* – Jane Jacobs, *The Death and Life of Great American Cities* (1961)

appropriate communication and strengthening partnerships. The United Neighborhood Association (UNA) that formed in 2015 has demonstrated how a neighborhood association impacts quality of life by empowering residents, building community, addressing concerns through effective channels and establishing both neighborhood pride and identity. The included diagram demonstrates an example of a neighborhood association structure and paths of communication for a formalized association.

Connected communities promote accessibility and mobility. For the City of Wenatchee these are priorities established in a complete streets philosophy, outlined in the Transportation Element. The City of Wenatchee Complete Streets Policy (Ordinance 2016-24) includes best practices around providing a system that meets the needs of all users regardless of neighborhood status, health equity, income, race or ethnicity. It also guides roadway design and decision to reflect the context and character of the community's overall surroundings including the natural environment, current and planned buildings and land uses, demographics, street functions and current and expected transportation needs. Understanding the built and natural environments allows for flexibility and sensitivity to values and the economic, social and environmental objectives of the community.

While there are many substantive benefits of a healthy community, the cost of creating complete pedestrian and bike infrastructure can seem disproportionate. The City's

Community Development Block Grant (CDBG) program has a primary focus towards pedestrian infrastructure in the established target area known as the South-Central Wenatchee Core. This area has a greater concentration of low-income residents, exhibits greater deterioration of properties, and has a higher need for infrastructure improvements. Approximately \$95,000 annually is contributed towards pedestrian infrastructure and subsequently towards increasing accessibility for residents experiencing health disparities. Continued support for, and supplement of, the CDBG program will have a direct positive impact on the quality of life for Wenatchee residents.

Providing development options and accessibility to destinations is the first step to building a healthy community. The social supports, known as community-clinical linkages are also important for the utilization of the built environment by Wenatchee residents. Quality of life is beyond the scope of health care and requires an integrated approach, known as the Accountable Community of Health (ACH) model, to bring together medical care, mental and behavioral healthcare and social service supports (government and non-governmental) to improve the overall conditions that shape the health and wellbeing of a community.

One of the ACH goals, improved population health, opens the door for innovation and experimentation among community stakeholders to take a community-coordinated approach to addressing the Social Determinants of Health; including neighborhoods and the built environment. Wenatchee already has programs that if combined with ACH efforts could multiply improvements to challenges around housing, food insecurity, utility needs, interpersonal violence and transportation needs. The structure of the ACH model provides Wenatchee with connections locally and regionally to help supports the ongoing,

ground-level engagement for planning and implementing a healthy community.

### **Neighborhood Associations**

Established neighborhoods are a vital component of the impact that valuable relationships between tangible (public spaces, private property) and intangible (people, residents) resources have on the common good by supporting bonds, bridges and links within a community. They provide a platform for citizens to communicate in a prompt and organized fashion with one another, the City of Wenatchee and other important groups. Identifying neighborhoods allows the City of Wenatchee to establish partnerships that can assist in preserving and maintaining an area's quality of life, carrying out public services in an orderly and efficient manner and ensuring successful public engagement efforts.

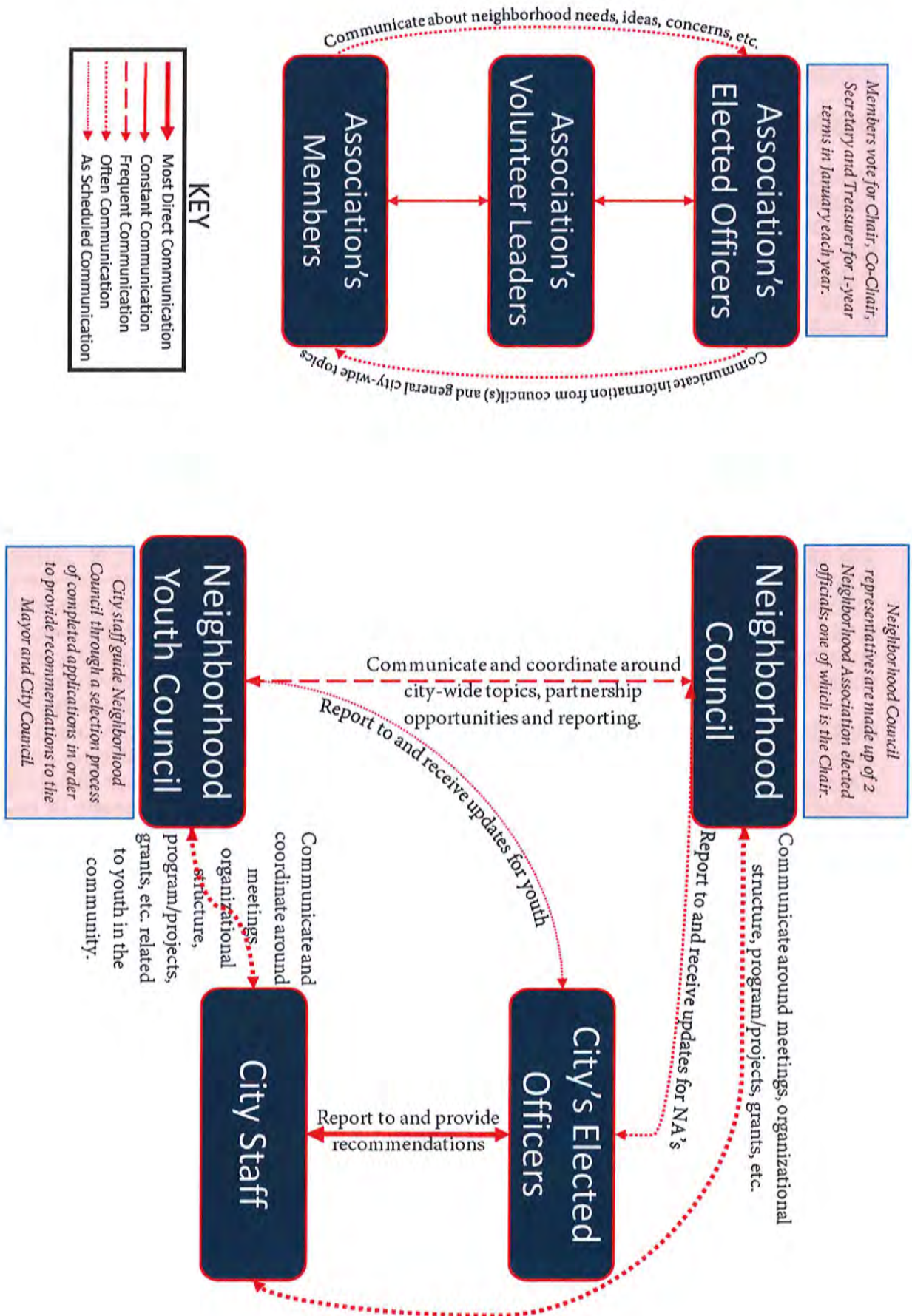
Neighborhood associations established through partnerships that include all stakeholders will result in greater sustainability and impact beyond visible boundaries. When officially recognized by the City of Wenatchee, these associations build community, address concerns at appropriate levels, empower residents, improve neighborhoods through establishment of identity and instillation of pride and by preserving and cultivating quality of life for all.

Each neighborhood association embodies the goals, concerns and needs of all citizens that reside within the respective boundaries. Benefits from recognized neighborhoods reach beyond each associations adopted boundaries and impact far more than

just those residing within them creating positive impacts citywide. Adopting a formalized structure includes relationships within and between neighborhood associations and between neighborhood associations and the City of Wenatchee.

### **DARK SKY DESIGN**

Dark Sky Design is a means to design lighting that will use appropriate lighting levels for residential, commercial, and public areas that minimizes over illumination, sky glow (glowing effect visible above populated areas), light trespassing onto adjoining properties, clutter (excessive grouping of lights) and up-lighting (light emitted upward by luminaire (complete lighting unit)). The City of Wenatchee has recognized the importance of –balancing –the need for a natural- nocturnal environment with the need for consistent lighting of streets and sidewalks, –even in areas of considerable human settlement. Science has determined the significance of preserving natural darkness for the health of plants, animals and humans. In addition, research indicates that improper lighting may actually encourage criminal activity such as vandalism and theft. The preservation of a night time environment not only sustains health, but the ability to see the stars is a vital component of the City of Wenatchee's character. In an effort to be a leader in the support of community identity and enhancing the quality of life for the citizens of Wenatchee, Dark Sky Design should be implemented.





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## **GOALS AND POLICIES**

**GOAL 1: GATEWAYS** -- *Improve the visual appeal and navigability of Wenatchee by enhancing gateways into the city, its districts and neighborhoods.*

**Policy 1:** Develop visually attractive and identifiable gateways at primary entrances to the city using a combination of streetscape, signage, and building orientation to create memorable community entries.

**Policy 2:** Preserve and enhance views of significant natural and built features and landmarks such as Saddlerock, the Wenatchee Valley from Skyline Drive, and the Columbia River.

**Policy 3:** Protect the edges of neighborhoods and districts through compatible design and development standards, signage, and landscaping. Compatibility for site design and standards, is not taken as being similar or the same as, but instead is an approach at establishing clearly stated design guidelines and standards that provide a range of acceptable building types, massing and characteristics, sensitive to the interface of adjacent uses or districts.

**Policy 4:** Advocate for city design goals with outside agencies and organizations that are doing work that impacts the city's right-of-way.

**Policy 5:** Hire a consulting firm, which specializes in urban design and landscape architecture, to propose policy changes and specific capital projects to facilitate streetscape improvements in the vicinity of George Sellar Bridge, Olds Station and North

Wenatchee Avenue along major gateways.

**GOAL 2: DISTRICTS** - *Foster distinct and vibrant mixed use and commercial districts.*

**Policy 1:** Adopt-Review design standards for mixed use and commercial districts, including the downtown and waterfront to ensure they are meeting their objectives.

**Policy 2:** Encourage mixed use and commercial districts to incorporate functional public spaces such as neighborhood parks or pedestrian plazas.

**Policy 3:** Require pedestrian circulation through new mixed use and commercial projects with sidewalks and internal pathways.

**Policy 4:** Review which districts, forms of development, and infrastructure parameters that would be appropriate for the removal of parking standards, allowing the market to drive parking needs, encouraging compact pedestrian oriented development. Allow on-street parking to count towards off-street parking requirements in selected mixed use areas to encourage compact, pedestrian oriented development and reduce the size and impacts of parking lots.

**Policy 5:** Facilitate residential development in the downtown and other areas close to employment, cultural and shopping opportunities.

**Policy 6:** Where feasible, in mixed use and commercial districts Enhance sidewalk activity by requiring

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~~encouraging development developers~~ to site buildings close to the street, with parking located behind or to the side of buildings, and to include ground-floor façade treatments that generate pedestrian interest.

**Policy 7:** Hire a consulting firm that specializes in urban design to evaluate necessary changes to city design and development standards Title 10 of the Wenatchee City Code possibly proposing a form based or hybrid code in some or all existing districts. The intent is to provide clear and explicit architectural, site and landscape design standards which can provide greater certainty and quality assurance for business owners, neighborhoods and developers. The intent of this action is to adopt the "Missing Middle Housing" approach.

**Policy 8:** The consulting firm mentioned in Policy 7 should utilize a robust public participation program in the development of said proposed policy and code revisions. This program should include but not be limited to a visual preference survey among other techniques to gather feedback on the community's resident's preference toward various types of development.

**Policy 9:** If a form based, or similar style, code is established in the Wenatchee Urban Area, the City should conduct at least one seminar and establish an education and outreach program for the building community and residents to learn about how the new code functions works. Said seminars should be free of charge and led by city staff and/or the consultant that created the code.

**GOAL 3: NEIGHBORHOODS - Support the progression of**

**attractive and safe residential neighborhoods.**

**Policy 1:** Actively seek to incorporate appropriate traffic calming techniques within residential street standards and implement along existing streets when conditions warrant. Engage neighborhoods in the planning stages of these projects.

**Policy 2:** Develop Review design standards for multi-unit housing to that feature achieve compatibility with the surrounding neighborhood, attractive architectural characteristics of single-family housing/or desired design components of historically relevant and desirable multi-unit housing present in the community, and appropriate screening/placement of surface parking and waste collection areas. Compatibility should be treated in a similar approach as described under Goal 1, policy 3.

**Policy 3:** Provide a Implement a review process for non-residential and large scale multi-family projects within single-family residential districts that allows surrounding residents to comment on potential impacts.

**Policy 4:** Establish Evaluate design standards and parking requirements for accessory dwelling units (ADU) to ensure neighborhood character is maintained when ADUs are constructed.

**Policy 5:** Promote a mix of uses in neighborhood commercial centers using incentives that encourage appropriately scaled buildings with second floor offices or residences.

**Policy 6:** Study the appropriate context, locational criteria, and

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ownership model for the development of neighborhood parking lots to relieve on-street parking and facilitate the conversion of existing properties to higher densities.

**Policy 7:** Pursue the application of a dustless paving product in residential alleys as a means of improving the aesthetic appeal of that part of a block.

**Policy 8:** Seek to identify distinct neighborhoods or neighborhood boundaries and work with community stakeholders in these areas to identify goals, needs and concerns and prioritize resources and programs throughout the city.

**Policy 9:** Establish a framework for neighborhood associations that guides communication within and between associations, city staff and elected officials.

**Policy 10:** Develop a process that results in sustainable leadership within each neighborhood association such as formal elections for executive committees and project leaders.

**Policy 11:** Provide technical assistance from city staff to support leadership with activities such as planning projects, developing programs or applying for grant funding.

**GOAL 54: CORRIDORS** – *Develop appealing and efficient residential, mixed-use, and commercial corridors.*

**Policy 1:** Create an overall sense of place along corridors by concentrating development in districts and

discouraging new strip commercial development.

**Policy 2:** Encourage development to orient around transit stops and to provide convenient access to such stops.

**Policy 3:** Mitigate the impact of increased traffic and higher densities along corridors through streetscape enhancements including pedestrian-scaled lighting, trees, landscaped medians, planter strips, and street furniture.

**Policy 4:** Ensure design and use compatibility of new corridor development with adjacent residential neighborhoods.

**Policy 5:** Regulate signage based on the premise that community aesthetics are a driver of economic development.

**Policy 6:** Study the possibility of providing incentives to property owners to make improvements to landscaping and pedestrian amenities at existing developments that are not otherwise triggering said improvements through a substantial development.

**Policy 7:** Where appropriate, incorporate art in public capital improvement projects in the public right of way. Great examples of this include the South Chelan Sidewalk Project and the City of Wenatchee Public Art Fund.

**GOAL 65: WALKABLEHEALTHY COMMUNITIES**-- *Promote physical activity through safe and pleasant routes to employment centers,*

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**neighborhood services, parks, and schools; and seek to improve overall conditions that impact quality of life.**

**Policy 1:** Consider the potential for residents and/or employees to walk to parks, schools, and shopping throughout the development review process.

**Policy 2:** Assess the “walkability” and “bikability” of school and commuting routes to determine priorities for capital improvements such as sidewalks, improved crossings, and bikeways.

**Policy 3:** Reduce parking requirements for new development that includes pedestrian and/or bicycle amenities such as walking paths, bike racks, interior bike storage and showers for employees showers, or utilize employee incentives for alternative modes of transportation for commuting (cash out of parking spot, free transit pass, etc).

**Policy 4:** Support local walking and bicycling group efforts and participate in events and programs designed to increase alternative mode use.

**Policy 5:** Develop standards for distinctive, safe crosswalks at major street intersections and places where there’s potential for significant pedestrian traffic, including parks.

**Policy 6:** Where feasible, separate motorized vehicles, bicycles and pedestrians along busy streets, utilizing landscaping, striping, and parking.

**Policy 2:** Seek to more effectively coordinate land use, and site development and infrastructure design standards to implement the goal of a walkable community. The elements that contribute to walkability at a particular site, when properly designed, include, but are not limited to, outdoor lighting, non-motorized transportation routes separated from vehicle traffic, landscaping, traffic calming, connectivity to other areas, etc.

**Policy 3:** Implement policy direction in the comprehensive plan for more effective use and development of medium and high density residential housing options, infill, and mixed use development, recognizing the role that these forms of development play as development patterns supporting a walkable environment.

**Policy 4:** Seek to understand the City’s capacity in effectively contributing to the planning and implementation of the Accountable Community of Health (ACH) Model.

**Policy 5:** Work cooperatively with health care providers and other regional partners to focus on the health of all residents and improve overall population health for Wenatchee residents.

**Policy 6:** Review and where necessary establish noise standards to address maximum noise thresholds for use categories and activities to ensure that proposals are compatible with intended uses in the city. Standards should factor in where there is an interface between different use categories to provide compatibility

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between the range of mixed uses intended in the comprehensive plan.

**Policy 7:** Support regional recreation planning efforts.

**GOAL 76: DARK SKY DESIGN - Educate and promote the use of appropriate lighting levels for residential, commercial, and public areas to help reduce sky glow, light trespassing, and up lighting.**

**Policy 1:** Outline and develop a communications plan for educational and incentive materials informing residents and business owners on light pollution, the benefits of Dark Sky Design, techniques for providing appropriate lighting levels, and programs for proper disposal of used lighting materials

**Policy 2:** Demonstrate the benefit of Dark Sky Design by highlighting new developments that install lighting that follows Dark Sky Design principles such as the South Chelan Ave Sidewalk Project.

**Policy 3:** Demonstrate support of Dark Sky Design by encouraging the retrofitting of all publicly owned and operated lighting over time.

**Policy 4:** Lighting scale, placement and design should facilitate safety while minimizing light impacts on the surrounding neighborhood and night sky.

**Policy 5:** Develop lighting standards which and promote ~~voluntary~~ Dark Sky Design standards, ~~that~~ mitigate further light pollution of development projects, and identify appropriate lighting levels. Standards may also include lighting;

colors, and designs for residential, commercial, and public areas.

**Policy 6:** All signs and lighting (including for streets, buildings, parking areas, and signs) should be designed so that they perform their function without being unduly disruptive to the visual appeal of the area.

**GOAL 7: Aesthetics -- Identify opportunities to improve the visual aesthetics of the community.**

Policy 1: Consider the appearance, placement and design of public and private infrastructure, such as light standards, sidewalk patterns in historical areas, traffic signals, utility boxes, cellular facilities, etc., which can have a negative impact on community character.

Policy 2: Establish a city committee for the review of significant public infrastructure projects, providing input on potential aesthetic improvements that could be considered in project design.

Policy 3: Establish a process to review options available to the city to influence or regulate aesthetic qualities of private infrastructure.

Policy 4: Review sign standards to determine priorities on the amortization of nonconforming signage. Opportunities are available to improve the signage code to better meet community advertising needs while improving the cumulative visual impacts of signage.

Policy 5: Incorporate alternative approaches to landscaping such as low

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water and xeric landscaping, integrated landscape features with onsite stormwater facilities.

Policy 6: Recognize that infill and redevelopment sites with limited land area or an existing built environment may have limited abilities to account for onsite landscaping.

Policy 7: Evaluate landscaping code alternatives to determine if revisions should be incorporated to encourage landscape design that is outcome based vs. a prescriptive standard.

**GOAL 8: Public Space -- Inspire the citizens of Wenatchee to collectively reimagine and reinvent everyday public spaces and to see anew the potential of parks, the downtown, the waterfront, plazas, neighborhoods, streets and alleys, markets, campuses and public buildings.**

Policy 1: Look for opportunities to consider "placemaking", a process and philosophy centered around observing, listening to, and asking questions of the people who live, work, and play in a space in order to understand their needs and aspirations for that space and the community as a whole.

Policy 2: Public spaces are most effective when people of all ages, abilities, and socio-economic backgrounds can not only access and enjoy a place, but also play a key role in its identity, creation, and maintenance.

Policy 3: In concert with appropriate urban design, look for opportunities to incorporate creative patterns of use, paying close attention to the physical,

cultural, and social identities that define a place.

**Policy 4: Study the potential that residential and commercial alleys may provide in the community to create new public spaces. Inventory existing conditions, and consider potential improvements and costs for pilot projects. Engage business owners and neighborhoods to consider what opportunities exist in these spaces for enhanced circulation, neighborhood or community activities or spaces, and facilitating residential infill.**

**GOAL 9: COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM** – Further develop our community in areas related to decent housing, suitable living environments and opportunities to expand economic opportunities for low- and moderate-income individuals.

**Policy 1: Support efforts to create a formalized prioritization criteria to ensure that sidewalk projects are efficiently and effectively constructed with CDBG funds.**

**Policy 2: Continue to provide support for the Neighborhood Improvement Grant to allow community members the opportunity to build connections and revitalize the community.**

## PARKS, RECREATION, AND OPEN SPACE

### TOPICS

- Purpose
- Referenced Plans
- Park Types
- City Parks and Facilities
- City Recreational Programs
- Non-City Recreation Programs
- Non-City Parks and Facilities
- Habitat PlanFoothills
- Level of Service Standards
- Goals and Policies

### PURPOSE

The purpose of the Parks, Recreation and Open Space Comprehensive Plan element is to establish a framework to guide the acquisition, development and improvement of park areas and facilities, and the provision of recreational services throughout the City of Wenatchee. It is designed to meet the City's recreational, and assist with in meeting social, and cultural needs now and into the future.

As a recreational paradise, Wenatchee celebrates nature and offers outdoor enthusiasts a wealth of adventure. Annually the area attracts visitors and new residents because of the area's natural beauty. Providing parks, recreational opportunities, civic and cultural activities, and an attractive setting in which to live is a part of a high-quality life.

Two of Wenatchee's vision statements are especially pertinent to this chapter:

*"The city will feature a variety of parks and open spaces, including an enhanced riverfront park, attractive neighborhood parks, and playfields, all connected by*

*a comprehensive system of pedestrian and bicycle trails."*

*"The city will protect and enhance its natural setting and environmental quality, including the surrounding hillsides, shorelines, and scenic vistas."*

### REFERENCED PLANS

The following chapter is a summary of the 2012-18 *Parks, Recreation & Open Space Comprehensive Plan* adopted by the City in conformance with Washington State Recreation Conservation Office (RCO) planning requirements. The full plan, ~~including the previously adopted 2015 Habitat Plan, 2009 Park Design Standards and Development Policies, 2015 Comprehensive Arts Plan and Foothills Trails Plan~~ has been adopted by reference and incorporated as if fully set forth herein. Other plan and design documents are significant components of the City of Wenatchee's parks, recreation and open space programs. These plans which were adopted by the city are identified as guidance documents. Plans, documents or studies which have been adopted as a component of this plan or serve as adopted guidance materials are listed in their entirety under the section, Relationship to Other Plans & Studies, in the Wenatchee Urban Area Plan. The 2010 Dog Off Leash Recreation Area Potential Study, 2011 Chelan Douglas Land Trust Trail Design Guidelines and 2010 Skate Area System Master Plan also previously adopted are incorporated as guidance documents.

The Parks, Recreation and Open Space Comprehensive Plan will be undergoing an update in 2017 with adoption anticipated in late 2017 or early 2018 to retain RCO grant eligibility.

### PARK TYPES

The most effective park system is composed of a variety of parks, each designed to provide a specific type of recreation experience or opportunity. When classified and used properly they are easier to maintain, satisfy needs, create less conflict between user groups, and have less impact on adjoining neighbors. Parks range in size and classification from small neighborhood parks to large natural open spaces.

***Neighborhood Parks***

Ideally, neighborhood parks are distributed equally throughout the community to serve citizens close to home. They are small in size and used for non-supervised or organized neighborhood recreational activities. Park guests should not be required to cross major arterials to access a neighborhood park. Typically a neighborhood park accommodates a variety of activities including children's playground, seasonally operated water features, picnicking, open grass for passive use, outdoor basketball courts and can include multi-use sports fields for soccer and youth baseball.

***Community Parks***

Community Parks are large urban parks designed to serve as a focal point for community-wide activities and, as such are intended to provide either the facilities or intensity of activities that are appropriate in the community where noise, lighting, vehicular traffic are appropriate for the neighborhood. Community Parks often include one specific use or focal point that makes them special.

***Regional Parks***

Regional Parks are recreational areas serving the city and beyond. They are large in size with special features that are unique to the area. Typically, they serve regional resources and focus on

active and passive recreation, regional trail systems, and access to statewide waters for camping, fishing, hiking, boating, and picnicking. The City of Wenatchee does not own or operate any park areas that fall within this classification.

***Special Use Areas***

Special Use Areas are public recreation facilities used for a special purpose such as city gateways, cultural activities, historic facilities, or specialized recreation.

***Natural Open Space Areas***

Natural open spaces can vary in function and size, and are defined as land or water left primarily in its natural state with recreation uses as a secondary objective. A network of natural open space can be comprised of wetlands, habitat areas, steep hillsides, or similar spaces. Sites are usually owned by a government agency and may or may not have public access. In some cases, environmentally sensitive areas are considered as open space while in other cases they protect and provide for placement of a unique feature.

***Trails, Pathways and Bikeways***

Trails, pathways and bikeways are designed to provide walking, bicycling and other non-motorized recreational opportunities. By providing linkages to other areas and facilities, they also allow non-vehicular options for travel throughout the community.

Primary Trails are intended for multiple uses, are accessible wherever possible, and are located conveniently to connect several community facilities. Secondary trails provide access for bicyclists, pedestrians, and equestrians, and are located to connect community facilities or neighborhoods or to provide access to primary trails.

Improved pathways are informal connections through or between neighborhoods, and are appropriate for pedestrian, equestrian, or off-road bicycle use. Unimproved pathways are pedestrian routes of variable width dictated by natural features and use. Equestrian pathways are typically a 6 foot wide, soft



surface path consisting of native soil material and overhead clearance.

Bikeways are different than trails or pathways in that their principal focus is on safe and efficient transportation. Typical bikeway user groups would include bicycle commuters, fitness enthusiasts, and competitive athletes. Their emphasis is on speed, which can be a serious conflict with recreation-type trails and their user groups. For this reason, it is important in planning trails and bikeways that trails not be substitutes for bikeways (and vice-versa). If such dual uses cannot be avoided, it is important that the trail or bikeway be designed with more flexibility, such as for higher speeds, including passing zones and greater widths.

### **CITY PARKS AND FACILITIES**

The City of Wenatchee owns and operates ~~212~~ public parks and recreation areas totaling 963.~~2792~~ acres. Detailed descriptions of the City owned parks and recreation facilities by classification type are contained in the Parks Recreation and Open Space Comprehensive Plan.

There are a number of city owned specialized recreational facilities such as basketball courts, wading pools and disc golf course located within the City of Wenatchee. Many of these facilities are contained within one of the park classifications.



**Table 1: Existing City Park and Recreation Areas and Facilities**

<b>PARK CLASSIFICATION TYPE</b>	<b>ACRES</b>
<b>NEIGHBORHOOD PARK</b>	
Centennial Park	0.41
Chase Park	0.52
Kiwanis - Methow Park	1.26
Pennsylvania Park	1.02
Okanogan Park (to be formally named)	0.29
<del>Cashmere Park (to be formally named)</del>	<del>0.65</del>
Washington Park	4.12
Western Hills Park	5.00
<b>TOTAL</b>	<del>13.27</del> <b>12.62</b>
<b>COMMUNITY PARK</b>	
Lincoln Park	22.00
Memorial Park	3.80
Pioneer Park	7.00
Rotary Park	8.00
Hale Park	4.97
Riverfront Park	26.39
<b>TOTAL</b>	<b>72.16</b>
<b>NATURAL OPEN SPACE</b>	
Saddle Rock Natural Area	325.12
Foothills North Natural Area	383.00
Lower Castle Rock Natural Area	36.82
Sage Hills Gateway	138.53
<b>TOTAL</b>	<b>883.47</b>

<b>SPECIAL USE AREAS</b>	
Locomotive Park	15.00
Skyline Drive Overlook	0.50
Rainbow Park	1.23
Saddle Rock Gateway	4.68
Wenatchee Cemetery	34.00
<b>TOTAL</b>	<b>55.41</b>
<b>SPECIALIZED FACILITY TYPE QUANTITY</b>	
Trails	0.59 mi
Pathways	3.89 mi
Bikeways	3.60 mi
Children's Play Area	7
Picnic Area	12
Water Play Area	4
Stage	2
Outdoor Basketball Hoops	4
Horseshoe Pitch	2
Disc Golf Course	1
Soccer Field	1
Youth Baseball Field	3
Outdoor Swimming Pool	1
Skate Area (spot, dot, area)	1
Historical Display	2

### **CITY RECREATIONAL PROGRAMS**

The Wenatchee Parks, Recreation and Cultural Services Department coordinates a variety of recreation programs and special events throughout the community. Programs are designed to: Strengthen community image and create a sense of place; Support tourism and

economic development; Foster human development and teach life skills; Promote health and wellness; Increase cultural unity; and increase a participant's self-esteem and self-reliance. Program classifications include: Athletics/Fitness, Aquatics, Outdoor Recreation, Special Events, Special Needs Programs and Youth Recreation.

### **NON-CITY RECREATION PROGRAMS**

Over 200 public, semi-public and private organizations provide additional recreation program opportunities to residents and visitors to Wenatchee. These groups are ever changing, and range from Wenatchee Youth Baseball and the YMCA to the Senior Activity Center, local churches and private businesses. Programs are provided in the areas of: Arts, crafts, music, athletics, fitness, aquatics, outdoor programs, cultural, special events, youth programs and camps, enrichment, martial arts, health, safety, and senior programs.

### **NON-CITY PARKS AND FACILITIES**

There are a number of other public agencies and private businesses that provide recreational opportunities to their guests, members or the general public. Areas range from the Morris Little League Complex, Appleatchee Riders Association equestrian complex and Apple Capital Recreation Trail to private fitness centers. This inventory does not include facilities that are owned by individual homeowners such as backyard swimming pools or home basketball courts.

Table 2: **Non-City Park and Recreation Areas and Facilities**

<b>PARK CLASSIFICATION TYPE</b>	<b>OTHER PUBLIC ACRES</b>	<b>SEMI PUBLIC/PRIVATE ACRES</b>
<b>NEIGHBORHOOD PARK</b>		
Wenatchee Racquet and Athletic Club	0	18.41
Sunrise Park	0	1.56

<b>PARK CLASSIFICATION TYPE</b>	<b>OTHER PUBLIC ACRES</b>	<b>SEMI PUBLIC/PRIVATE ACRES</b>
Broadview Park	0	1.80
Lewis and Clark Park	9.25	0
<b>TOTAL</b>	<b>9.25</b>	<b>21.77</b>
<b>COMMUNITY PARK</b>		
Triangle Park	8.79	0
Morris Park	0	4.58
Linden Tree Park	11.42	0
<b>TOTAL</b>	<b>20.21</b>	<b>4.58</b>
<b>REGIONAL PARK</b>		
Walla Walla Point Park	59.04	0
Confluence State Park	105.22	0
Ohme Gardens	42.30	0
<b>TOTAL</b>	<b>206.56</b>	<b>0</b>
<b>NATURAL OPEN SPACE</b>		
Horan Natural Area	97.90	0
Jacobsen Preserve	35.81	0
Homewater Property	596.69	0
Other Chelan Douglas Land Trust Holdings	107.21	0
<b>TOTAL</b>	<b>837.61</b>	<b>0</b>
<b>SPECIAL USE AREAS</b>		
Abraham Lincoln Elementary School	4.12	0
Columbia Elementary School	6.38	0
John Newberry Elementary School	9.90	0
Lewis & Clark Elementary School	3.35	0
Mission View Elementary School	9.23	0
Sunnyslope Elementary School	4.56	0
Washington Elementary School	8.15	0
Foothills Middle School	16.43	0
Orchard Middle School	3.01	0
Pioneer Middle School	3.52	0
Wenatchee High School	37.08	0
Westside High School	7.02	0
Wenatchee Valley College	43.42	0
Recreation Park	5.40	0
King's Orchard Church	0	3.69
St. Joseph's Church	0	12.53
Wenatchee Free Methodist Church	0	7.95
Seventh Day Adventist Church	0	7.10
First Assembly of God Church	0	2.34
The Church of Jesus Christ of Latter Day Saints	0	2.87
Appleatchee Riders	0	23.60
<b>TOTAL</b>	<b>161.57</b>	<b>60.08</b>
<b>SPECIALIZED FACILITY TYPE</b>	<b>QUANTITY</b>	<b>QUANTITY</b>
Trails	4.70	0
Pathways	3.60	0
Bikeways	0	0
Baseball Field	3	0
Youth Baseball Field	4	4
Outdoor Basketball Hoops	45	7
Football Field	4	0
Picnic Area	4	4

PARK CLASSIFICATION TYPE	OTHER PUBLIC ACRES	SEMI PUBLIC/PRIVATE ACRES
Play Area	6	8
Horseshoe Pitch	3	0
Outdoor Pool	1	7
Sand Volleyball Court	3	0
Regulation Soccer Field	5	1
Modified Soccer Field	14	3
Softball Field	10	1
Outdoor Tennis Court	19	12
Water Play Area	0	0
Equestrian Center	0	1
Boat Launch	2	0
Campground	1	0
Multi Use Field	9	8
Indoor Pool	1	1
Recreation Center	0	1
Ice Rink	2	0
Gymnasium	12	2
Racquetball Court	0	3
Rock Climbing Wall	0	2
Indoor Tennis Court	0	4
Weight/Fitness Room	1	6
Indoor Soccer Field	0	1

### **HABITAT PLAN**

The Parks, Recreation and Cultural Services Department has been protecting land and aquatic resources for outdoor recreation, habitat and open space since before it was officially established in 1953. This is accomplished by acquiring properties through the use of grant funding, working with project partners to leverage community donations, and receiving donations of land from private land owners. Through the process of working with private landowners, community groups and public agencies, by June 2015 the Department had protected in perpetuity, over 800 acres of land for outdoor recreation, habitat conservation and open space. The Parks Recreation and Cultural Services Department continues to work with community partners to protect hundreds of additional acres.

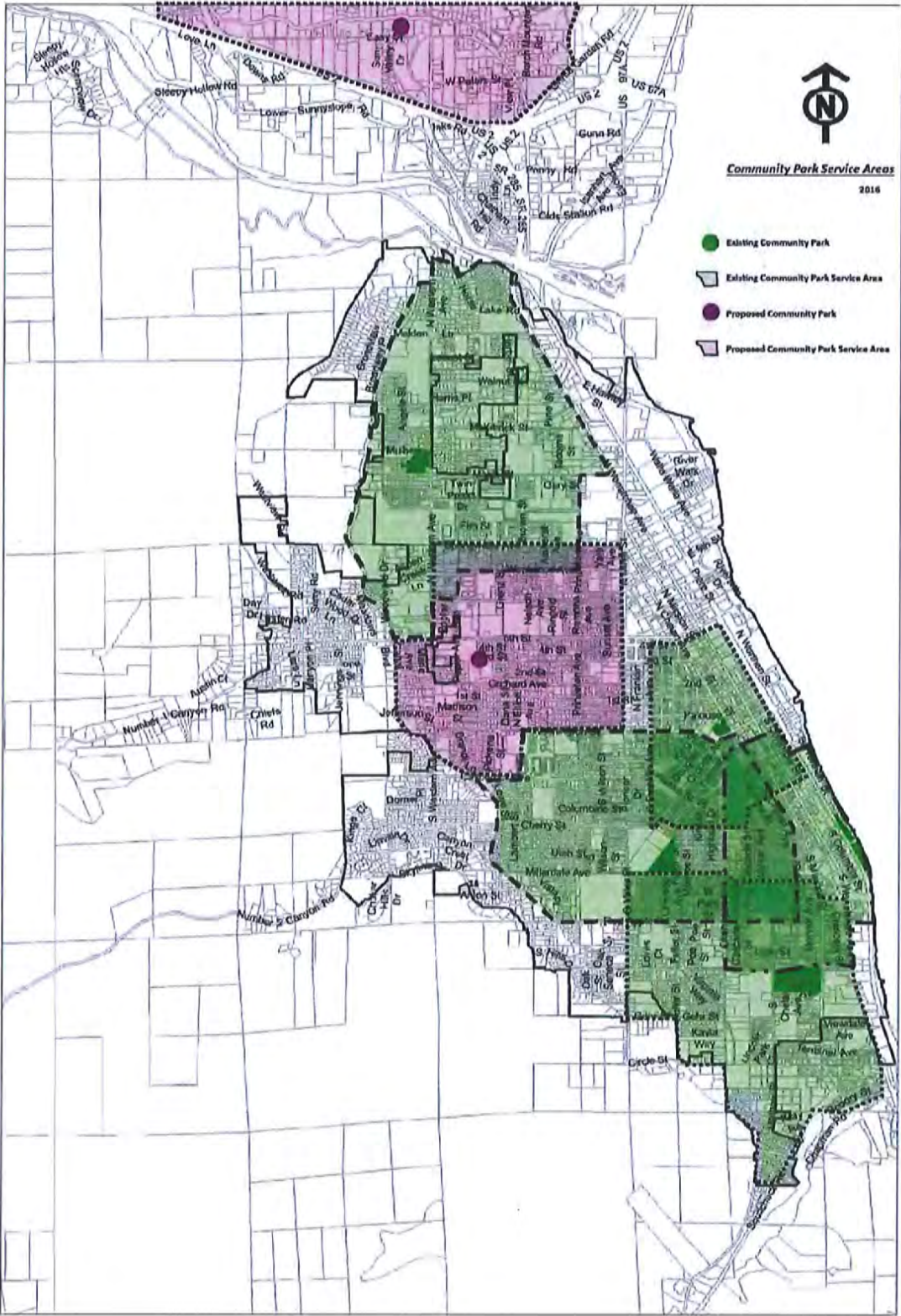
To provide guidance in determining acquisition and habitat enhancement priorities, the City of Wenatchee adopted its first stand-alone Habitat Plan in 2009. The document, titled, "The Foothills Community Strategy" was the culmination of a fourteen month long planning and community engagement effort led by the Chelan Douglas Land Trust and Trust for Public Lands in partnership with the City of Wenatchee and Chelan County. The community strategy was adopted by the Wenatchee City Council on July 8, 2010 as a supplement to the 2012-2018 Parks, Recreation and Open Space Comprehensive Plan. This Habitat Plan is an update to the community strategy and serves as the habitat component for the City of Wenatchee Parks, Recreation and Open Space Comprehensive Plan for the next six year cycle.

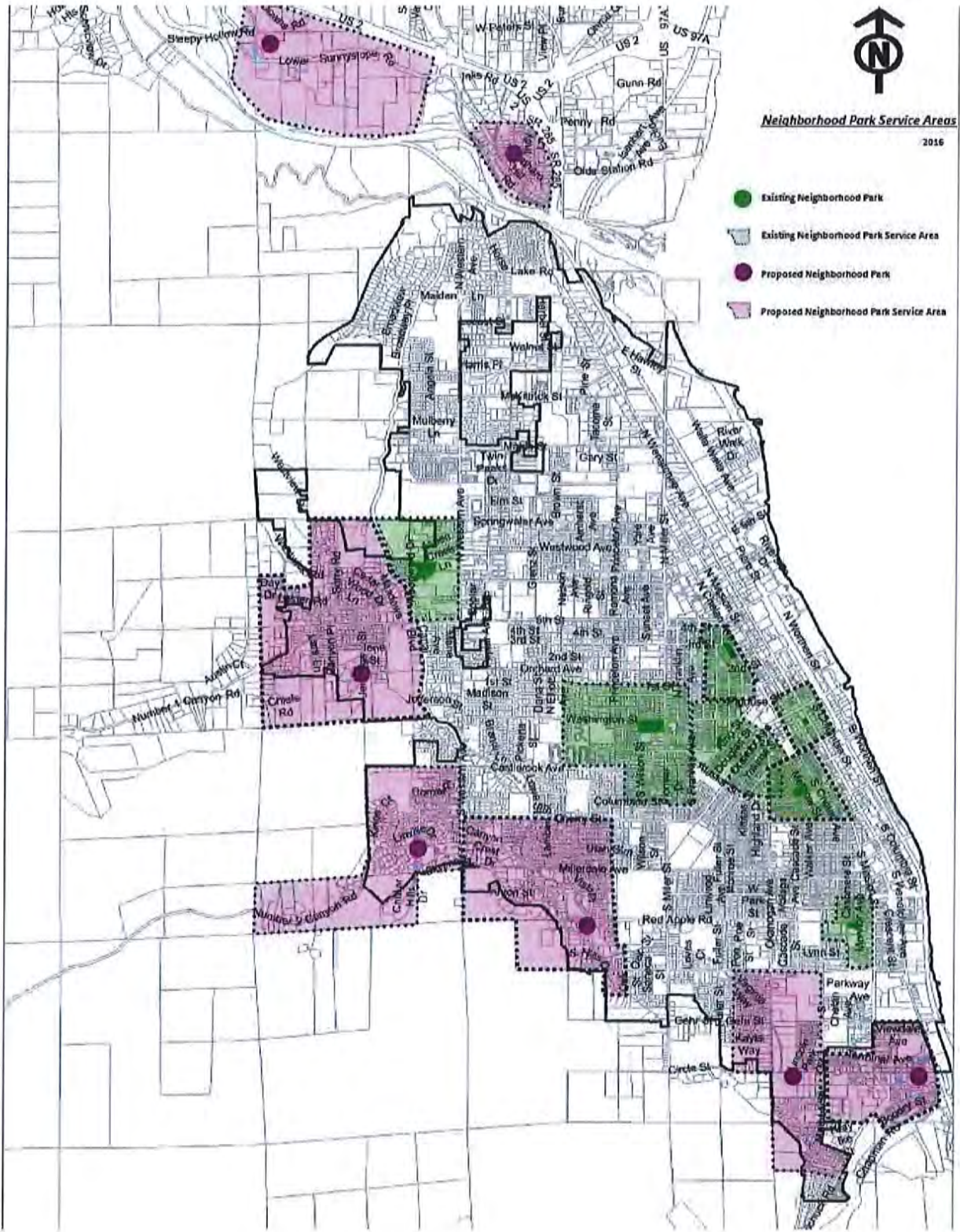
### **LEVEL OF SERVICE STANDARDS**

The 2012-18 Parks, Recreation & Open Space Comprehensive Plan has recommended level

of service standards for the various park facilities. For the purpose of this plan and implementation through development projects, no park level of service standards are adopted.

The following maps identify existing and proposed park service areas for neighborhood and community parks.





## **GOALS AND POLICIES**

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**GOAL 1: PARKS AND RECREATION PLANNING** - *Plan current and future parks and recreation facilities in a manner that is responsive to the site, accommodates future growth and balances the needs of the community.*

**Policy 1:** Evaluate the impacts of new development projects on the City's parks, recreation and open space resources through the SEPA environmental review process, identify potential significant adverse impacts of the development, and take appropriate steps to mitigate any reduction in such services.

**Policy 2:** Require development projects along designated trail routes to incorporate the trail as part of the project.

**Policy 3:** Designate publicly-owned trails and City-dedicated above-ground, access easements on private lands as Primary or Secondary trails and manage the use, maintenance, and operation of each trail accordingly.

**Policy 4:** Actively seek out agreements with utility providers for the use of utility easements for trail and trailhead purposes.

**GOAL 2: PARKS AND OPEN SPACE SYSTEM** - *Acquire and develop an interconnected system of multi-functional parks, trails, recreation facilities and open spaces that is attractive, safe and available to all segments of the City's population.*

**Policy 1:** Formalize policies and procedures for the acquisition and development of park and recreation facilities and areas.

**Policy 2:** Place a priority on the revitalization and improvement of existing parks and recreation facilities.

**Policy 3:** Provide parks, and recreation facilities that are needed, locally unique in character, historically significant, interconnected, inclusive, accessible and financially feasible to maintain.

**Policy 4:** Place priority on maximizing grants, alternative sources of funding, and inter-agency cooperative arrangements to develop the City's park, open space, and trail resources.

**Policy 5:** Market and promote parks and recreation facilities and the benefits of Parks and Recreation to residents and visitors of the community to increase awareness, donations, tourism and participation.

**Policy 6:** Coordinate park planning, acquisition and development with other City projects and programs.

**Policy 7:** Develop partnerships with other public agencies and the private sector to meet the demand for parks and recreational facilities in the City.

**Policy 8:** Recognize and support the importance of non-city facilities and programs that assist in meeting the needs of the community for parks, recreation and open space.

**Policy 9:** In the community, managed open space such as the Appleatchee equestrian facilities, Morris Little League Park, Chelan County Public Utility District Parks and special purpose districts among others are important to the historic



character, local economy, and quality of life enjoyed by local residents and visitors to the region. Support for the ongoing maintenance and operation of these facilities should be reflected in the city's implementation regulations.

**GOAL 3: PARKS MAINTENANCE – Maintain parks and recreation facilities in a manner that is responsive to the site, and balances the needs of the community with available funding.**

**Policy 1:** Actively seek out alternative funding sources for the development and maintenance of park and recreation facilities.

**Policy 2:** Continually seek operational efficiencies to ensure that parks and recreation facilities are provided to the community in the most cost effective manner possible.

**Policy 3:** Ensure that park and recreation facilities are used, operated, and maintained in a manner that is consistent with site-specific and regional natural systems.

**GOAL 4: RECREATION PROGRAM SERVICES – Recreation programs and services shall be based on the conceptual foundations of play, recreation, and leisure; constituent interests and needs; community opportunities; agency philosophy and goals; and experiences desirable for clientele.**

**Policy 1:** Prepare short and long range plans and policies to help guide the efficient provision of recreation programs to the community.

**Policy 2:** Programs shall provide opportunities in all program fields for

various proficiency levels, ability, socio-economic levels, racial and ethnic backgrounds, ages, and gender in accordance with the Department's mission.

**Policy 3:** Efficiently use the resources invested in publicly owned and operated recreation facilities including, but not limited to, City, County, PUD and School District sites.

**Policy 4:** Work with other recreation organizations to facilitate cooperative programming among the public, commercial, and nonprofit entities.

**Policy 5:** Market and promote recreation program opportunities and the benefits of parks and recreation to residents and visitors of the community.

**Policy 6:** Understand and plan for future needs and trends in recreation.

**Policy 7:** Expand services to meet the needs of the community by securing alternative funding sources that will allow for staffing and the provision of programs.

**GOAL 5: ORGANIZATIONAL DEVELOPMENT – Recruit, select and retain volunteers and staff members that represent the City of Wenatchee in a favorable manner and exhibit the professional skills reflected in the values of the City including: creativity, excellence, passion, integrity and service.**

**Policy 1:** Recruit, select, supervise, provide training, opportunities and support to volunteers.

**Policy 2:** Provide opportunities for professional growth and development for staff.

**Policy 3:** Strengthen relationships within community groups and organizations.

**Policy 4:** Ensure that volunteer and staff efforts are recognized and appreciated.

**Policy 5:** Promote open lines of communication to staff and both internal and external customers through a variety of methods including written, meetings and other means.

**Policy 6:** Develop organizational policies and procedures.

**GOAL 6: HABITAT PLAN - Support and Implement the City of Wenatchee Habitat Plan as an important policy and implementation plan which:**

- **Retains open space and greenbelt area within and adjacent to the City;**
- **Enhances recreational opportunities;**
- **Conserves fish and wildlife habitat; and**
- **Increases access to natural resource lands and water.**

**FOOTHILL TRAILS PLAN — Implement the foothill trails plan that provides access to significant environmental features along the western foothills:**

**Policy 1:** Work with the Chelan Douglas Land Trust to implement the Foothills Trails Plan; addressing protection, expanded and developed access, trail enhancement, and/or acquisition of lands necessary for implementation of non-motorized recreational use of the foothills with connections to the Apple Capital Recreational Loop Trail.

~~**Policy 2:** Where terrain and conditions permit public access, work in partnership with the development community to provide opportunities for public connections and access points to the Wenatchee foothills trails system.~~

~~**Policy 3:** Create a comprehensive system of multipurpose off-road trails using alignments through public landholdings as well as cooperating private properties where appropriate.~~

~~**Policy 4:** Link residential neighborhoods to Foothill trails and trailhead facilities through bike and pedestrian routes.~~

~~**Policy 5:** Furnish trail systems with appropriate supporting trailhead improvements that include interpretive and directory signage systems, rest stops, drinking fountains, restrooms, parking and loading areas, water and other services.~~

~~**Policy 6:** Where appropriate, locate trailheads at or in conjunction with park sites, schools, and other community facilities to increase local area access to the trail system and reduce duplication of supporting improvements.~~

~~**Policy 7:** Develop trail improvements of a design and development standard that is easy to maintain and access by maintenance, security, and other appropriate personnel, equipment, and vehicles.~~

~~**Policy 8:** Recognize that the Wenatchee foothills are a unique regional recreational resource.~~



## NATURAL ENVIRONMENT

### TOPICS

- Purpose
- Referenced Plans
- Background
- Critical Areas
- Shorelines
- Water Resources
- Air Quality
- Noxious Weeds
- Green Building
- FootHillsWildfires
- Goals and Policies



### PURPOSE

Given the extraordinary natural setting of Wenatchee and the growing recognition of the environment's relationship with economic and social well-being, the topics of this Natural Environment chapter could not be left out. This section, along with others in this Plan, speaks to one of the vision statements identified by locals in 2002: *"The city will protect and enhance its natural setting and environmental quality, including the surrounding hillsides, shorelines, and scenic vistas."*

In addition to addressing typical components of the natural environment (such as water, air and natural habitat), this chapter includes the Growth Management Act (GMA) mandatory critical areas and shorelines components conventionally found in the Land Use Element.

### REFERENCED PLANS

Multiple documents contain information not specifically included in this plan but are necessary for providing an overview of the City of Wenatchee's natural environment. Plans, documents or studies which have been adopted as a component of this plan or serve as adopted guidance materials are listed in their entirety under the section, Relationship to Other Plans & Studies, in the Wenatchee Urban Area Plan.

~~Documents that contain information not specifically included in this Plan but are necessary for providing an overview of Wenatchee's natural environment have been adopted by reference, as now and hereafter amended, into this Chapter:~~

- ~~• City of Wenatchee's Resource Lands and Critical Areas Development Ordinance~~
- ~~• Chelan County's Shoreline Master Program~~
- ~~• City of Wenatchee's Flood Hazard Ordinance~~
- ~~• City of Wenatchee Comprehensive Stormwater Management Plan~~
- ~~• City of Wenatchee Comprehensive Sewer Plan~~
- ~~• City of Wenatchee and Regional Water Plan~~
- ~~• City of Wenatchee Wastewater Facilities Plan~~

- ~~Chelan County Solid Waste Management Plan~~
- ~~Regional Water Wellhead Protection Plan~~

## **BACKGROUND**

Wenatchee is located in north central Washington-the heart of the Northwest. It is placed in a river valley along the Rock Island Reservoir, at the confluence of the Wenatchee and Columbia Rivers. The city is bound to the east by the Columbia River, to the north by the Wenatchee River, and to the west and south by the North Cascades foothills. Most of the urban growth area (UGA) is built on alluvial fans and flood deposits left by a series of major flood events from the Columbia River, Number One and Two Canyons, Dry Gulch, Wenatchee River, and Squilchuck Creek.

These natural features require an ongoing commitment from the City to protect the functions and values of critical areas while minimizing and avoiding hazards for the community from flooding, seismic, stormwater impacts or geologically hazardous areas.

Wildfires are also part of the ecology of the local natural environment for the Wenatchee Valley. Since 1992, the City of Wenatchee has been affected by 4 wildfire events. While these events are a natural component of our ecosystem, they have a significant effect on residents and the built environment.

## **CRITICAL AREAS**

Critical areas include wetlands, areas with a critical recharging effect on aquifers used for potable water, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas. The City of Wenatchee has adopted development regulations which both designate and protect these critical areas for the functions they provide and to avoid and minimize impacts to the community from potential hazards.

A further description of these critical areas includes:

- Wetlands- land areas inundated or saturated with surface water or ground water at a frequency and duration to support vegetation adapted to life in saturated soil.
- Areas with a critical effect on aquifers used for potable water- areas with a critical recharging effect on aquifers used for potable water, including areas where an aquifer that is a source of drinking water is vulnerable to contamination that would affect the potability of the water, or is susceptible to reduced recharge.
- Fish and wildlife habitat conservation areas- areas that serve a critical role in sustaining needed habitats and species for the functional integrity of the ecosystem, and which, if altered, may reduce the likelihood that the species will persist over the long term.
- Geologically hazardous areas- include those areas that are susceptible to erosion, sliding, earthquakes, or other geological events. These areas can pose a threat to the health and safety of citizens, and possibly to adjacent lands.
- Frequently flooded areas- are lands in the flood plain subject to at least a one percent or greater chance of flooding in any given year, or within areas subject to flooding due to high groundwater.

The City of Wenatchee was the first jurisdiction in the region to adopt critical area regulations and designations in response to the requirements of the Growth Management Act. Since the inception of the Growth Management Act in the 1990's the body of science, tools and approaches for critical areas continues to change. As a whole, recognizing that science is an evolving field, the Growth Management Act was amended to state under RCW 36.70A.172(1).” In designating and protecting critical areas under this chapter, counties and cities shall include the best available science in developing polices and development regulations to protect the functions and values of critical areas. In addition, counties and cities shall give special consideration to conservation as protection measures necessary to preserve or enhance anadromous fisheries.”

The City of Wenatchee has adopted and incorporated this standard in the designation and ongoing protection of critical areas and conducts a periodic review, at 8 year intervals, as required under RCW 36.70A.130 to ensure that best available science is incorporated in city policies, designations and requirements.

The adoption of critical area codes for jurisdictions in Washington State was a significant step in protecting the function and values of critical areas and minimizing and avoiding the impacts of hazards to the public. The effectiveness of critical area protection solely via a regulatory approach alone is limited. A more successful model includes public and private partnerships and investments with an emphasis on educational opportunities for the public.

This approach has been successful for the Wenatchee Valley. Since the 2006 City of Wenatchee Urban Area Plan update significant land purchases, trailhead and trail construction, educational events, critical area enhancements, and approaches or measures

to address local natural hazards have occurred in the Valley. These efforts have been possible through significant public private partnership and citizen involvement. Regional partners include but are not limited to the City of Wenatchee, Chelan County, federal and state agencies, the Chelan County Public Utility District, the Trust for Public Lands, the Chelan-Douglas Land Trust, and Cascadia Conservation District, among others.

The most recent coordinated effort is the development of the City of Wenatchee Habitat Plan prepared by the City of Wenatchee Parks, Recreation and Cultural Services Department. This updated plan provides guidance in determining acquisition and habitat enhancement priorities. Through the process of working with private landowners, community groups and public agencies, the Department has protected in perpetuity, over 800 acres of land for outdoor recreation, habitat conservation and open space. The Parks Recreation and Cultural Services Department continues to work with community partners to protect hundreds of additional acres.

As stated in the Growth Management Act, each city (and county) shall adopt development regulations that protect critical areas designated under the Revised Code of Washington (RCW) 36.70A.170. Critical areas include:

- 1) Wetlands;
- 2) Areas critical to the protection of drinking water resources;
- 3) Areas sensitive to flooding (at least a one percent chance each year—100 year flood plainne);
- 4) Geologically hazardous areas (such as areas susceptible to landslides, and erosion), and

5) Fish and wildlife habitat conservation areas.

The GMA requires that the best available science be included in developing policies and development regulations to protect the functions and values of critical areas. Special consideration should be given to conservation or protection measures necessary to preserve or enhance anadromous fisheries, which rear migratory fish.

Wenatchee has adopted the *Resource Lands and Critical Area Development Ordinance*. Designated critical areas within the Wenatchee urban growth area include: wetlands, frequently flooded areas, and erosion and landslide hazard areas. The Ordinance does not designate agricultural lands of long-term commercial significance but assures the continued use of farm lands for agricultural purposes.

Although Wenatchee currently has no designated fish and wildlife habitat conservation areas, habitat areas are still provided in and around the city. The Columbia River and associated waterfront provide habitat for waterfowl, fish, and other indigenous flora and fauna. The extensive network of parks and open spaces along the waterfront increase the success and availability of habitat for wildlife. Additionally, the foothills surrounding Wenatchee provide a large habitat area for wildlife, particularly in the winter for mule deer.

Options to consider for Critical Areas include:

1. Current Ordinance. Wenatchee's *Resource Lands and Critical Area Development Ordinance* illustrates classified critical areas and describes corresponding development requirements.
2. Fish and Wildlife Habitat. Designating locally significant fish and wildlife habitat areas and providing development regulations could help protect the functions and success of such areas.

~~3. Update Designations. Review all land area for accurate critical area designation and expand the available information to outlying urban growth areas.~~

~~4. Update Regulations. Help ensure public safety and protect critical areas by reviewing critical area regulations for the use of best available science practices, and attention to deterring cumulative effects.~~

### **1. SHORELINES**

Washington State's citizens voted to approve the Shoreline Management Act of 1971 in November 1972. The adoption of the Shoreline Management Act (Act) recognized "that the shorelines of the state are among the most valuable and fragile of its natural resources and that there is great concern throughout the state relating to their utilization, protection, restoration, and preservation" and that a, "coordinated planning is necessary in order to protect the public interest associated with rights consistent with the public interest" (RCW 90.58.020). The Act seeks to provide environmental protection for shorelines, preserve and enhance shoreline public access, and encourage appropriate development that supports water-oriented uses.

Under the Act, shoreline master programs are created and implemented based on a "cooperative program of shoreline management between local government and the state". The nature of a master program is that it is both a policy and a regulatory document. The City of Wenatchee adopted the first City of Wenatchee Shoreline Master Program effective on October 31, 2014, replacing and superseding the previous Chelan County Shoreline Master Program that was applicable in the City.

As provided ~~As stated~~ in RCW 36.70A.480, the goals and policies of the City of Wenatchee Shoreline Master Program are an element of the City of Wenatchee Urban Area Plan. The development of the city's shoreline master program was done to provide a consistent



document that worked in concert with the city's comprehensive plan. With respect to critical areas within the shoreline jurisdiction, adopted standards and policies for the master program provide an equal or greater level of protection to the city's critical area code, adopted under the Growth Management Act. This is particularly important given the city's mandate to give special consideration to conservation and protection measures necessary to preserve or enhance anadromous fisheries, which primarily occur associated with the shoreline of the Wenatchee and Columbia Rivers and their associated wetlands.

Similar to the City of Wenatchee's Urban Area Plan, the City of Wenatchee Shoreline Master Program will also be updated on an eight year update cycle.

an approved shoreline master program (SMP) for a county shall be considered an element of a city (or county's) comprehensive plan.

In accordance with the Shoreline Management Act, the Chelan County Shoreline Master Program was adopted in 1975. The SMP applies to all uses and activities on shorelines, shorelines of statewide significance (including associated shore lands within 200 feet of shoreline), and associated wetlands.

In 2003, the State legislature linked SMP updates with the Growth Management Act update cycle. The Chelan County SMP must be updated on or before December 1, 2013 and will be reviewed by the State Department of Ecology to insure compliance with the Shoreline Management Act.

## **WATER RESOURCES**

Water resources include the East Bank Aquifer (the source of Wenatchee's public water supply), emergency back-up wells, treated waste water effluent, irrigation districts serving parts of the City and urban growth area, storm-water-run-off, and local surface water bodies including the Columbia River and the Wenatchee River.

### ***Stormwater***

According to the Department of Ecology, storm-water is the leading contributor to water pollution in urban areas. Storm-water is defined as runoff during and following precipitation and snowmelt events, including surface runoff, drainage or interflow. surface water that comes from natural sources (rain and snow-melt) and from human sources (e.g. car washing, agriculture and landscaping irrigation). The water runs Rain and snowmelt run onto impervious surfaces (roads, sidewalks, parking lots) where it picks up pollutants left by human activities including cars, fertilizers, and pets. The stormwater enters the municipal stormwater system through catch basins and inlets and in most places discharges directly to local rivers and creeks without treatment. The water continues to flow over impervious surfaces, heats up on the asphalt (during the summer), and makes its way to a nearby storm drain that collects the water and discharges it to a nearby water body. Common pollutants in storm-water include lead, zinc, copper, chromium, arsenic, cadmium, oil and grease, nutrients, bacterial/viral agents fecal coliforms, organic toxins, and sediments, and heat. Potential sources consist of motor oil leaky vehicles, various vehicle parts and emissions, gasoline, domestic animals pet waste, sanitary sewer overflows or illicit connections sewer systems, pesticides, paints, solvents, combustion and petroleum products, construction sites, stream channel

~~and land erosion, vehicle washing, fertilizers, and vegetative matter, and pavement runoff.<sup>1</sup>~~

Under the federal Clean Water Act, ~~all states are required to treat storm water as a point source discharge, which means it must be released into State waters in a confined and discrete manner. As a result, in 1999,~~ the Environmental Protection Agency (EPA) published the Phase II storm water regulations in 1999, extending requirements for a National Pollutant Discharge Elimination System (NPDES) municipal storm-water permit to all municipalities located in urbanized areas. The NPDES permit requires the implementation of a storm-water management program that plans to reduce the discharge of pollutants, reduce impacts to receiving waters, eliminate illicit discharges, and makes progress towards compliance with surface water, ground water, and sediment standards.<sup>2</sup>

~~Statewide issuance of the new NPDES storm water permit and creation of a storm water management program are scheduled for December of 2006. For this reason, Wenatchee, Chelan County, Douglas County, and East Wenatchee have developed an inter-local agreement to work together on a regional storm water management program to be applied in the greater Wenatchee Valley. A Wenatchee Valley Stormwater Technical Advisory Committee has been created and the group was allotted grant funding totaling \$300,000 to help develop a plan, which should be drafted over the next year.~~

Since the first federal NPDES storm water requirements went into effect in 2003NPDES Eastern Washington Phase II Municipal Stormwater Permit was issued in 2007 by the Washington State Department of Ecology, the City has developed many of the control measures required in a storm water management program and implemented the Wenatchee Valley Stormwater Management Program. The program was developed in coordination with four other permitted agencies including Douglas County, Chelan County, and City of East Wenatchee. The six required elements of the program are reviewed and updated annually: Public Education and Outreach, Public Involvement and Participation, Illicit Discharge Detection and Elimination, Construction Site Stormwater Runoff Control, Post-Construction Stormwater Management for New Development and redevelopment, and Municipal operations and maintenance. In addition, the program addresses the preparation of an annual stormwater program plan, documentation of coordination mechanisms for implementing the program, and recordkeeping and monitoring requirements. All development within the city is required to control storm water such that it doesn't damage adjoining properties, route storm water to the City system if capacity is available, extend City infrastructure in accordance with our Comprehensive Plan, and provide water quality treatment for all construction activities. All commercial development must address water quality on site and some must be capable of detaining storm water in case of flood events. The City Street Division also routinely sweeps streets to help keep debris out of the storm drain system. In addition, the City's Water Resources Division responds to complaints of illicit discharges and provides information to the public about all of our water systems

<sup>1</sup>-Washington State Department of Ecology. 2004. *Report to the Legislature: Municipal Stormwater NPDES Permit Program*. <http://www.ecy.wa.gov/pubs/0410010.pdf>.

<sup>2</sup>-Ibid.

including water supply, wastewater and storm water.

Although most of the urban area is connected to the storm-water collection system and, it discharges directly into local waters. To reduce the impact of stormwater discharges from new development and re-development, the City has implemented and encouraged the use of low impact development. Storm water can be accommodated for through design, however. A common term for such design is "low impact development". Low impact development is a stormwater and land use management strategy that strives to preserve the natural landscape, emphasize conservation, and infiltrates stormwater on-site. comprehensive planning and engineering design approach with a goal of maintaining and enhancing pre-development hydrology systems of urban watersheds.<sup>3</sup> Common methods include designing streets that channel water run-off onto landscaped areas, using pervious pavement materials, and incorporating water run-off on site through landscaping and design.



Low Impact Streets  
Portland, OR

Another option for managing storm-water involves expanding the storm-water system to include filtering or adding water quality treatment at outfalls to surface water and throughout the system. Water quality treatment facilities can be above ground in the form of swales and ponds or below ground, such as hydrodynamic separators and filters. One method could be to create/enhance wetlands that filter water run-off and serve as valuable wildlife habitat. Some jurisdictions also re-use storm water (and/or treated wastewater) for irrigation.

Options to consider for sStormw-Water include:

1. Low Impact Development. Explore the use of low impact development techniques in city streets, new and re-development so as to decrease the volume of storm water entering the City system and surrounding waters.
2. Extend Storm Water Requirements. Require all new development and appropriate redevelopment to infiltrate storm water on-site.
3. Education. Continue efforts to inform the public about storm water's effects on water quality, the way the City's storm water system works, and how individual actions affect storm water.

### **Water Supply**

Located just north of Rocky Reach Dam, the Eastbank Aquifer is the primary source of drinking water for the City of Wenatchee, East Wenatchee Water District and Public Utility District No. 1 of Chelan County. Aquifers, such as the Eastbank Aquifer, act as a natural filter and underground storage for water. The Eastbank Aquifer is recharged by the Columbia River, and has produced consistently high quality water since 1983. The aquifer provides an average of 10.5 million gallons per day to Wenatchee Valley

residents. To protect this valuable natural resource, the City implements programs for water quality monitoring, cross connection control, wellhead protection, and water use efficiency.

In 2003 the Municipal Water Law (Engrossed Second Substitute House Bill 1338) established a requirement for all municipal water suppliers to use water efficiently to insure water for future demand. The City's Water Use Efficiency program includes metering production and consumption, public education and outreach, capital improvements to address leaks, and annual reporting on water system leakage. Wenatchee has an arid climate with an average annual rainfall of less than ten inches. This desert-like environment turns water into an extra valuable resource that should be conserved as much as possible. A great way to conserve water resources and protect water quality is by planting landscaping that utilizes storm water run-off. The City's water use efficiency also promotes low water-use landscaping or xeriscaping. A term for one popular method of conservation landscaping suitable for arid climates is Xeriscape™, which Xeriscape techniques help conserves water by using plants that are native, drought-resistant, and/or need little extra water.

To meet the needs of existing customers and future growth in the Wenatchee Valley for the next fifty years, the City and the regional partners have been developing a second water source south of Wenatchee. Construction of the second water source is expected to begin in 2018 and pipeline construction is planned for 2019. The new water source will provide redundancy and improved reliability of service.

Another ~~emerging~~ method for conserving water is by ~~re-using storm and/or using treated sewer water~~ reclaimed water for irrigation. Presently, a number of properties get irrigation water from the Wenatchee Reclamation District. This water is drawn from the Wenatchee River and distributed by the highline canal. Also, many other properties use domestic drinking water for irrigation purposes. The less domestic water used for irrigation, the less often the City needs to apply for more water rights.

Options to consider for Water Supply include:

1. Landscaping. Update the Landscape and Screening Ordinance to promote landscaping that conserves water.
2. Reuse Waste Reclaimed Water. ~~An emerging method to conserve water is to reuse~~ Use collected storm and/or treated sewer-reclaimed water for irrigation. More analysis would be necessary to see if it's feasible for Wenatchee.
3. Education. Promote water conservation use efficiency in buildings, appliances, landscaping, and daily life through public outreach and informational materials.

## **AIR QUALITY**

Washington State has been steadily improving its air quality; as of 2004 all but one area met the federal clean air standards. The State's major air pollution sources, according to the Department of Ecology, include motor vehicles, other non-road vehicles and equipment (lawnmowers, boats, trains and recreational vehicles), industrial emissions, wood stoves and fireplaces, and outdoor burning. Motor vehicles (59%) and other non-road vehicles (20%) combined produce nearly 80% of air pollution.

In addition to vehicles, outdoor burning can be a significant contributor to air degradation. Within Wenatchee city limits, no outdoor

burning of any kind is allowed. However, in the UGA outside of the city limits, agricultural burning is allowed for business purposes only.

The Department of Ecology measures one air pollutant in Wenatchee: particulate matter 2.5 (PM 2.5). PM 2.5 refers to particles (less than 2.5 microns in size) of soot, dust, and unburned fuel in the air, mainly caused from combustion (diesel emissions, woodstoves, industry, and outdoor burning). The EPA set PM 2.5 standards not to exceed 65 micrograms per cubic meter of air, averaged over 24 hours, and 15 micrograms per cubic meter of air, averaged over a calendar year.

While Wenatchee records show adherence to measured air quality standards, air inversions, common during the winter, can decrease local air quality significantly.

Options to consider for Air Quality include:

1. Automobiles. Promote the use of alternative modes of transportation (walking, bicycling, mass transit) to diminish dependency on single-occupied vehicles, the leading contributor to air pollution.
2. Education. The community's contribution to air degradation could be reduced by educating the public on principal sources of air pollution and how personal choices affect air quality.
3. City Leadership. Purchase low-emission and/or cleaner burning vehicles by City departments to lessen the City's contribution to air pollution and promote business action to improve air quality.

## **NOXIOUS WEEDS**

Noxious weeds are nonnative plants that have been introduced to a particular area or ecosystem. Because of their aggressive growth and lack of natural enemies, these species are highly destructive, competitive, and difficult to control.

In RCW 17.10, Washington State mandates the control of many weed species, holding landowners responsible for controlling weeds on their property. If landowners fail to comply, the county's noxious weed control board may control weeds at the owner's expense.

The most troublesome noxious weeds within Wenatchee include puncturevine (goathead), knapweed, and kochia. In outlying county areas, toadflax is also a problem. Puncturevine, known to many as "goat heads," is an increasing problem in city alleys and fields. The seeds are very persistent, remaining viable for years, and the small,



sharply pointed burs commonly get stuck in tires, pets, shoes, and bare feet.

Options to consider for Noxious Weeds include:

1. In-Field Program: Create a noxious weed program that actively pursues controlling noxious weeds on public property and

rights-of-way (especially alleys) and informing affected private landowners.

2. Public Outreach: Work with Chelan County Noxious Weed Control Board to increase public awareness and promote volunteer clean-up action.

## **GREEN BUILDING**

Green building refers to an approach applied to the design, construction, and operation of buildings that helps mitigate adverse environmental, economic, and social impacts of buildings. For instance, in 1996, building construction and demolition contributed nearly 60 percent of all U.S. non-industrial waste. In 2002, buildings accounted for 38 percent of total carbon dioxide emissions, almost 68 percent of electricity consumption, and nearly 40 percent of total energy consumption for the nation.<sup>4</sup> We spend an average of 90 percent of our time in buildings yet the air quality inside is two to five times worse than outside air (U.S. EPA). Green building practices recognize the relationship between natural and built environments and seek to minimize the use of energy, water and other natural resources; minimize waste generation; and provide a healthy, productive indoor environment.

General strategies for green building include: developing a site to preserve natural water flow, reducing construction waste, designing buildings that support good indoor air quality and the efficient use of natural resources, and using materials that are less detrimental to the environment.

<sup>4</sup> U.S. EPA. 2004. *Buildings and the Environment: A Statistical Summary*. <http://www.epa.gov/greenbuilding/pubs/gbstats.pdf>

Benefits of green building include: reduction of waste, decreased water use, energy conservation, reduced operating and maintenance costs, improved indoor air quality, as well as improvements in employee morale, health, productivity, recruitment, retention, and public image.

Many home builder associations throughout Washington have developed green building programs for their areas. Most have a checklist that offers different green building strategies with point values assigned to each, allowing developers different ways to incorporate green techniques. A point system allows the creation of a regional certification program by rating different green buildings (e.g. one to five stars) according to how many points are achieved.<sup>5</sup>

~~Options to consider for Green Building include:~~

- ~~1. Incentives. Providing incentives for new/redevelopment to use green building techniques could introduce the concept to the community and economy in a non-regulatory manner.~~
- ~~2. Public Projects. The City government can lead the way in green building for our area by requiring all new public projects to employ green building techniques. This would provide locally successful examples, demonstrate to the community that the City cares about the urban and natural environment, and promote green building-related local industries.~~
- ~~3. Green Building Program. Work with the local home builders, realtors, and environmental associations/groups in developing a regional green building certification program.~~
- ~~4. Construction Waste. Develop a construction recycle program that~~

<sup>5</sup> BUILT GREEN Washington. 2006. <http://www.builtgreenwashington.org/>

~~provides recycling service to construction sites, promoting recycling and reusing applicable construction/demolition waste.~~

### WILDFIRE-

~~There have been four significant fire events within the City of Wenatchee in recent history, with two of these events resulting in structure loss. The 1992 Castle Rock Fire resulted in the loss of 17 homes and 15 apartment units, while the 2015 Sleepy Hollow Fire extended well into the urban core of Wenatchee, destroying 29 homes and four industrial buildings in North Wenatchee near the waterfront.~~

~~As a community the City of Wenatchee has been proactive in its approach to wildfires, in 2011 adopting a Wildland-Urban Interface Chapter. The Objective of the Chapter is: "...to establish preferred construction materials, methods and planning that reduce the hazards to life and property associated with the building's ability to withstand exposure to wildfire events." Additionally, the City has been pro-active in emphasizing the need for effective circulation systems which provide for Secondary Access in future transportation corridors and development. Water utilities have been coordinated between the Chelan County PUD and the City of Wenatchee to ensure sufficient water supplies during wildfire events. These actions and the redevelopment of impacted areas help demonstrate the community's resilience to natural hazards.~~

~~Still, more work is necessary to become a Fire Adapted Community. Being a Fire Adapted Community is part of the National Cohesive Strategy which~~

recognizes that need to manage landscapes which represents the fuel source, improve fire response or fire suppression capacity, and develop Fire Adaptive Communities. A Fire Adapted Community is one that works to prevent fire, prepares for the event of fire, and is suited to recover from fire when it happens. The City of Wenatchee and Chelan County Fire District No. 1 are committed to growing community resilience as wildfire will always be a threat to cities throughout North America.

"Community resilience is the capability to anticipate risk, limit impact, and bounce back rapidly through survival and adaptability, evolution, and growth in the face of turbulent change." CARRI Report, Community Resilience, An Analysis

While the steps that Wenatchee had taken to improve and adapt to wildfire hazards were positive, the City seeks to learn from the most recent wildfire event that devastated the community.

In 2015 the City of Wenatchee applied to the Community Planning Assistance for Wildfire Program, CPAW, to be one of five communities to be evaluated with professional consulting services including land use planners, foresters, wildfire risk modelers and hazard mitigation specialists to integrate wildfire mitigation measures into the development planning process. CPAW is a partnership between Headwaters Economics and Wildfire Planning International. The program is funded through a cooperative agreement with the USDA Forest Service and private foundations.

A multi-disciplinary team worked with local stakeholders in a nine month process looking at Wenatchee's unique wildfire needs. Recommendations have been provided to the City in August 2016. Chelan County has also applied for this program and will be a participant for 2017.

The City of Wenatchee will be developing a Wildfire Protection Plan for the City in partnership with Chelan County Fire District No. 1, engaging stakeholders and the public. The City anticipates coordinating with Cascadia Conservation District and Chelan County in the development of Wildfire Protection Plans which have overlapping interests for wildfire protection.

As Wildfire Plans are developed and implementation measures such as code and policy changes, and private and public measures are pursued, it is clear that a community response will be the most effective in increasing Wenatchee Valleys' adaptive capabilities to wildfire risk and events.

**FOOTHILLS**

The foothills of the North Cascades provide many different services to our community. Besides a great view, they provide valuable recreational, open space and wildlife habitat, in addition to defining the Wenatchee Valley. With a limited land supply, however, housing has been encroaching into the foothills.

Much of the area is designated as Critical Areas for flood, erosion, or landslide hazards. Additionally, traffic circulation in an emergency event (such as a flood or wildfire) is an increasing



concern. While the number of residents has been increasing, the number of primary access roads has not kept up proportionately. In the most severe case, approximately 550 parcels funnel onto No. 1 Canyon Road/5th Street from the surrounding foothills neighborhood.

As the city's most noted scenic and recreational asset, residents have voiced strong opinion to protect the open space character of the foothills and enhance the recreational trail system.

Options to consider for the Foothills include:

1. Wildlife Area. The City could designate appropriate areas along the foothills as critical wildlife areas, providing additional protection measures.
2. Public Participation. Becoming the lead public agency in developing and maintaining the foothills trails system could improve the management, expand the trails area, and secure more private property infiltrated throughout the trails system.
3. Foothills Plan. Developing a foothills plan

that addresses transportation access, disaster preparedness, and environmental protection could increase public safety and welfare, and diminish negative cumulative effects of encroaching development.



## **GOALS AND POLICIES**

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**GOAL 1: EDUCATION** - *Foster a community that values, understands, and protects our environment, thereby sustaining a healthy and desirable place to live.*

**Policy 1:** Be an active player in education and involvement programs that raise public awareness about environmental issues, advocate respect for the environment, and demonstrate how individual and cumulative actions directly affect our surroundings.

**Policy 2:** Work in cooperation with public agencies, local organizations, associations, departments, and groups in creating and carrying out environmentally-related programs and outreach efforts.

**Policy 3:** Actively pursue grants that will aid in creating a more sustainable and healthy community.

**Policy 4:** Be a business leader in fostering environmental awareness in City departments by purchasing environmentally sensitive products, and promoting energy and water conservation, proper waste management and more environmentally responsible modes of transportation.

**GOAL 2: CRITICAL AREAS** -- Maintain critical area functions and values within the City while seeking to protect the public and personal property from the effects of natural hazards. ~~Protect public safety and the ecological functions of critical areas by mitigating development depending on area characteristics.~~

**Policy 1:** Regulate or mitigate activities in or adjacent to critical areas to avoid adverse environmental impacts. ~~Ensure any development in critical areas adequately mitigates potential negative impacts associated with the specific conditions.~~

**Policy 2:** Review, amend and where appropriate expand critical area designations and associated development regulations to provide for accuracy, effectiveness, and utilization of best available science.

**Policy 3:** Preserve and protect anadromous fish, and threatened, endangered and candidate species as identified by federal and state agencies.

**~~Policy 3:~~** ~~Designate fish and wildlife habitat corridors along the waterfront and in the foothills where appropriate.~~

**Policy 4:** Designate within the UGA, frequently-flooded areas in accordance with Federal Emergency Management Act (FEMA) criteria.

**Policy 5:** Encourage the use of clustered development and other innovative designs that aim to preserve the functions of critical areas and further public safety.

**Policy 6:** Seek to protect the public and personal property from the effects of landslides, seismic hazard, steep slope failures, erosion, and flooding by private and public projects incorporating best available science into project design, avoiding or mitigating for potential impacts.

**Policy 7:** Continue to coordinate with federal, state, and local agencies and non-profit organizations to provide for critical area protection, protection of the public safety, and ongoing educational opportunities associated with critical areas.

**Policy 8:** Where avoidance measures are not possible for critical area impacts, ensure that mitigation measures include appropriate performance measures to provide successful implementation of mitigation and the maintenance of functions and values of the applicable critical area consistent with best available science.

**Policy 9:** Promote ecosystem-based wildland fire planning and wildfire risk reduction policies for critical/environmentally sensitive areas.

**GOAL 3: SHORELINES – The goals and policies of the City of WenatcheeChelanCounty Shoreline Master Program (SMP) are incorporated by reference into this Comprehensive Plan.**

**Policy 1:** Maintain consistency between the City of Wenatchee Shoreline Master Program and the City of Wenatchee Urban Area Plan. Produce an updated SMP for the Wenatchee UGA prior to the next update deadline in 2013.

**GOAL 4: WATER RESOURCES - Undertake comprehensive efforts to conserve water, ensure adequate supplies, and improve water quality.**

**Policy 1:** Continue compliance with the federal Clean Water Act and National Pollutant Discharge Elimination System permits.

**Policy 2:** Employ low impact development practices where feasible through City projects, incentive programs, and new development and street standards.

**Policy 3:** Establish land use regulations that limit the amount of impervious surface area in lower density residential areas.

**Policy 4:** Continue to evaluate emerging technologies for feasibility with Wenatchee's public water supply, sewer treatment and storm water collection systems.

**Policy 5:** Adopt landscape and screening standards that conserve water through a variety of techniques including the use of native flora.

**Policy 6:** Continue encouraging connections to the City's sewer collection system for development within the city limits.

**Policy 7:** Continue protection and evaluation of safe development practices for the East Bank Aquifer to utilize the fullest potential of this valuable drinking water resource.

**GOAL 5: AIR – Protect and improve the area's air quality.**

**Policy 1:** Implement a land use and transportation system that decreases the dependence on personal automobiles and increases the appeal of non-motorized transportation and mass transit.

**GOAL 6: NOXIOUS WEEDS – Prevent the spread of non-native plants and promote the use of native flora in landscaping.**

**Policy 1:** Develop a plant reference guide for landscaping that illustrates native species acclimated to our environment; helping conserve water resources and prevent the spread of invasive species.

**Policy 2:** Ensure that the City's *Landscape and Screening Ordinance* is compatible with the exclusive use of native flora in landscape plans.

**Policy 3:** Support the Chelan County Noxious Weed Control Board in efforts to control noxious weeds throughout the city.

**GOAL 7: GREEN BUILDING – Integrate natural and developed environments to create a sustainable urban community.**

**Policy 1:** Create informational documents with green building methods and local resources to aid new development in utilizing “green” techniques.

**Policy 2:** Become a leader in sustainable development by requiring all new public development to employ green building techniques.

**Policy 3:** Create incentives for the voluntary application of green building methods in the private sector.

**Policy 4:** Working in partnership with local building, realtor and environmental groups, create a local, voluntary green building rating and certification program for new and remodel development.

**Policy 5:** Work with the regional waste recycling company to create a construction/demolition recycling program to divert construction and demolition waste from the regional landfill.

**WILDFIRES, GOAL 7: Acknowledge the impacts that wildfires have on the Wenatchee Valley. Seek to develop and implement approaches to adapt to the risks of wildfires making the City of Wenatchee a more fire adaptive community.**

**Policy 1:** Coordinate with regional stakeholders in the development and implementation of a City of Wenatchee wildfire protection plan and program.

**Policy 2:** Review the development code and land use recommendations of the Community Planning Assistance for Wildfire Program for the City of Wenatchee and Chelan County. Through a public process including key stakeholders balance these recommendations and potential amendments with the other policy components of the City of Wenatchee Urban Area Plan and community values.

**Policy 3:** Support the implementation of the Transportation Element, the Wenatchee Urban Area Motorized Transportation Circulation Map, and requirements for secondary access as improved circulation and access provides for more effective emergency response capabilities and public safety by providing the opportunity for residents to move away from harm while avoiding conflict with responding resources.

**Policy 4:** Consider allowing for design deviations from zoning standards in the primary wildland urban interface zones for residential and non-residential development where these deviations can be found to provide a greater fire-resistant construction method.

**Policy 5:** In coordination with public agencies and non-profit organizations, promote the alignment of ecological restoration and ecological based fire management with wildfire mitigation strategies to manage undeveloped open space/recreation areas.

**Policy 6:** Continue to coordinate with public water utility purveyors and the county to ensure that adequate fire flow and fire storage is available in the wildland urban interface.

**Policy 7:** Inventory and assess any historic structures within the primary zone of the wildland urban interface that may require special mitigation to promote resilience during a wildfire event.

~~**FOOTHILLS** — *Protect the wide range of functions provided by the foothills, including natural open space, wildlife habitat, residential development, recreation and scenic vistas:*~~

~~— **Policy 1:** New subdivisions and development near the foothills shall plan for connections to the foothills trail system as identified in the Foothills Trail Plan.~~

~~— **Policy 2:** Protect and enhance the existing foothills open space and trail system.~~

~~— **Policy 3:** The city shall participate with a local non-profit in developing and maintaining the foothills trail system.~~

~~— **Policy 4:** Explore developing effective incentives for private landowners in the foothills to contribute to the open space and trail system.~~





## PUBLIC FACILITIES AND SERVICES

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### TOPICS

- Purpose
- Referenced Plans
- Background
- Special Use City Facilities and Services
- Emergency Services
- Chelan County
- Rivercom and Regional Justice Center
- Libraries
- Water & Sewer Facilities and Services
- Stormwater
- Schools
- Health Services
- Parks and Recreation
- The Greater Wenatchee Regional Events Center Public Facilities District
- Goals & Policies

### PURPOSE

The Growth Management Act (GMA) requires a Capital Facilities Element to "ensure public facilities and services necessary to support development." To reduce urban sprawl and the inefficient extension of public facilities, development within the urban growth area (UGA) is planned to coincide with the availability of urban facilities and services. In this way, the Public Facilities and Services Element are crucially linked to other plan elements.

### REFERENCED PLANS

Several existing plans hold important information regarding public facilities and services in our urban area. Rather

than reiterating their information, these plans are adopted by reference into the Comprehensive Plan. Plans, documents or studies which have been adopted as a component of this plan or serve as adopted guidance materials are listed in their entirety under the section, Relationship to Other Plans & Studies, in the Wenatchee Urban Area Plan, this Chapter, as now or hereafter amended:

- ~~Wenatchee Valley Transportation Council's Confluence 2025: A Strategic Transportation Plan for Wenatchee Valley~~
- ~~City of Wenatchee's Six Year Transportation Improvement Program 2012-2017~~
- ~~City of Wenatchee Capital Facilities Plan 2012-2017~~
- ~~Greater Wenatchee Bicycle Advisory Board's Master Plan~~
- ~~City of Wenatchee Comprehensive Stormwater Management Plan~~
- ~~City of Wenatchee Comprehensive Sewer Plan~~
- ~~City of Wenatchee and Regional Water Plan~~
- ~~Chelan County Solid Waste Management Plan~~
- ~~City of Wenatchee Parks and Recreation Plan (2006)~~

### BACKGROUND

The City provides normal administrative services to the citizens and businesses in Wenatchee. The City of Wenatchee includes the following departments:

- Mayor and City Council – The seven council members and Mayor constitute the elected officials for the City and are responsible for adoption of city codes and policies. The Mayor serves as the Chief Administrative



- Officer, directly supervising the various departmental directors.
- Finance Department – This department is responsible for the administration, coordination, supervision, and control of all financial, accounting, treasury, debt, purchasing, utility billing, and information service activities of the City.
  - Human Resources Department – The mission for the department is to attract and retain qualified employees and to create a work environment that promotes excellent service to our customers and excellent work opportunities for employees.
  - Public Works Department – This department manages the planning, design, and maintenance of water, storm water, and sanitary sewer utilities. This department is also responsible for design and management of all items included within the right-of-way which include but are not limited to: roadways, street lights, traffic signals, and landscaping. The maintenance of the City parks and cemetery is also a function of the public works department. Staff in this department design and administer the maintenance and construction of public utilities such as water, storm water, and sanitary sewer systems.
  - Community Development Department – This department handles current, long-range, and neighborhood planning, in addition to overseeing building compliance and enforcement and Community Development Block Grant programs.
  - Information Systems Department – This department manages the City's network and computer systems.

- Other – (Parks and Recreation, Museum, Fire and Police departments will be described in other sections)
- Contract Services – The City contracts for legal services with a private firm, garbage collection and recycling with Waste Management, and animal control with the Humane Society.

The departments described above are housed in three different buildings: City Hall (129 So. Chelan), the former police station (135 So. Chelan), and the Public Services Center (1350 McKittrick Street).

The existing facilities are adequate for the operation of the various administrative departments at this time.

Financing for general administrative facilities comes from general funds or taxpayer approved bonds. The Public Services Center and City Hall facilities, since they house water, sewer, and stormwater functions, are partially financed from those funds derived from utility payments.

City Hall (129 So. Chelan), the former police station (135 So. Chelan), and Public Works (25 N. Worthen).

The existing facilities are adequate for the operation of the various administrative departments. The Public Works facility, however, is located on a prime piece of waterfront property adjacent to downtown. As part of the recently adopted Wenatchee Waterfront Plan, the City has decided to move the Public Works facility to a location recently purchased on McKittrick Street. The City is evaluating site plans and costs for development of this new site, and will surplus the waterfront property once plans are approved.

Financing for general administrative facilities comes from general funds or taxpayer approved bonds. The Public Works facility, since it houses water, sewer, and stormwater

functions, is partially financed from these funds derived from utility payments.

### **SPECIAL USE CITY FACILITIES AND SERVICES**

The city operates different facilities and services that are not always associated with city governments: The Wenatchee Convention Center, the Wenatchee Cemetery, the Home of Peace Mausoleum, and the Wenatchee Community Center. The City also owns the Wenatchee Valley Museum and Cultural Center building but this facility is managed by a non-profit museum association.

~~The city operates five different facilities and services that are not always associated with city governments: the Wenatchee Valley Museum and Cultural Center, the Wenatchee Convention Center, the Wenatchee Cemetery, the Home of Peace Mausoleum, and (currently under construction) the Wenatchee Community Center.~~

#### ***Wenatchee Valley Museum and Cultural Center***

Since 1939, the Wenatchee Valley Museum has showcased and celebrated local and regional history, culture, art, and sciences.

The Museum has its roots in the former Columbia River Archaeological Society, founded in 1920. The museum's first home was in the Wenatchee Carnegie Building, where it stayed until it outgrew the quarters in the mid-1970's. In 1978, the Museum opened its doors to the public in its new home — two former federal government buildings in downtown Wenatchee. The buildings are now a local landmark on the National Register of Historic Sites.

~~Today, the Museum operates under a partnership between Wenatchee and the private Wenatchee Valley Museum Association. The building houses four floors of engaging exhibits, which connect local community members and visitors to the rich heritage and diversity of the Wenatchee Valley.~~

#### ***Wenatchee Convention Center / Numerica Performing Arts Stanley Civic Center***

The Convention Center is a city-owned facility that is operated under agreement with The Coast Hotel. This maintenance duties of this facility are shared between the City and The Coast Hotel. The Center, located in downtown Wenatchee, has 50,000 square feet of flexible function space available and is capable of accommodating groups of up to 2,000 people. The Convention Center is attached to a private, non-profit facility, the 525-seat Numerica Performing Arts Center of Wenatchee. ~~Both facilities are under the umbrella name Stanley Civic Center.~~

#### ***Cemetery and Mausoleum***

Wenatchee operates a 34-acre cemetery on the western edge of town.

~~The Cemetery Advisory Board was formed in 2004 to identify the needs of the City's 34-acre facility and to develop a plan for remedying the projected budgetary shortfalls in the coming years. The Board identified a lack of certain commodities such as cremation niches, a scattering garden, full interment crypts, and side by side full interment graves, which has hurt the Cemetery's ability to generate revenue.~~

The City also maintains the House of Peace Mausoleum on Miller Street. This facility, the final home of 208 people, was built in 1916 and was completed in 1983. There are no crypts left for sale in this facility.

The long-term Cemetery capital plan calls for improvements to the Home of Peace

Mausoleum and the installation of additional facilities at the Cemetery including crypt walls, roadway drainage improvements, Veteran section improvements, and a new office structure~~Veteran's section improvements.~~

### **Wenatchee Community Center**

The Wenatchee Community Center opened Memorial Day 2006. Located at the former St. Joseph's Church (504 S. Chelan), the facility is operated by the Chelan-Douglas Community Action Council and houses several different community services. The facility is available to rent by community groups for functions, meetings, and cultural/entertainment activities.

~~The Wenatchee Community Center opened Memorial Day 2006. Located at the former St. Joseph's Church (504 S. Chelan), the facility includes the following programs and services: Veteran's Services and Memorial Hall, Head Start early childhood education, Wenatchee Valley Literacy Council, Wenatchee Valley Learning Center (operated by Wenatchee Valley College), Food Bank, Wenatchee Police Substation, and the Wenatchee Recreation program. The facility is available to rent by community groups for functions, meetings, and cultural/entertainment activities.~~

### **Wenatchee Valley Museum and Cultural Center**

Since 1939, the Wenatchee Valley Museum has showcased and celebrated local and regional history, culture, art, and sciences.

The Museum has its roots in the former Columbia River Archaeological Society, founded in 1920. The museum's first home was in the Wenatchee Carnegie Building, where it stayed until it

outgrew the quarters in the mid-1970's. In 1978, the Museum opened its doors to the public in its new home - two former federal government buildings in downtown Wenatchee. The buildings are now a local landmark on the National Register of Historic Sites.

Today, the Museum is privately operated by the Wenatchee Valley Museum but the buildings remain under the cities ownership. The buildings house four floors of engaging exhibits, which connect local community members and visitors to the rich heritage and diversity of the Wenatchee Valley.

## **EMERGENCY SERVICES**

### **Wenatchee Police**

The Wenatchee Police Department has approximately 40 sworn personnel working as patrol officers, detectives, school resource officers, leaders, and other specialties (including a gang officer, narcotics officer, crime prevention officer and traffic officer). The agency also has a parking enforcement officer, nine clerks, and a records supervisor.

The Wenatchee Police Station is located at 140 S. Mission Street, just north of Yakima Street, near downtown Wenatchee. The RiverCom Regional E911 Dispatch Center is located in the same building. ~~A police substation is located in the 800 block of Walker Street but is scheduled to move to the new Community Center upon completion.~~

**Police Level of Service Standard:**

All calls for assistance will be answered within a reasonable time consistent with the nature of the call.

Four to six patrol officers work every day protecting and serving the public. The department prides itself on a rapid response time to emergency calls, usually arriving within five minutes of being dispatched. Non-emergency calls are prioritized, and due to the call load, it may take longer for an officer to respond.

**Wenatchee Fire**

The Wenatchee Fire Department has 34 uniformed personnel and two support staff. Uniformed personnel include a fire chief, two assistant chiefs, three battalion chiefs, six captains, six engineers, and sixteen firefighters.

The main fire station (Station 41) is on Chelan Street, just west of the downtown business district. Built in 1929, it serves as the headquarters station and houses one structural engine (pumper), a Type 6 light brush unit, a reserve engine, a reserve aerial, and the on duty Battalion Chief's response vehicle. The station is staffed by an officer, an engineer (driver), and a firefighter on the engine, as well as the duty Battalion Chief. In the event of a wildland fire, the three-person engine crew can respond with the brush engine instead of the structural engine. Fire Department administrative offices, the Fire Prevention Bureau, the Training Office, and crew quarters are located on the second floor of this station.

Station 42 is on Maple Street, in the north end of town. This two-bay station is a steel frame structure. It houses a combination aerial

ladder/engine and another reserve engine. A crew of three people staffs one apparatus at all times.

All hazard emergency response, fire prevention and education, emergency management, annual commercial building inspection programs, and regional resources are provided by the Fire Department.

**Fire Level of Service Standard:**

Six-minute response time or less.

The department's goal is to have a response of less than six minutes 90% of the time, measured from the time of dispatch at Rivercom until the arrival at the emergency location. There is a minimum of seven uniformed personnel on each shift, with three on each unit for equipment staffing.

**Chelan County Fire District #1**

Chelan County Fire District #1 provides both fire and Emergency Management Services, (EMS) and covers approximately 72 square miles including the City of Wenatchee and surrounding areas to the north, west and south. The District also responds to much of the unincorporated land surrounding the District through interagency agreements and mutual aid agreements. The District is an all-risk fire department, responding to all types of emergencies including structure fires, wildland fires, vehicle fires, hazardous material calls, and emergency medical calls.

The area around Wenatchee and west of the Columbia River receives fire and Emergency Management Services (EMS) from Chelan County Fire Protection District #1 (FD #1). FD #1 is a municipal agency organized under Title 52 RCW. It is a special purpose district similar to a hospital or library district. It is governed by a three member Board of Fire Commissioners, elected at large by citizens. The Fire District receives the bulk of its funding through collection of property taxes, and is authorized to collect up to \$1.50 per

~~\$1,000 of assessed valuation.~~ The District also receives ~~approximately a portion 9%~~ of its annual revenue from fire protection contracts with public and private entities that are exempt from paying the regular fire district levy.

FD #1 responds from ~~five seven~~ stations. ~~Located at the intersection of Easy Street and Ohme Gardens Road, just north of the intersection of US 2/97, and across from the Wenatchee National Forest Headquarters. Station 11 is one of four stations within the fire district that are staffed 24 hours per day.~~

~~Station 12 is located at the intersection of Western Avenue and 5<sup>th</sup> Street in the west side of Wenatchee, at the entrance to Number 1 Canyon. Located ½ mile from Wenatchee Valley College. Station 13 is located on South Mission Avenue just south of Terminal Avenue in the historic communities of South Wenatchee and Appleyard. Station 13 will be replaced with a new station in 2017.~~

~~Station 10 is located at Chelan Street, just west of the downtown business district. Built in 1929, it serves as the headquarter station. This station is owned by the City of Wenatchee. The District anticipates the construction of a new Station 10 on Wenatchee Avenue in the near future.~~

~~Station 15 is located in the north end of town at 1420 Maple Street. This two-bay station is a steel frame structure. Three additional stations and training facilities are owned and maintained by the District outside of the Wenatchee Urban Growth Area.~~

~~Headquarters Station 11 is at the north end of the District. It is staffed 24 hours per day by a career officer and a~~

~~career firefighter. It also receives increased staffing during nights and weekends from the District's resident firefighter program. A number of paid per call firefighters also respond to staff additional apparatuses. The on-duty crew will respond to most calls in the aerial or, if appropriate, in a brush or wildland unit. The same site also houses the district administrative offices in a separate building and a covered shed structure to protect the wildland apparatus when it is not in use.~~

~~Station 12 is located within the city limits at 5<sup>th</sup> and Western Avenues. It is a two-bay station with a structural engine and a wildland engine. The office space in this station has been leased to Chelan County Sheriff's Office and houses the Chelan County Department of Emergency Management. This station protects the areas west of the city limits, particularly in the Number 1 and Number 2 Canyon areas.~~

~~Station 13 is located just south of the Wenatchee city limits and serves the lower portions of the Squilchuck Road area. It is a small station with few amenities other than the apparatus floor. Again, there are two pieces of apparatus, comprised of a structural engine and a wildland engine.~~

## **CHELAN COUNTY**

Chelan County provides several regional services that benefit the citizens and businesses in Wenatchee.

Chelan County Superior Court is a court of general jurisdiction. Three Superior Court judges and one full-time Court Commissioner presently serve Chelan County and Wenatchee. These judicial officers preside over criminal and civil cases including crimes against persons, property crimes, divorces, juvenile crimes, probate of estates, personal injury actions, adoptions, mental illness, matters of domestic violence, dependencies, and other civil actions.

Chelan County District Court, created in 1961, is a court of limited jurisdiction. The court hears criminal, civil, infraction, and miscellaneous cases. Two District Court judges presently serve Chelan County and Wenatchee.

The Chelan County Juvenile Center operates a 50-bed juvenile detention facility. The building was completed in 1998 and is located at the corner of Washington and Orondo, across the street from the old county courthouse.

Additional regional services provided by Chelan County include those of the County Auditor, County Assessor, County Treasurer, and County Coroner. The County also has a Solid Waste program and oversees mental health and substance abuse funding for its citizens.

### **RIVERCOM AND REGIONAL JUSTICE CENTER**

Wenatchee is a partner in two regional facilities: Rivercom (enhanced 911 emergency services) and the Regional Justice Center (jail).

Serving 30 public safety agencies in Chelan and Douglas Counties, RiverCom is a civilian staffed 911 center located in Wenatchee. Spanning two counties, RiverCom provides public safety communications from Stevens and Blewett passes to the Grand Coulee Dam and Crescent Bar. RiverCom is an independent municipal corporation.

The Chelan County Regional Jail is a 383 bed an-adult correctional facility located in the City of Wenatchee. The Regional Jail contracts with numerous

cities in Western Washington for available bed space. Satellite buildings include a 42 bed minimum security facility and a 66 bed direct supervision minimum security facility that houses work release and volunteer inmate worker participants. The jail is operated in a partnership between Chelan County, Douglas County, and Wenatchee. In July 2005, the jail opened a 66 bed minimum custody, direct supervision dormitory to house inmate work crews and work release inmates, thus freeing up 66 beds in the main facility.

### **LIBRARIES**

Wenatchee has one public library, which is operated by the North Central Regional Library System. The library property is partially owned by the City. The Regional Library has also just completed the renovation of the old Coke building on Columbia Street, but this is an administrative and warehouse facility only.

### **WATER & SEWER FACILITIES AND SERVICES**

Domestic water service for the City is provided through a partnership between the City, Chelan County PUD, and East Wenatchee Water District, named the Regional Water System. The water supply comes from the "Eastbank Aquifer," an underground water supply near Rocky Reach Dam that currently provides about 50 million gallons a day for commercial and residential use in Wenatchee and for the Chelan County PUD's fish hatchery.

The City of Wenatchee operates the Regional Water system on behalf of the regional partners. The system is governed by the Regional Coordinating Committee which is made up of representatives from each water purveyor. An updated regional water system plan was adopted in 2012.

Included in the plan are a number of studies and improvements to address redundancy of the water supply system as well as expansion for growth. Related to expansion of the system is the acquisition of water rights. The coordinating committee has committed to maintain a 2-30 year reserve of water rights to accommodate growth. Growth and water right reserves are continually monitored and evaluated in detail every 6 years. Water conservation is encouraged use efficiency is required by each purveyor under the Municipal Water Law.

Domestic water service within the Wenatchee urban area is provided by both Wenatchee and the Chelan County PUD. Based on an agreement between these two agencies, the City's water service area is limited to a portion of the City and some unincorporated areas. The City's water system has been upgraded over the past several years to meet fire flow requirements. The City has four reservoirs, totaling 15 million ~~gallons, that~~ gallons that store water prior to delivery to residential and commercial customers.

Sanitary sewer service is provided by Wenatchee. Treatment of waste occurs at the Wenatchee Wastewater Treatment Plant, a facility located on Worthen Street along the Columbia River. After the waste is treated and disinfected, the effluent is discharged into the Columbia River. Collection lines provide service throughout the City and into some unincorporated areas. 100% of the biologically stabilized waste solids (or biosolids) are recycled for use as fertilizer.

The City does not generally provide sanitary sewer service outside the city limits without annexation. However, in certain circumstances, the City will

extend services if the property owner agrees to annex in the future. Development of the Sunnyslope component of the City of Wenatchee Urban Growth Area requires ongoing coordination with Chelan County to ensure that urban levels of development occur for population and density expectations in the Comprehensive Plan. The Sunnyslope Sub-Area Plan does anticipate that specific identified areas with existing sub-urban development patterns will likely not receive sewer service in the 20 year planning period.

~~By separate agreement, the City has agreed to extend sanitary sewer service to Olds Station and Sunnyslope without requiring annexation. In return, Chelan County has agreed to a revenue sharing agreement with Wenatchee.~~

Financing for the water and sewer systems are generated from utility rates for services and connection fees.

As described in the City of Wenatchee Sewer Comprehensive Plan (2017), the current flows to the wastewater treatment plant are approximately 50% of the capacity of the existing facility. Furthermore, based on population projections the plant has capacity to accommodate growth through 2035 which is around 23,000 equivalent dwelling units. While the wastewater treatment plant has adequate capacity, redundant treatment units will need to be installed in accordance with the capital projects and timeline in the comprehensive plan to maintain reliable operations during peak flows and to facilitate maintenance of equipment and treatment units. In addition to providing redundancy, these capital projects are expected to increase capacity to approximately 36,300 equivalent dwelling units.

The Sewer Comprehensive Plan also includes an analysis of the collection system. Specific deficiencies, both current and projected, were identified and displayed in Figures 6-7 through 6-9 in the plan.

[An analysis was completed for the 2012 City of Wenatchee Comprehensive Water System Plan which modeled potential deficiencies, including IFC Fire Flow Standards, between 2010 and projected out to 2030 under a defined high demand scenario. A series of deficiencies were identified and have been incorporated into the Capital Facilities Plan.](#)

[The 2012 Comprehensive Water System Plan – Volume 2 Regional Facilities, states that a transmission capacity of 19.5 MGD based on the current contract, with a physical limit of 23 MGD based on the main transmission line<sup>1</sup>. The regional maximum day demand is forecast to be 23.83 MGD in 2030<sup>2</sup>. It should be noted that the current contract provides the City Water System with 15.5 MGD<sup>3</sup> and the projected maximum day demand is forecast to be 10.0 MGD in 2030<sup>4</sup>. To address the future shortfall of the regional water supply in 2030 and to provide redundancy, the Regional Coordinating Committee is moving forward with the development of a second water supply and will be further defining the project and the financing in the update of the comprehensive water system plan in 2017. While the 2012 City water plan only addresses water service out to 2030, it should be noted limited growth is expected in the City water service area since the service area is nearly built out. Also, the regional population growth assumption used in the 2012 City Water plan is higher than the one adopted in this plan.](#)

<sup>1</sup> [City of Wenatchee 2012 Comprehensive Water System Plan – Volume 2 Regional Facilities page 1-3](#)

<sup>2</sup> [City of Wenatchee 2012 Comprehensive Water System Plan – Volume 2 Regional Facilities Table 4.4](#)

[A list of water and sewer projects over the following 6 years including a funding source, amount, and project description, can be found in the Capital Facilities Plan which is adopted by reference with this plan.](#)

**Water Level of Service Standard:**

*International Fire Code.*

**Sewer Level of Service Standard:**

- Daily load demand times 2.5 for collection system.
- Daily load demand for treatment capacity.

**STORMWATER**

The City collects stormwater in facilities located throughout Wenatchee. These facilities are designed to handle a 10-year storm event. A 10-year storm is defined as a storm that can be expected to occur, on average, once every 10 years, based on empirical data. Parts of the existing system, particularly in the residential areas, were designed for a 5-year storm. ~~Also, storm sewer systems were generally not installed in areas above the Reclamation District Canal. As these areas are brought up to standards, and as new developments occur that increase runoff to the existing system, a large number of existing trunk lines will be under capacity.~~ The intent of this capital improvement program is to update existing and/or install new storm sewer mains in a timely manner so that the ultimate build out of the urban area will accommodate a 10-year storm. Projects will also take into consideration opportunities to provide water quality treatment and infiltration.

<sup>3</sup> [City of Wenatchee 2012 Comprehensive Water System Plan – Volume 1 City Service Area & Facilities Page 1-4](#)

<sup>4</sup> [City of Wenatchee 2012 Comprehensive Water System Plan – Volume 1 City Service Area & Facilities Table 4.9](#)



Due to the increasing requirements of the National Pollution Discharge Elimination (NPDES) and the addition of newly annexed area, an update to the Stormwater Comprehensive Plan is planned in 200618. ~~This plan will be done in conjunction with Chelan County, East Wenatchee and Douglas County.~~

Financing of capital improvements and maintenance is created through a special revenue fund designed to account for the financial activities related to the City's ongoing improvement and expansion of the storm sewer system. The revenue for this fund is generated from a flat monthly charge to each single-family residence, as well as a monthly charge to commercial and multi-family residences based on "equivalent residential units." The equivalent residential unit is an impervious surface of 3,000 square feet.

The City of Wenatchee Comprehensive Stormwater Plan (2010) includes an analysis of how the stormwater system would perform under a precipitation scenario characteristic of a 10-year storm when the service area had reached build-out as defined by the current zoning designations. A series of deficiencies, and associated recommended improvements, are identified in the plan. A list of stormwater projects over the following 6 years including a funding source, amount, and project description, can be found in the Capital Facilities Plan which is adopted by reference with this plan.

**Stormwater Level of Service Standard:**

*Ten-year storm.*

**SCHOOLS**

The Wenatchee School District is the public school district serving Wenatchee and the surrounding community. The School District has seven elementary schools, three middle schools, an alternative high school, and a 4A high school and skill center. ~~The~~ are are approximately ~~7,800~~125 students and ~~450~~540 teachers. The Wenatchee School District has a large minority student population: ~~39~~9% are Hispanic, 1.3% Asian, and ~~0.006~~5% African American. The district strives to employ exceptional educators to serve the diverse student population.

Financing of capital improvements for the school district is generally derived from voter-approved bonds and state matching funds. Financing of school operations is generally derived from property taxes, voter approved levies, and the State of Washington.

The City of Wenatchee's Consolidated Plan, updated in 2013, provides critical data relative to demographics, work force development, and disadvantaged children. The Wenatchee School District is responsible for facility planning and service levels of the School District. The following service levels are recommended for the District's consideration to assist in securing capital for school facilities in order to support educational goals of the community.

**School Level of Service Standard:**

K-1	26 students per basic education (BEA) classroom
2-4	27 students per BEA classroom
4-5	29 students per BEA classroom
6-8	28 students per BEA classroom
<u>Comprehensive</u>	
9-12	28 students per BEA classroom
<u>Alternative</u>	
9-12	24 students per BEA classroom
<u>Ancillary Facilities</u>	
Administration Center	1 per district
Transportation Center	1 per district
Maintenance Shop/Office	1 per district

Football Stadium	1 per district
Baseball Stadium	1 per district
Swimming Pool	1 per district
Outdoor Agricultural Lab	1 per district

### **HEALTH SERVICES**

The Chelan-Douglas Health District provides public and environmental health services to the City in several areas, including: restaurants and food workers, septic systems, chemical and physical hazards, playgrounds and personal health.

### **PARKS AND RECREATION**

Please see the Parks and Recreation ~~chapter~~Element for information regarding parks and recreation.

### **THE GREATER WENATCHEE REGIONAL EVENTS CENTER PUBLIC FACILITIES DISTRICT**

The Greater Wenatchee Regional Events Center Public Facilities District was formed by an inter-local agreement between the City of Wenatchee, the City of East Wenatchee, City of Cashmere, City of Entiat, Town of Waterville, City of Chelan, City of Rock Island, and Chelan and Douglas County. The Town Toyota Center is a 4,300-seat multi-purpose arena in Wenatchee, Washington. The arena was built and is owned and managed by the District, or PFD. It is the home of the Wenatchee Figure Skating Club, Wenatchee Curling Club, and the Wenatchee Wild of the British Columbia Hockey League. The arena provides a venue for a variety of other business, community and

entertainment events throughout the year.

During planning and early construction, the arena was known as the Greater Wenatchee Regional Events Center, but in August 2008, a local auto dealer bought the naming rights of the arena for an undisclosed amount, giving the arena its current name.

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## **GOALS AND POLICIES**

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**GOAL 1. WATER** – *Undertake comprehensive efforts to coordinate, conserve and ensure adequate water supplies for growth.*

**Policy 1:** ~~Through cooperation with the Rregional partners, F~~the city shall ensure that domestic water is adequate to serve the needs of the urban area before extension into rural areas of Chelan and Douglas Counties.

**Policy 2:** The city should review the feasibility and options of acquiring the water system within the urban area from Chelan County P.U.D.;

**Policy 3:** The city should promote efficient use~~conservation~~ of water.

**Policy 4:** Ensure the adequacy and availability of the water system for new development, including fire flow standards.

**Policy 5:** Through the ~~Rregional~~ water partnership, the city should ensure that the water rights reserves are ~~propertly~~ managed for future growth within the urban area including a sufficient~~the~~ supply for the development of new industries requiring water consumption.

**Policy 6:** Through the ~~Rregional W~~water partnership, the City should promote developing an alternative source of supply for redundancy purposes (likely the west bank of Rock Island ~~d~~Dam) while maximizing the use ~~the~~ capacity of the current East Bank Aquifer water source.

**Policy 7:** Implement maintenance and replacement programs to ~~to~~ ensure the existing system is sustainable over the long term.

**GOAL 2. SANITARY SEWER** -- *Provide sanitary sewer service to the urban area.*

**Policy 1:** Maintain and update the sanitary sewer collection and treatment system.;

**Policy 2:** Develop and implement strategies for extension of the sanitary sewer collection system into the urban area, including Sunnyslope.

~~— **Policy 3:** Protect the waterfront and park by minimizing odors from the treatment plant and pursue options to screen, cover or enclose the facility to minimize odors and visual impacts.~~

**Policy 4:** Monitor and expand the treatment capacity of the plant in advance of reaching critical capacities in accordance with the Department of Ecology planning requirements.

**Policy 5:**

Develop and implement a streamlined sewer extension program to promote infill development within the City limits.

**Policy 6: Study the benefits and feasibility of a regional sewer system.****GOAL 3. STORM WATER – Provide storm water collection systems within the urban area.**

**Policy 1:** Continue to develop and maintain a city-wide, user-supported storm water operation, maintenance and improvement program.

**Policy 2:** Establish review requirements to so that ensure that all development projects do not adversely impact the rate and amount of runoff into adjacent waters or lands. Follow the requirements of the City's NPDES permit and the Eastern Washington Stormwater Manual as adopted by the City are met.

~~**Policy 3:** Actively participate in Chelan County's Flood Control District in a collaborative effort to proportionately reinvest funds from City of Wenatchee residents paid to the District to flood and stormwater control efforts within the City of Wenatchee Urban Growth Area.~~

~~**Policy 4:** Look for and implement opportunities to reduce the impacts of Canyon Flooding utilizing strategic infrastructure investments for to utilized the stormwater and the existing Canyon system. This includes investing in programs to accelerate and leverage Chelan County Flood Control District resources and grant capacity.~~

~~**Policy 3:** Pursue an independent solution and funding mechanism to address flooding within the City's service area that will prioritize the identification of impacts and achievable solutions to canyon flooding, resulting from extreme weather events that are beyond the scope and capabilities of stormwater infrastructure.~~

**GOAL 4. CITY SERVICES – Enhance the quality of life and protect public safety through essential city services.**

**Policy 1:** Support programs and services for children and youth which provide positive activities.

**Policy 2:** Support educational, cultural and arts activities for people of all ages and cultures.

~~**Policy 3:** Minimize the loss of life and property resulting from low service levels or improperly designed developments. Seek to protect the public health, safety and~~

general welfare by implementing established level of service standards in development and infrastructure projects.

~~**Policy 4:** Support efforts to minimize the growing significance of gang activity in the city~~Continue to develop and maintain partnerships with community leaders, organizations, neighborhood groups and other jurisdictions to effectively limit and remove the significance of gang activity in the City and the valley.-

**Policy 5:** Cooperate with other public agencies, private and non-profit groups to enhance and promote services that enhance the quality of life and protect public safety in Wenatchee.

**Policy 6:** Partner with Chelan County Fire District 1, the Chelan County Conservation District, and Chelan County Emergency Management to develop and implement programs mitigating the risk of wild land urban interface fire disasters.

**Policy 7:** Partner with Chelan County Emergency Management to keep the regions' ~~at~~ hazards mitigation plans current.

**Policy 8:** Coordinate ~~and/or~~ police and code enforcement ~~and~~with encouraging community oriented policing efforts to improve neighborhood connections with law enforcement and enhance neighborhood quality and safety.

**Policy 9:** Support youth engagement programs through community participation in the arts, education, recreation, and other city services to support healthy youth development and exposure to city services.

**Policy 10:** Support internships for high school and college age youth to support exposure to city programs and youth career readiness.

**Policy 11:** Pursue the development of community service restitution programs for youth with the Chelan County judicial system.

**Policy 12:** Partner with the School District to provide school resource officers.

~~**Policy 13:** Consider reinstatement of~~Reinstate the South Wenatchee Substation or a similar police presence program to address real or perceived barriers between residents and law enforcement.

**Policy 14:** Pursue regional consolidation of services as was done with fire service to reduce the tax burden and improve quality of services.

## **GOAL 5. SCHOOLS - Work to achieve quality public educational opportunities and facilities within the urban area.**

**Policy 1:** Work with the Wenatchee School District to coordinate joint use of school facilities for community use.

**Policy 2:** Collaborate with the School District to assess the impact of new development on existing school facilities.

**Policy 3:** Collaborate with the School District so that school facilities are located in areas with adequate public facilities and services, including sidewalks and transportation opportunities.

**Policy 4:** Coordinate with the School District to improve workforce development outcomes from the K-12 system by reducing ~~drop-out~~ dropout rates, providing skills, learning opportunities, and improving job and college readiness.

**Policy 5:** Develop an understanding between the schools tax revenue sources and economic development as it relates to the ability to fund school facilities and programs.

**Policy 6:** Promote partnerships between schools, the Wenatchee Valley College, Libraries, the Museum, and other agencies to efficiently share and utilize resources without duplication.

**GOAL 6. CONCURRENCY – Ensure that public facilities and services necessary to support development are adequate without decreasing current service levels below locally established minimum standards.**

**Policy 1:** Reassess the Land Use Element if probable funding falls short of meeting existing needs or any other indication that capital facilities planning is not adequate to meet demand.

**Policy 2:** Ensure that the City's Plan doesn't directly or indirectly preclude the siting of essential public facilities. Provisions should be maintained that establish a general use category which will provide for the siting of such facilities, when the occasion should arise.

**Policy 3:** The definition of essential public facilities shall be consistent with Chelan County's County-wide Planning Policies.

**GOAL 7. CITY FACILITIES – Provide a long term approach to planning and funding facility, building, needs for city departments and services considering necessary maintenance, remodeling, and expansion or construction of facilities which are necessary.**

Policy 1: Ongoing funding sources should be dedicated to meet forecasted facility needs including maintenance, remodeling or new or expanded facilities. These funding sources should be available as city services change to meet a growing and diverse population. A formal facility, structures, plan or study should be developed by the city for these purposes.

Policy 2: Engage city departments and the public in forecasting future department needs to serve the community. The size and demographic profile of the city's population, and the city's form and geographic area are changing with significant annexations, reinvestment in neighborhoods and an emphasis on attracting infill and redevelopment opportunities. Planning for these facilities must be proactive to meet the changing dynamics in the community and consider the relationship to the valley as a whole.

~~2015-2020 Project Summary~~**2017-2022 Project Summary**

<b>Public Facilities Type</b>	<b>Funded</b>	<b>Unfunded</b>
Arterial Streets	7,057,040	147,397,118
Cemetery	80,000	530,000
Convention Center	275,000	415,000
General Facilities	512,614	14,915,000
Parks and Recreation	4,750,679	11,121,933
Regional Water	1,440,000	10,000,000
Storm Drain	836,670	10,779,000
Sanitary Sewer	1,308,000	20,685,000
Street Overlay	2,100,000	8,000,000
Street Maintenance	50,000	400,000
Water	2,085,000	3,454,000
Vehicles	136,000	-
Broadview Secondary Access	-	741,000
Homeless/Housing/CDBG Programs	345,000	360,000
Local Revitalization Financing District	-	6,050,000
Partnership Projects	-	110,350,000
<b>TOTAL</b>	<b>\$ 20,976,003</b>	<b>\$ 345,198,051</b>



## UTILITIES

### TOPICS

- Purpose
- Background
- Electricity
- Irrigation
- Fiber Optics
- Natural Gas
- Wireless Communication Facilities
- PUD Water Service
- Goals & Policies

### PURPOSE

The Growth Management Act (GMA) requires a city's comprehensive plan to include a Utilities Element, or chapter, "consisting of the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines." Knowledge of these capacities helps gauge where, and to what extent, development may be possible and where there may be a need for increased capacities to meet future demands.

### BACKGROUND

Utilities covered in this section include those not managed by the City. These consist of the utilities listed below:

- Electricity and Fiber Optics  
These services are provided in Wenatchee by the Chelan County Public Utility District (CCPUD) and Charter Communications.
- Internet (excluding fiber)  
Dial-up, DSL, and wireless internet access is provided within the area by a variety of local businesses.
- Irrigation

The Wenatchee Reclamation District is the primary provider of irrigation services to landowners with ~~reclamation rights~~ the right to use water. Smaller assemblies include Beehive, Lower Squilchuck, Pioneer, and Millerdale Irrigation Districts, which cover areas within the southern and northeastern portion of the UGA.

- Natural Gas  
Cascade Natural Gas is the principle provider of natural gas to Wenatchee.
- Telephones (land-line)  
Service for the land-line telephone network is provided by Verizon and Charter and has capacity to meet the needs of all current and future residents. Service areas are extended based upon consumer requests.
- Television  
Cable television is provided through the Charter Communications network and by ~~Genext and~~ LocalTel through the Chelan County PUD's fiber network. Satellite service is provided through DirectTV and Dish Network. Wenatchee Valley Community Television also transmits channels locally, for free viewing.
- Water (non-city)  
The CCPUD provides water service to all outlying areas of the UGA outside of City water service area.
- Solid Waste Removal  
Solid waste removal is provided by Waste Management under a contract with the City of Wenatchee. Garbage, recycling, and yard waste are curbside services currently provided to residential customers.

(For all utilities and public services administered by the City, please see Public Facilities and Services.)

While the GMA requires showing the general location and capacity of all existing

and proposed utilities; much of this information is not available to the public for proprietary and/or security reasons.

### City Requirements

All utility companies wanting to use public right-of-ways begin by entering into a franchise agreement with the City. Typical franchises serve as binding contracts and provide basic parameters for allowing public right-of-way use. The City has current franchises with Charter Communications, ~~Firefly, Genext,~~ LocalTel, ~~and the~~ Chelan County PUD, ~~and~~ Zayo Group, LLC.

### ELECTRICITY

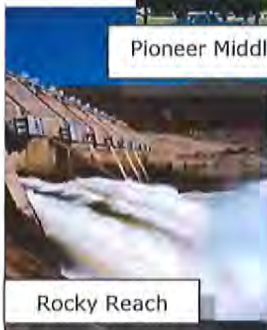
Electricity is provided to Wenatchee residents, and the rest of Chelan County, by the Chelan County Public Utility District. The CCPUD is administered by a five-member commission and is divided into three service districts: the Wenatchee area, Chelan-Manson area, and Leavenworth area.

Electricity provided by the Chelan County PUD is generated at Lake Chelan, Rock Island and Rocky Reach Dams. Electricity is relatively cheap and not considered a scarce resource.

As of ~~2005~~2015, Chelan County PUD serves ~~43,755~~49,702 customers in Chelan



Pioneer Middle School Solar Panels



Rocky Reach

County, with total energy sales at ~~4,577,000~~5,762,000 MWh including retail and resale. Electricity is transmitted in Chelan County by ~~301-254~~ miles of 115kV transmission lines to ~~7-9~~ switching stations. Two switching stations are located within Wenatchee's urban growth area. A new 230kV transmission line was constructed in 2006 to increase transmission capacity to the County. ~~This new line will be energized in 2009.~~ Electricity is distributed to 36 substations in the County from the 115kV transmission lines. Located within the Wenatchee UGA are ~~10-12~~ substations to serve the area's electrical demand.

CCPUD produces several planning documents including the Transmission and Distribution 5 Year Plan. Electrical planning guidelines and work plans are also produced annually.

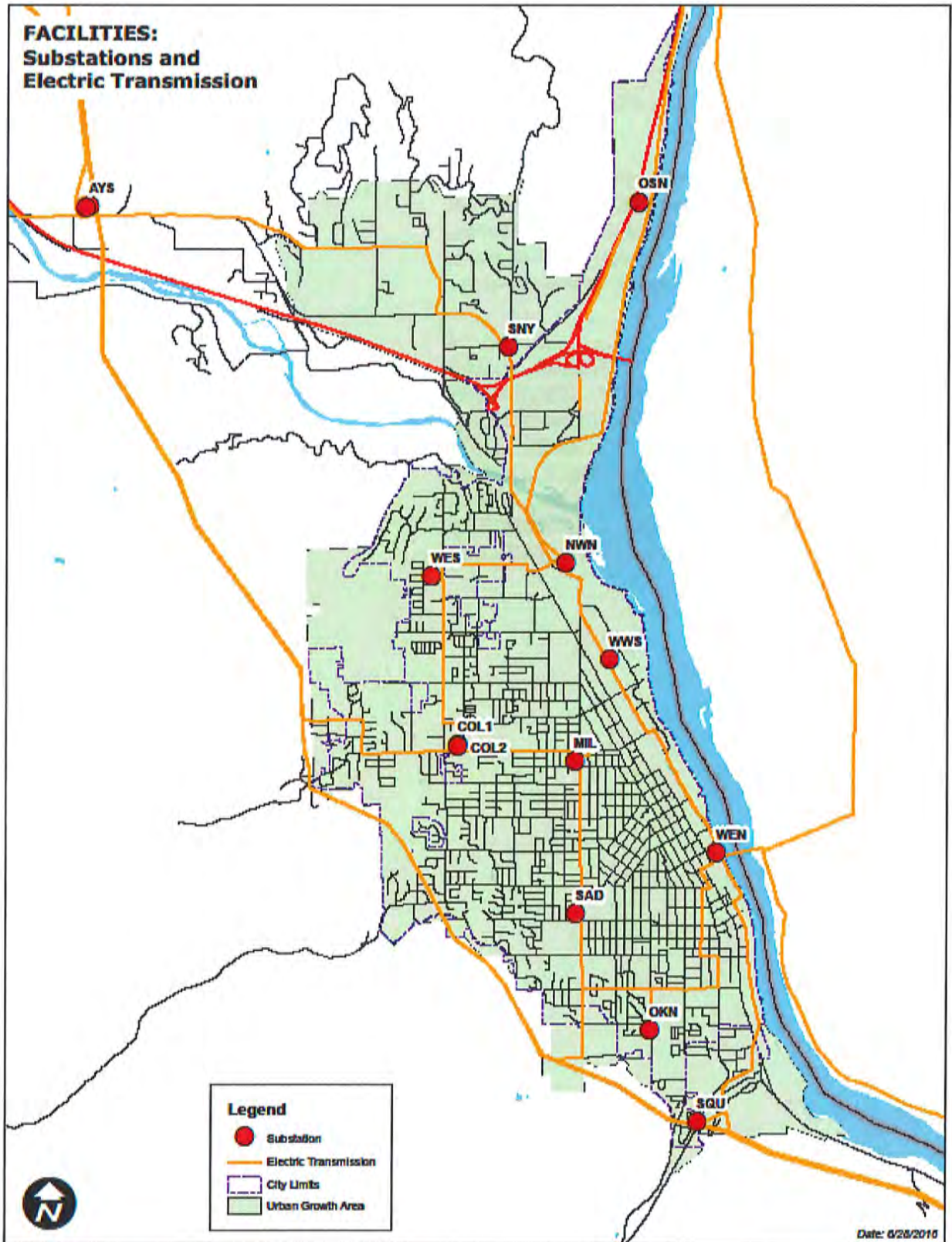
Demand for electricity in the County is increasing. Chelan County PUD is planning on increasing system capacity, county-wide, an average of ~~1-91.8%~~ or ~~8-37~~ MW annually for the next twenty years. Below are substation projects planned within the Wenatchee UGA over the next twenty years:

1. Castlerock Substation – The addition of a new 28MVA substation off Castlerock Street, west of Western Street. Substation to serve load growth in the area and will relieve nearby substations.
2. ~~Okanogan Substation~~ – ~~The addition of a new 28MVA substation off Okanogan Street south of Crawford. Substation to serve load growth in the area and will relieve nearby substations.~~ Rebuild/relocation of the Olds Station Substation – Possibly relocate and

double the capacity, from 28 MVA to 56 MVA, the Olds Station Substation that serves primarily industrial and commercial customer/owners in the newly annexed north end of Wenatchee.

3. Waterfront Substation — The addition of a new 28MVA substation near 9th Street and Pierre Substation to serve load growth anticipated for zone changes near Columbia River.

2. College I Replacement/Modernization - The 1968 vintage power transformer and switchgear are approaching the end of their expected life. Modernization will ensure reliable utility service for the mixed residential and commercial customer/owners served from this site.



3.4. Old Mine Switchyard — A new 115kV

~~and 230kV switching station located near Asamera Mine property off Circle Street. This station will add transmission capability in the southwest portion of Wenatchee to support new substations in the area.~~

Several alternatives exist for planning future electrical needs of the city.

1. Promote energy conservation. Providing greater outreach on ways to conserve energy in existing and new structures.
2. Allow solar/wind energy. Ensuring that solar/wind energy facilities are allowed in appropriate zones.
3. Continue Coordination. Continue good coordination between the City and the PUD in regards to future and current development plans.

### **Irrigation**

The primary irrigation water supplier to the Wenatchee area is the Wenatchee Reclamation District. Other irrigation districts serve certain properties in the southern portion of the UGA; they include the Beehive Irrigation District, Millerdale Irrigation District, and the Lower Squilchuck Irrigation District. Also, the Pioneer Irrigation District serves a small area in the northeast end of Wenatchee from Gunn Ditch.

The Wenatchee Reclamation District currently provides irrigation to roughly 9,000 water users within Chelan and Douglas Counties. Their capacity is limited only by their water rights to 200 CFS (cubic feet per second) of water from the Wenatchee River. This water, obtained at the Dryden Dam, is then carried along 34 miles of canal.

The Wenatchee Reclamation District's distribution system includes canals, flumes, and tunnels, including the Highline Canal in Wenatchee. The system crosses the Columbia River at the District's

pedestrian footbridge and proceeds to East Wenatchee and south to Rock Island. Currently, only about half of city residents have access to irrigation water, most being west of Miller Street and south of Red Apple Road. Some property owners pay for water shares, but don't have access to them.

Private laterals-lines off of the District's Canal provide irrigation water to individual property owners. These laterals-lines are located in many of the streets west of Miller and some are in poor or failing condition. In the past the City has replaced these lines as part of street reconstruction projects primarily to protect the City's investment in street infrastructure.

These irrigation systems reduce the demand on the regional aquifer and domestic water system particularly reducing summertime demands caused by an increase in outside water use (i.e. watering lawns/gardens, washing cars, filling up swimming pools). Although many irrigation users form irrigation water associations to maintain principal lateral lines, there is no comprehensive funding mechanism to assist property owners in the replacement, maintenance, and extension of these private distribution systems.

There are a few strategies that could be considered in regard to Irrigation water:

1. Funding Assistance. City could coordinate with the Wenatchee Reclamation District and property owners within the District's service area to form a utility local improvement district (ULID) to help fund maintenance of the distribution system.
2. Development Requirements. Requiring new developments to maintain and

utilize irrigation water would reduce future demands on the public water supply.

3. Support ~~Reclamation—~~Irrigation Districts. The City can be an active supporter for ~~reclamation—irrigation~~ districts in preserving historic water rights.
4. ~~City Irrigation System. Taking over or becoming a partner in the role of the Wenatchee Reclamation District could allow the city to most efficiently utilize water rights as a preservation measure for the domestic water supply.~~

### **FIBER OPTICS**

Charter Communications and Chelan County PUD provide fiber optics in the Wenatchee area.

Currently, there are ~~14–8~~ high-speed internet service providers using the PUD fiber optic network, ~~two one~~ of which also provides telephone and cable television service, ~~and two offer cable television~~. By increasing their fiber optic capacity, the PUD is planning on extending service to ~~75~~ 85 to 90 percent of Chelan County ~~by 2008 and to the entire County by 2012~~ within the next 11 years.

A fiber and coaxial cable network is provided by Charter Communications, offering high-speed internet and cable television. According to Charter representatives, there are no capacity restrictions on the network. Service to areas that are more than 150 feet from the existing network must be arranged between potential subscribers and the company. Most of the network is aligned with Chelan County PUD lines. Most extensions occurring in the past 15 years utilize an underground fiber network. Similarly, for future extensions to the network, underground lines will be used.

There are a couple strategies that could be considered for Fiber Optics:

1. Increase Communication. Extending more information and opportunities for inclusion when developing company/city plans increase coordination helping to ensure that future demand can be met in a timely and cost effective manner.
2. Equal Access. Adopting a city policy requiring service to all areas of the city regardless of perceived demand, possibly assisting in service extension costs for areas without service available.

### **NATURAL GAS**

Cascade Natural Gas Corporation is the primary provider of natural gas within ~~Wenatchee~~ Wenatchee. According to company representatives, the existing gas system meets current need, and extensions to the system are determined by private requests.

In 2015, Cascade Natural Gas served 1,652 customers in the community using a total of 9,115,006 therms of natural gas. In the same year, 1,411 feet of main lines were replaced and 1,344 feet of new service lines were installed. A total of \$876,246 was spent on operation and maintenance of the Cascade distribution system in this area.

### **WIRELESS COMMUNICATION FACILITIES**

The Federal Telecommunications Act of 1996 places some restrictions on the ability of communities to regulate wireless telecommunications facilities. The net effect of the Act is that communities:

- 1) Cannot enact a blanket ban on all wireless facilities, but can place reasonable restrictions on facilities in certain zones or areas;
- 2) Cannot unreasonably discriminate among equivalent service providers;
- 3) Cannot regulate placement, construction and modification of wireless facilities on the basis of environmental effects, provided the facility complies with Federal Communications Commission emissions regulations;
- 4) Can exert reasonable control over tower aesthetics, including height restrictions, co-location, setbacks, other design issues, and safety.<sup>1</sup>

Wenatchee City Code places siting and height limitations on wireless antennas and towers but does not impose design standards beyond landscaping.

Varying degrees of wireless communication facility regulation are possible:



<sup>1</sup> Model Telecommunications Tower Ordinance, Scenic America, <http://www.scenic.org/Default.aspx?tabid=187>

1. Siting and Height. Restricting the height and location of antennas/towers, such as in Ch 10.58 of the Wenatchee City Code (WCC), reduces many negative impacts.
2. Aesthetics. Additional design standards could further lessen negative aesthetic impacts of antennas/towers and could increase potential site locations.

### **PUD WATER SERVICE**

The Chelan County PUD provides water to portions of Wenatchee within city limits as well as the surrounding Urban Growth Area. In the Wenatchee area, the PUD serves approximately **4,5004,863** customers, with average water use greater than 1 million gallons per day. Under the contract with the City of Wenatchee and East Wenatchee Water District, the PUD is entitled to up to four million gallons per day or 20 percent of the potential supply from the regional aquifer.<sup>2</sup>

An analysis was completed for the 2016 Chelan County PUD Water System Plan which modeled potential deficiencies, including IFC fire flow standards, between 2014 and projected out to 2035 under a defined high demand scenario. A series of deficiencies were identified in the plan and have been incorporated into the Capital Facilities Plan.

The plan cited the 2012 Regional Water System Plan in saying that there is a capacity of 23 MGD in the transmission main and the estimated maximum daily demand for the regional system was 23.8 by 2030. The plan makes recommendations for accommodating the higher future demand and those projects have been incorporated in the Capital

<sup>2</sup> Chelan County PUD, Water and Wastewater, <http://www.chelanpud.org/>.

Facilities Plan which is adopted by reference in this plan.

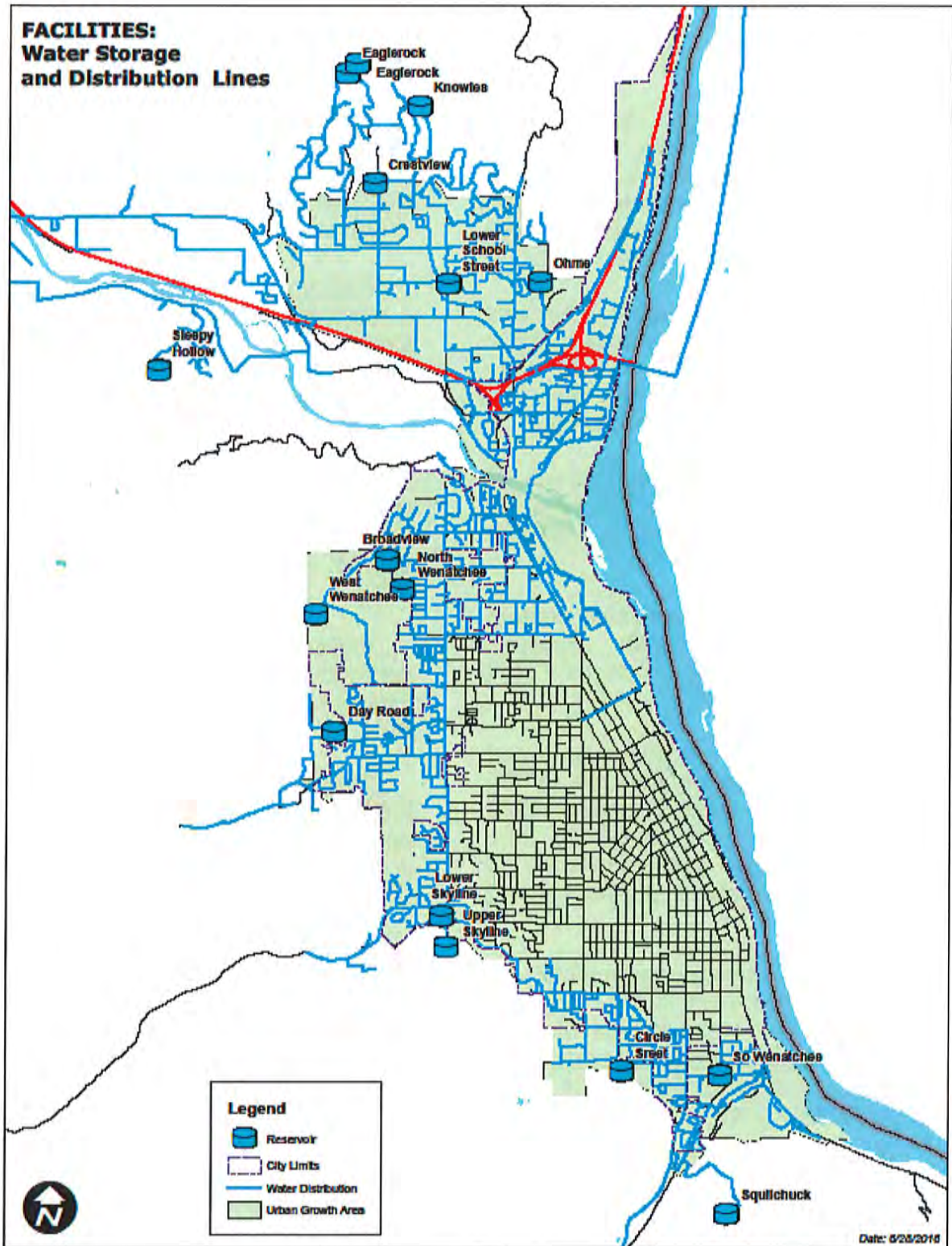
Managing Wenatchee's water could take different avenues:

1. Two Water Purveyors. Maintaining Wenatchee's current water service system would not affect the area receiving service or current improvement and extension plans of either the City or the PUD.
2. One Water Purveyor. If the City pursued taking over the PUD's service area within the UGA, it could improve service uniformity, system upgrades, and future need assessments.

**SOLID WASTE REMOVAL**

Waste Management currently provides solid waste removal in the City. Garbage, recycling, and yard waste are curbside services currently offered to city residents. Commercial customers have a variety of options for various sizes of cans and dumpsters. Recycling is not provided for free to commercial customers as it is for residential customers.





## **GOALS AND POLICIES**

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**GOAL 1: UTILITIES** - *Ensure that the utilities necessary to support development are adequate at the time they are needed without decreasing service levels below those locally acceptable.*

**Policy 1:** Development approvals shall be subject to a requirement that utilities will be installed and fully operational concurrent with the use and occupancy of the development.

**Policy 2:** No development will be approved that reduces the level of service of any utility below the adopted level of service.

**Policy 3:** Utility plans shall contain a capital improvement program, including financing options and construction schedules.

**Policy 4:** Cooperation and coordination shall be pursued to the greatest extent feasible among utility providers and the City in the development and implementation of capital improvement programs and area plans.

**Policy 5:** Maintain an inventory of existing utilities, including locations and capacities of such systems and facilities. Encourage providers to provide existing location data in a consistent electronic format.

**Policy 6:** The rural area outside of the urban growth area shall not be scheduled to receive a full range of urban utilities, unless required for public health and safety.

**Policy 7:** Encourage those utility purveyors, who have no mandate under the Growth Management Act, to cooperate with the implementation of the goals and policies contained in this Comprehensive Plan.

**Policy 8:** As a component of franchise agreements, require utility purveyors to digitally map, in a format acceptable to the City, the locations of new or updated utility infrastructure in City right-of-way.

**Policy 9:** Pursue contract language with a solid waste removal purveyor that provides recycling and yard waste pickup at both commercial and residential properties free of charge and provides multiple garbage can sizes.

**Policy 10:** Encourage local fiber optic communications purveyors to expand their services to include the entire Urban Growth Area.

**Policy 11:** Encourage the Chelan County Public Utility District to consider the expanded use of electric vehicles in their plans and projections for future electrical service and demand.

**Policy 12:** Wireless communication facility regulations should address aesthetic and noise impacts to neighborhoods and commercial districts as new technologies and infrastructure are developed.

**Policy 13:** Support the increased use of technologies that enable self-generation and supply of electricity such as photovoltaic panels and any applicable forms of energy storage. Work with the Chelan County PUD to further promote the increased use of these technologies.

**GOAL 2: ENVIRONMENT - Ensure that the utilities necessary to support development are accomplished in a manner sensitive to the environment.**

**Policy 1:** Require the undergrounding of utilities in service extensions and system upgrades where feasible.

**Policy 2:** Reasonable screening and/or architecturally compatible integration of all new above-ground utility facilities shall be required.

**Policy 3:** Restoration following installation activities is required, paying particular attention in critical areas.

**Policy 4:** Mandate the joint use of utility corridors and facilities consistent with prudent utility practice.

**Policy 5:** Review design standards for wireless communications facilities to ensure they are adequate to protect the aesthetic quality of the city.

**GOAL 3: IRRIGATION WATER - To reduce future demand on the public water supply, undertake comprehensive efforts to preserve the viability of irrigation systems.**

**Policy 1:** ~~Work with local reclamation districts, particularly the Wenatchee Reclamation District, to review strategies such as forming an active irrigation utility district, providing funding assistance through utility local improvement districts, requiring developments to maintain irrigation service, and supporting districts in preserving water rights. Identify and incorporate irrigation lines in~~

appropriate utility corridors in coordination with irrigation purveyors. The long term ability to provide for a more efficient updated irrigation distribution system is in the community's best interest.

**Policy 2:** Study the—feasibility and consider the benefits of extending irrigation water service to areas of the city not currently served.

**Policy 3:** Require developments to maintain irrigation service ~~and support irrigation districts in preserving water rights.~~ and utilizing water to be put to beneficial use.

**GOAL 4: SUPPORT SERVICES - Provide reasonable accommodation for the provision of other support services (i.e. electricity, natural gas, telephone, cable TV, etc.) to serve development in a timely manner.**

**Policy 1:** ~~Adopt~~ Review design standards for wireless communication facilities to ensure such facilities are that aim to appropriately integrated such facilities into the surrounding environment and limit negative aesthetic impacts.

**Policy 2:** Ensure services are provided to all existing populations, regardless of demographics.

**Policy 3:** Promote solar and wind energy by providing informational resources and working in cooperation with utility providers to create effective incentives.

**Policy 4:** Develop City codes that address the use of alternative energy technologies such as photovoltaic panels and any applicable forms of energy storage. These codes shall seek to preserve the health, safety, and general welfare of the community as well as the aesthetic appeal of the community's built and natural environment.

**Policy 5:** Study the need for new developments to include electrical service in parking areas to accommodate future electric vehicle charging stations.

## APPENDIX A: CITY OF WENATCHEE RESIDENTIAL LAND CAPACITY ANALYSIS

### 1. INTRODUCTION

*WAC 365-196-325(1)(a). RCW 36.70A.115 requires counties and cities to ensure that, taken collectively, comprehensive plans and development regulations provide sufficient capacity of land suitable for development within their jurisdiction to accommodate their allocated housing and employment growth, including the accommodation of, as appropriate, the medical governmental, educational, institutional, commercial, and industrial facilities related to such growth, as adopted in the applicable county-wide planning policies and consistent with the twenty-year population forecast from the office of financial management. To demonstrate this requirement is met, counties and cities must conduct an evaluation of land capacity sufficiency that is commonly referred to as a "land capacity analysis".*

In coordination with Chelan County, the City of Wenatchee must demonstrate that sufficient land for development or redevelopment is available to meet adopted growth targets. The land capacity analysis is a comparison between the collective effects of all development regulations operating on development and the assumed densities of all development regulations operating on development and the assumed densities established in the land use element. This analysis also factors in the built and natural environment and infrastructure along with historical trends and forecasted needs.

This appendix discusses the approach chosen by the City of Wenatchee to provide a meaningful analysis and review of the availability and sufficiency of residential land in the City of Wenatchee Urban Growth Area to meet estimated growth demands and housing needs. Attachments have been included with a number of applicable data tables and resources used in the development of the analysis, in addition to the land capacity analysis spreadsheet and results themselves. Employment projections and needs in relation to commercial and industrial land supply will be addressed under a separate appendix.

### 2. GEOGRAPHIC AND TIME PARAMETERS

This land capacity analysis is intended to address a 20 year planning period extending from 2017-2037 for the City of Wenatchee Urban Growth Area. The last review and update of the City of Wenatchee Urban Area Comprehensive Plan was completed in 2006. The Sunnyslope Sub-Area Plan was adopted in 2007, as a component of the Wenatchee Urban Area Comprehensive Plan and the Chelan County Comprehensive Plan.

In coordination with the Chelan County Community Development Department, the City of Wenatchee Community and Economic Development Department conducted this land capacity analysis for the entire incorporated and unincorporated portions of the City of Wenatchee Urban Growth Area. Review of development trends and achieved densities evaluated growth which occurred since the last comprehensive plan update and review between 2007 and 2015. Given that the last Federal Census was completed in 2010, where available new estimates and projections from multiple resources were utilized with the intent of providing a greater degree of accuracy.

### 3. LAND SUPPLY ANALYSIS

3.1 Land Supply Inventory. The first step in the assessment of land supply is to identify all residential land within the Urban Growth Area that are considered vacant, partially used, or under-utilized.

- a. Vacant Land: Land which has no structure or has a building improvement value of less than \$10,000.00. This means that land which is occupied by a shack, abandoned building or other very low-value improvement will be considered vacant. A further distinction for the purposes of analysis was made between vacant building lots or parcels which had the potential for subdivision or multiple dwelling units such as a duplex.

In most circumstances, when a parcel of land was twice the minimum lot size of the applicable zoning district, the parcel was assigned the category of cumulative vacant land vs. a building lot. Exceptions to this approach were made in two instances. The first exception was for the Residential Moderate Zoning District which accommodates a duplex on a 10,000 square foot lot; these parcels and larger were considered as cumulative vacant land. The Sunnyslope portion of the Urban Growth Area includes an area identified in the comprehensive plan as being appropriate for septic systems. See Attachment 7 for the location of land evaluated for further development predominantly by means of septic systems. Vacant parcels in these locations were not evaluated for cumulative acreage totals unless they were one acre or larger in size.

Septic system capabilities with respect to soils in the Sunnyslope residential component of the Urban Growth Area varies. A conservative approach was taken in evaluating lots for building capability. Existing vacant lots between 12,500 square feet and 43,559 square feet in area were considered as a single building lot in the area anticipated for septic systems in Sunnyslope. Minimum thresholds for building lots in the remaining urban area were typically set at 3,150 square feet, meeting the minimum width and depth dimensions in the highest density zoning

district, with the exception of the Residential Foothills Zoning District. In the Residential Foothills Zoning District, a minimum threshold of 7,000 square feet was established to accommodate defensible space standards as a building lot. Cumulative land is added up in one category to calculate potential buildout of the acreage in that Zoning District as a whole. Alternatively, once a vacant lot is identified, it is added to the total number of identified vacant lots in that particular zoning district.

Listed below are the parameters chosen for vacant land, either building lots or cumulative acreage:

**Vacant residential land:**

<u>District</u>	<u>Building Lot (sq.ft.)</u>	<u>Cumulative Acreage (sq.ft.)</u>
OMU-	3150-9999 (50% of lots comm.)	10,000 + (Reduce 50% as commercial)
RMU-	3150-9999 (50% of lots comm.)	10,000 + (Reduce 50% as commercial)
RS-	3150-19999	20,000+
RL-	3150-13999	14,000+
RM-	3150-9999	10,000+ (Duplex lot starts at 10,000)
RH-	3150-7999	8000
RF-	7000-39000 (Defensible space)	40,000+
Sunnyslope Septic-	12,500-43,559	43560+

- b. Partially Used Land: Those parcels which have a building improvement value of \$10,000.00 or greater which have the potential of further subdivision or additional housing units. Parcels of land three times larger than the minimum lot size of the applicable zoning district or greater, were reviewed under this category. For each parcel, a minimum amount of area, double the minimum lot size of the zoning district, was removed from the parcel area to accommodate the area for the existing home. The remaining area of the parcel was placed in a cumulative category summed for each applicable zoning district. One exception to this approach was for the areas anticipated for septic systems in the Sunnyslope component of the Wenatchee Urban Growth Area. These locations began at a threshold of 1.5 acres or greater, subtracting 1 acre from the parcel size for the existing home with the remaining acreage placed in a cumulative category summed for each applicable zoning district to be evaluated at a lower density served by septic systems.

Listed below are the parameters chosen for partially used land:

**Partially used residential land:**

<u>District</u>	<u>Cumulative Acreage (sq.ft.)</u>
OMU-	Review lots 15,000 +, where development potential exists subtract 10,000 sq. ft.
RMU-	15,000 +, -10,000
RS-	30,000 +, - 20,000
RL-	21,000 +, -14,000
RM-	18,000 +, -12,000
RH-	12,000 +, -8,000
RF-	60,000 +, -40,000
Sunnyslope Septic-	1.5 acres +, take out 1 acre

- c. Underutilized Land: These areas are often zoned for more intensive uses that which currently occupy the property, providing with the right circumstances opportunity for redevelopment. The Wenatchee Urban Area Plan and it's sub-area plans identify a number of locations which lend themselves to redevelopment. These areas are discussed further under Section 6 of this Appendix.
- d. Additional factors: The review of the land inventory included a series of additional factors that were utilized in compiling the inventory. The Chelan County Assessor's data base, historic permit data, Geographic Information Systems, (GIS), and 2015 aerial photography were key tools in this analysis. The goal of the analysis was to provide as accurate of a review as possible, groundtruthing the results of data queries with aerial photography review. Additional factors considered included:
- Remove lots from the vacant land inventory which were issued building permits as recent as March 2016
  - Take into consideration preliminary approval of plats
  - Exclude vacant lots which had homes lost to fires in 2015 from the vacant land inventory
  - Exclude community, public use tracts within developments
  - Review critical areas
  - Subtract 50% of potential units within the mixed use districts, taking into consideration the potential for commercial development



- Remove publicly owned parcels, (unless established for uses that may include residential use)
- Remove land area in existing manufactured home or mobile home parks
- Review non-profit ownership of parcels to determine if the parcel has been committed to a specific use
- Review the development potential of parcels considering access and parking, and built and natural environment.
- Consider the configuration of existing improvements, precluding future development.

3.2 Critical Areas Deduction. Within the residential and mixed use districts analyzed, the primary critical area/sensitive areas included steep slopes, and often may include geologically hazardous areas. Lands which included slopes of 33.33% or greater were subtracted or removed from the land use inventory. This factor is derived from building code standards. While this slope factor does not always preclude development, it significantly inhibits development. Other critical areas can factor into development review such as sheet flooding from AO designated flood zones or ephemeral draws which are regulated under Wenatchee City Code but not deducted for the purposes of the land use inventory. The Squilchuck Creek basin, was not included under the categories of vacant or partially used land given existing development patterns and critical areas which have not been evaluated.

3.3 Deductions for Public Uses and Infrastructure. An analysis of recent subdivisions within the unincorporated and incorporated components of the Wenatchee Urban Growth Area indicated that in the City of Wenatchee an average of 25.09% of the gross land area of a proposed subdivision was dedicated to public uses such as roads and stormwater. See Attachment 3. A review of subdivisions within the unincorporated portions of the Wenatchee Urban Growth Area, Sunnyslope, indicated an average dedication of 20.95% for roads and stormwater facilities. For the purposes of the land capacity analysis, a factor of 25% was deducted from all cumulative vacant land and partially used land for right-of-way and utilities. In a relatively short time frame, the Sunnyslope residential component of the urban growth area has experienced significant residential growth. Public facilities such as parks, community centers or private non-profit facilities such as churches are limited in this area. An additional factor of 5% for general public purposes was deducted from the land inventory with the Sunnyslope residential portion of the urban growth area.

3.4 Market Factor Deduction. A market factor of 25% was deducted as a safety factor of land in addition to the projected 20 year land area needs to assure

adequate availability and choice at all times. This same market factor is applied in most surrounding jurisdictions. While some jurisdictions within the state have chosen market factors less than 25%, the local conditions addressing the extension of sewer infrastructure and working with infill development are appropriate for this higher factor.

#### 4. DEVELOPMENT DENSITY ASSUMPTIONS

4.1 Analysis of Recent Development History. Attachments 2-4, provide a summary of development densities achieved within the Urban Growth Area. Based upon a review of these density patterns, anticipated densities were assigned to each Zoning District. In general within the sewer low density residential areas, minimum lot sizes were utilized by applicants, often choosing to decrease lot sizes further, increasing density, with the flexibility of planned developments. In the RM District a combination of duplex and single family densities were developed, not fully utilizing the opportunities and densities intended for the RM designations within the comprehensive plan. A mixture of multi-family density and duplex developments in the higher density districts achieved between 9.87 and 21.88 dwelling units per acre. Considering these achieved densities an average of 15 dwelling units per acre was chosen for higher density zoning districts, while a density of 8 dwelling units per acre was chosen for the Residential Moderate District, considering the mix of duplex and single family density developed. An average net density of 2.66 units per acre was typical in residential development with septic systems in Sunnyslope. Listed below are the densities applied for each land use designation in the analysis:

Densities, for use in land capacity formula:

- a. Residential Single Family: 4 Dwelling Units (DU) per acre
- b. Residential Low: 6DU per acre
- c. Residential Moderate: 8DU per acre
- d. Residential High: 15DU per acre
- e. Residential Mixed Use: 15DU per acre
- f. Office Mixed Use: 15 DU per acre
- g. Residential Foothills: 2DU per acre
- h. Sunnyslope: 1. Areas targeted for sewer use densities above. 2. Areas likely to remain within the 20 horizon on septic utilize 2 DU per acre.

4.2 Comprehensive Plan Direction. The Sunnyslope Sub-Area Plan generally describes three different areas, Olds Station and Central Sunnyslope which are intended to be provided with sewer service; and Northern Sunnyslope which is less likely to be provided with sewer service in the 20 year planning period. The plan establishes a preference in the Northern area to standards

which are more sub-urban than urban in nature. See Attachment 5, an excerpt from the sub area plan mapping these areas. For the purposes of the land capacity analysis, the majority of the Northern Sunnyslope area was not calculated at densities to be served by public sewer systems, with some exceptions that due to proximity to the identified Central Sunnyslope area and existing development patterns, had a higher feasibility and likelihood to be served by public sewer systems. Attachment 7, identifies areas calculated for higher densities, based on the intent to serve these areas with public sewer systems. Other locations within the Northern Sunnyslope Area have the possibility to be served by public sewer systems being within the urban growth area, but have a lower likelihood of being served by public sewer service within the 20 year planning period due to the preferences in the sub-area plan and the existing development patterns. The delineation of the areas calculated for sewer service within the 20 year planning horizon was intended to align with both the Sunnyslope Subarea Plan and Sewer Facilities Plan.

## 5. PROJECTED HOUSING DEMAND

**5.1 Persons Per Housing Unit.** The Washington State Office of Financial Management provides estimates for urban growth areas for the number of persons per housing unit. The most recent estimate is from 2015. While there is often a preference to use Federal Census Data for persons per housing unit estimates, the age of current census data is less desirable at this juncture. A 2.44 persons per housing unit was utilized in the formula. This factor is an important one. The City has been allocated a specific population for the 20 year planning horizon in coordination with Chelan County, consistent with the Countywide Planning Policies. Dividing the allocated population to the City of Wenatchee Urban Growth Area, 6,093 persons, by 2.44 persons per housing unit, provides a need for 2,497 housing units in the 2017-2017 planning horizon.

## 6. UNDERUTILIZED LAND/IDENTIFIED OPPORTUNITIES

Housing needs for low and moderate income households are not being addressed to the extent that the 2006 Comprehensive Plan intended. The updated Housing Element identifies that significant efforts remain to meet existing and growing demands for multi-family and housing options outside of single family residential development. In addition to the commitment the City of Wenatchee has to implement a variety of housing types in high and moderate density and mixed use zoning districts, specific strategies have been addressed in existing and new sub-area plans which are intended to add housing options to help meet the increasing needs of the community.

- 6.1 South Wenatchee: The South Wenatchee Sub-Area planning effort identified two areas with potential for additional residential density, in concert with other mixed uses. These two areas include a Transit Oriented Overlay in proximity to Columbia Station; and a Mixed Use corridor extending south of Kittitas Street and North of Peachey Street focusing on the South Chelan Avenue and South Mission Street corridors. The development and implementation of these designations is at an early stage. Specific calculations of potential residential units have not been developed.
- a. Columbia Station TOD Overlay: The proposed transit oriented district in proximity to the LINK Columbia Station would encourage an appropriate mixture and density of activity around the Transit Station increasing ridership and providing alternative modes of transportation by providing pedestrian, bicycle and transit supportive environment integrating along with a complimentary mix of land uses where streets have a high level of connectivity and uses are within comfortable walking distance of Columbia Station. A central component of the overlay is the inclusion of market rate housing in concert with a mixture of uses accommodating low and moderate income households.
  - b. Mixed Use Corridor, South Chelan Avenue and South Mission Street North of Peachey Street and South of Kittitas Street: While designated as commercial, these corridors contain a mixture of commercial businesses and predominantly renter occupied single family housing. The demand for affordable housing is high and many of the historic single family units have not transitioned to commercial uses. The housing has been considered existing non-conforming uses, making it difficult to improve the conditions for this existing predominantly renter occupied housing. The intent of the mixed use approach in this area is to allow greater flexibility with development alternatives, especially for multi-family or attached single family residential development and live work buildings. The District can provide a meaningful blend of residential and non-residential uses that enhances and builds upon the city's commercial base. The District would encourage the consolidation of small parcels into viable mixed use developments within the corridor, as well as accommodating infill development projects with alternative housing types.
- 6.2 North Wenatchee: A sub area plan within North Wenatchee is being developed concurrently with the comprehensive plan update process. The focus area of this plan includes approximately 110 acres of land. The completion of this master plan will provide a multi-modal urban center with connectivity for residents, businesses, community centers and the waterfront. The plan intends to transition old industrial uses to commercial and residential/mixed use development patterns. The results of this process will

likely include spill over into the remainder of the North Wenatchee business corridor, enhancing the gateway and stimulating further interest and development. A component of this development will likely include higher density residential development. Currently the North Wenatchee corridor accommodates multi-family development, where the ground floor contains retail uses. Implementation of this planning effort has a high potential to providing additional higher density housing options for city residents.

- 6.3 The Sunnyslope Sub-Area Plan: At the end of May 2016, Olds Station will be a component of the City of Wenatchee. The sub-area plan states that in the long term, an urban mixed use strategy recognizing the transition occurring in the waterfront (South of the Wenatchee River), may be extended into Olds Station. The sub-area plan recognizes that a mixture of uses that could include a residential component are not feasible until or unless the Chelan County Port District amends their master plan and existing regulatory framework. The implementation section of the Sunnyslope Sub-Area Plan encourages the revision of zoning eventually to permit a mixture of residential uses in Olds Station in coordination with the Port District.

While the timing and certainty of changes to include a residential component with an urban mixed use strategy in Olds Station is unclear, the Chelan County Port District is currently reviewing direction for the future in its area of influence for Olds Station. Amendments to accommodate a change in focus for this area would need to include amendments to the comprehensive plan and zoning code. In the 20 year planning period, it is feasible that additional housing units may be accommodated within Olds Station.

- 6.4 Waterfront Sub-Area Plan: The Waterfront Sub-Area Plan includes the Waterfront Mixed Use Zoning District and three overlay zoning districts. In the development of the sub-area plan a study was conducted by Berk & Associates reviewing development densities and potential new housing units in the study area. 1440 residential units were anticipated as potential units in the Sub-Area. Since adoption, 340 units have been constructed. The City of Wenatchee remains committed to the implementation of these target densities in the waterfront, anticipating the potential for 1100 new housing units in this area. The primary focus of residential density in the plan document is for high density residential development.

- 6.5 Downtown: Approximately 180,000 square feet of vacant upper floor space is available in the downtown core. The Wenatchee Urban Area Plan encourages residential development in the downtown to support infill opportunities and the retail market. The Housing Element seeks to facilitate housing in the Central Business District and other mixed use areas close to

employment, cultural and shopping opportunities. Since incorporation of this policy direction, few housing units have been developed in the downtown core. A key impediment has been how to address parking. A parking study is being conducted and will be completed in the same time frame as the comprehensive plan update. It is anticipated that strategies will be developed to consider parking needs for businesses, the public and to accommodate the opportunity for upper floor housing in the downtown. These housing units have great potential to meet housing needs for multiple age groups and incomes.

**7. CONCLUSION:** Attachment 1 of this appendix includes the Excel spreadsheet for the Land Capacity Analysis. This spreadsheet lists each step in the calculation of the analysis incorporating the identified formulas. The resulting analysis indicates that land supply is sufficient to accommodate the necessary new housing units in the 20 year horizon. Not including the potential for redevelopment of underutilized land, the analysis identifies a capacity to accommodate 4,458 new housing units, which exceeds the projected new 2,497 housing units which need to be accommodated in the 20 year planning period. The completion of this land capacity analysis process has identified a number of key factors which should be considered in the comprehensive plan update. These factors include:

- Continue existing planning efforts for the extension of public sewer systems into the residential component of the Sunnyslope portion of the urban growth area in coordination with Chelan County.
- In coordination with Chelan County, consider the adoption of development standards within Sunnyslope which pertain to development patterns prior to the extension of public sewer systems not precluding higher densities, such as the use of tools such as “shadowplattin” and community septic systems.
- Large blocks of contiguous land are limited within the Urban Growth Area. It is important to develop new tools, process and standards and strategies for use by the development community that can build upon the positive features and characteristics of existing neighborhoods. These tools are necessary to facilitate the infill of vacant or partially used land which may have smaller lot sizes or increased development constraints.
- Limited success has been achieved for meeting desired densities in the Residential Moderate designations. Within the city as a whole, the intent to diversify housing options with a range of housing types has had limited success. New tools and processes should be considered to assist in meeting housing needs for all segments of the population.
- Very few accessory dwelling units have been developed within the urban growth area. Significant numbers of illegal conversions to secondary units are

encountered. Existing code and policy provisions addressing accessory dwelling units should be reviewed.

**ATTACHMENTS:**

- Attachment 1- Land Capacity Analysis Spreadsheet
- Attachment 2- City of Wenatchee Multi-family units 2007-2015
- Attachment 3- City of Wenatchee Urban Growth Area Final Plats 2007-2015
- Attachment 4- City of Wenatchee Duplex Units 2007-2015
- Attachment 5- Excerpts from the Sunnyslope Sub-Area Plan, pg. 34-35
- Attachment 6- Steep slopes, areas with slopes greater than 33.33% in the Wenatchee Urban Growth Area
- Attachment 7- Sewer vs. Non Sewer Areas in Sunnyslope and Chatham Hill Neighborhoods
- Attachment 8- Vacant and partially used residential lands in the Wenatchee Urban Growth Area.

# Attachment 1



Land Capacity Analysis - Wenatchee Urban Area Comprehensive Plan 2017 Update, (Attachment 1)

Residential Land Capacity Analysis  
 20 year population  
 6099  
 Growth  
 2.44  
 2015 estimate)  
 2497  
 20 year  
 planning horizon

	Vacant Residential Land										Partially Used Residential Land									
	Building lots	Reduced by 25% Market Factor	Vacant land including steep slopes	Steep slope areas (SF)	Vacant land with steep slopes removed (SF)	Reduced by 5% allocation for future public uses in Sunnyslope (not uses south of Wenatchee River) SF	Remain in & cumulative vacant land area (SF)	Reduced by 25% Market Factor (Acres)	Potential # of units from cumulative acreage	Cumulative vacant land (SF)	Steep slope areas (SF)	Partially used land with steep slopes removed (SF)	Reduced by 5% allocation for future public uses in Sunnyslope (not uses south of Wenatchee River) SF	Reduced by 25% allocation for ROW/Utilities (SF)	Reduced by 25% allocation for ROW/Utilities (SF)	Factor (SF)	Potential # of units from cumulative vacant land area (SF)	50% reduction for commercial development in mixed use zones		
RS South of River - Sewer (revised March 2017)	39	29	7,444,373	2,630,452	4,813,921	4,813,921	3,610,441	82.88	62.16	249	13,069,636	2,335,965	10,733,671	10,733,671	8,050,253	5,037,690	138.6	35	313	
RL South of River - Sewer (revised March 2017)	11	8	3,719,683	222,324.0	3,497,459	3,223,586	2,491,939	57.21	42.91	172	6058842	119494.2278	5,954,348	5,657,631	4,228,223	3,171,167	72.8	291	471	
RM South of River - Sewer (revised March 2017)	28	21	3,880,495	346,555	3,533,940	3,533,940	2,650,455	60.85	45.63	274	5,097,724	138,215	4,899,509	4,899,509	3,674,632	2,755,974	63.3	380	674	
RM North of River - Sewer (revised March 2017)	55	71	2,541,895	97,352	2,444,543	2,444,543	1,833,407	42.09	31.57	253	218,728	557	218,141	218,141	163,806	122,704	2.8	23	346	
RH North of River - Sewer	14	11	4,198,217	7642	4,190,576	3,881,047	2,985,785	66.54	51.41	411	1966898	7408	1,961,590	1,863,511	1,397,633	1,046,235	24.1	153	614	
RH North of River - Sewer	20	15	3,416,283	623,211	2,793,072	2,793,072	2,094,804	48.09	36.07	541	2085171	0	2,085,171	2,085,171	1,563,878	1,172,909	28.9	404	960	
RH North of River - Sewer	3	2	2,756,400	384,050	2,372,350	2,253,733	1,690,299	38.80	29.10	437	1577773	1086337	1,469,236	1,395,774	1,046,831	785,133	18.0	270	709	
RMU	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
OMU	10	8	335,863	0	335,863	335,863	251,897	5.78	4.34	65	519150	792	518,558	518,558	388,769	291,576	6.7	100	173	
RF	0	0	139,328	85,787	49,539	49,539	37,154	0.85	0.64	1.28	652150	317779	334,371	334,371	250,778	188,084	4.3	9	10	
WMU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Sunnyslope Septic	65	49	3,600,716	107,100	3,493,616	3,318,992	2,489,244	57.15	43.86	85.72	5,608,762	192813	5,425,999	5,154,642	3,865,982	2,895,466	66.6	133	268	
Total	287	215															1849	4,552		

North of River - Sewer, RM North of River - Sewer, and Sunnyslope Septic areas were revised in June 1, 2017 reflecting new boundaries but using the same parcel data and aerial imagery as the original analysis.

Attachment 2:

City of Wenatchee  
Multi-family Units 2007-2015

Address	Units #	Year Issued	Acres	Density Per Acre	Zone
475 N. Elliot	8	2014	0.36	22.22	RH
448 S. Wilson	4	2013	0.38	10.53	RM
895 Riverside	312	2013	6.84	45.62	WMU
1686 Stella	24	2007	1.13	21.24	OMU
1750 Central					
1740 Central					
1770 Central					
1718 Central	41	2007 & 2014	4.18	9.81	RH
1716 Central					
1714 Central					
1712 Central					
1710 Central					

Average Density: 21.88

Total Units: 389

City of Wenatchee Urban Growth Area  
Final Plats 2007-2015

Attachment 3:

Plat Name/Jurisdiction	# Lots	Lots: Acreage Total	Total Gross Acres	% ROW/Storm	Net Density Per Acre
Cherry Meadows / City	39	6.19 acres	9.07	31.75	6.3
Campbell's Glen / City	72	14.71 acres	19.42	24.25	4.9
Cobblestone / City	17	3.45 acres	4.07	15.23	4.93
Fiesta Heights / City	7	1.05 acres	1.49	29.12	6.65
Sunnyslope Meadows 1&2 / County	23	10.75 acres	12.41	13.38	2.14
Birch Run Phase 2 & 3 / County	39	18.1 acres	22.56	19.77	2.16
Madison Acres & Madison Acres 2: Phase 1-2 / County	66	20.72 acres	26.6	22.11	3.19
SunValley Estates / County	24	7.61 acres	10.65	28.55	3.15

City of Wenatchee

Average % of subdivision dedicated to roads and stormwater:

Average net density per acre:

25.09

5.7

Chelan County (Sunnyslope component of the Wenatchee UGA)

Average % of subdivision dedicated to roads and stormwater:

Average net density per acre:

20.95

2.66

## Attachment 4:

City of Wenatchee  
Duplex Units 2007-2015

Address	Units #	Year Issued	Density Per Acre	Zone
18 Western Ave.	2	2007	8	RM
1715 Toaimnic Dr.	2	2009	14	RH
1225-27 Maple St.	2	2009	9.1	RH
912 Morris St.	2	2009	7.38	RM
705-707 Saddlerock	2	2009	8.51	RH
835 Walker St.	2	2011	10.6	RH
1201 Monitor St.	2	2012	10.52	RH
1713 Toaimnic Dr.	2	2013	14	RH
410 Miller St. S.	2	2013	5.88	RM
1311 McKittrick St.	2	2013	9.52	RH
1421 Springwater Ave.	2	2015	8	RM
1419 Springwater Ave.	2	2015	8	RM
912 Third St.	2	2014	14.2	RH
900-902 Poplar Ave.	2	2015	10.5	RH
<b>Average Density:</b>	<b>9.87</b>			
<b>Total Units:</b>	<b>28</b>			

# Attachment 5

## 4 Land Use

Sunnyslope's existing land uses are varied, with orchards and single-family residences of varying scale predominating in the areas north of SR 2/97, and commercial and industrial uses predominating in Olds Station. Sunnyslope is composed of three distinct planning areas:

- **Northern Sunnyslope** - characterized by large-lot single-family development, this area is mostly hilly and open with commanding views of areas south and west
- **Central Sunnyslope** - this area contains a mix of orchards and residential development, generally bounded on the north by Beacon Road and on the south by SR 2/97. Olds Station encompasses the area south of SR 2/97 and along the Columbia River. A mix of long-standing industrial, commercial - and in the southwestern portion of Central Sunnyslope - residential land uses predominate
- **Olds Station** - this area is effectively the jobs center of the entire Sunnyslope planning area, providing a range of agriculture-related, retail, service, and professional office employment.

This plan's overall land use concept builds on the existing mix, increasing residential density in Central Sunnyslope and retaining Olds Station as a regional employment center. The increased residential density in Central Sunnyslope is also keyed into the creation of a new town center at School Road and Easy Street, introducing a mixed-use

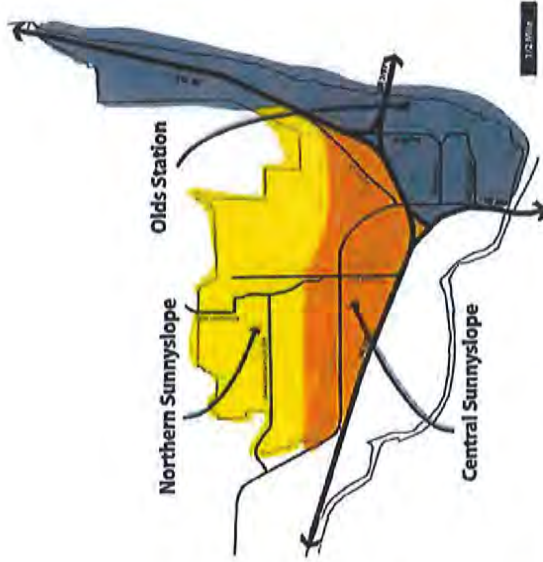


Figure 4.1 - Reference is often made to "Northern Sunnyslope", "Central Sunnyslope", and "Olds Station" in this plan. Though local understandings or other official designations may differ, this presents a diagram of this plan's references. (Studio Cascade, Inc.)

commercial/residential concept intended to become the hub of a safe and walkable community.

**Plan Concepts**

The Sunnyslope Long-Range Plan draws two broad distinctions of land in the Sunnyslope/Olds Station study area. One is the concept of a "Zone of Protection." The other is the concept of a "Zone of Change." These two schematic features outline a planning strategy that retains identified features residents want, while successfully adapting to forecasted population growth. In order to be successful, the long-range plan also requires reduced reliance on the North Wenatchee Avenue Bridge for daily trips and developing land use patterns that facilitates convenient access to nearby shopping, services and employment.

Overall, the subarea will accommodate up to 6,000 additional residents in Sunnyslope and Olds Station.

**Zone of Protection**

In this area, existing residential subdivision patterns are expected to remain relatively unchanged. Much of the land once used for orchards was already subdivided, resulting in a pattern of large-lot single-family construction. Lot sizes within this area were largely determined by new residents' market preferences, existing County zoning options, and the lack of a sanitary sewer system.

Even though water is currently available (provided by the Chelan County PUD), sewer lines are not in place to serve this area. This limits development to those able to be



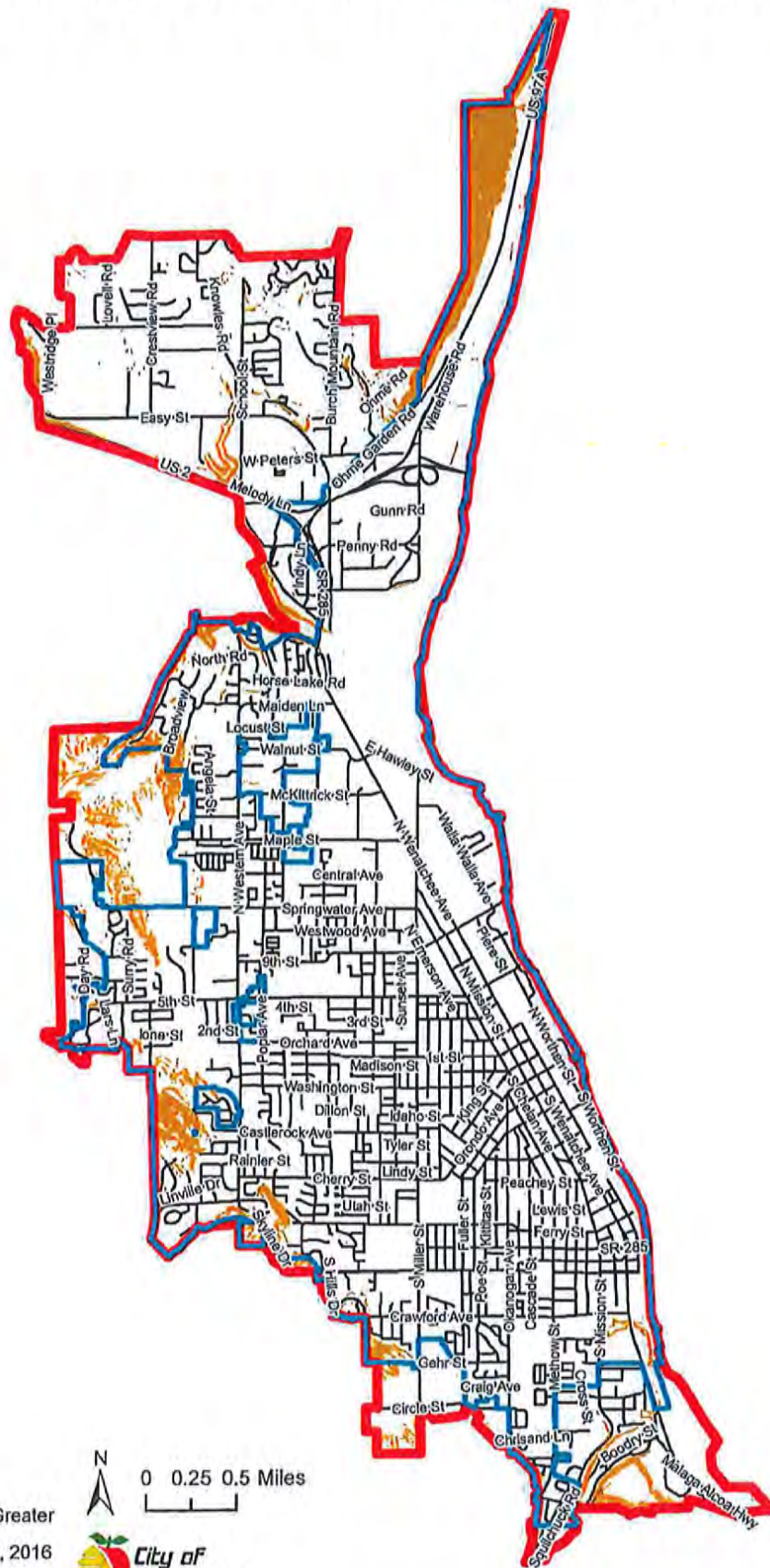
Figure 4.2 - From a strategic standpoint, the Sunnyslope Long-Range plan may be expressed as defining two basic areas - a "Zone of Protection" where existing patterns and conditions remain largely the same, and a "Zone of Change" where needs and opportunities are addressed more aggressively. Areas for possible expansion, should it become necessary in the future, are identified in blue. (Studio Casante, Inc.)

Sunnyslope Long-Range Plan & SEIS - October 11, 2007 Draft  
As Recommended by **Wenatchee City Council**




# Attachment 6

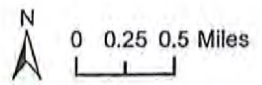


### Areas with Slope Greater than 33.33% in the Wenatchee UGA



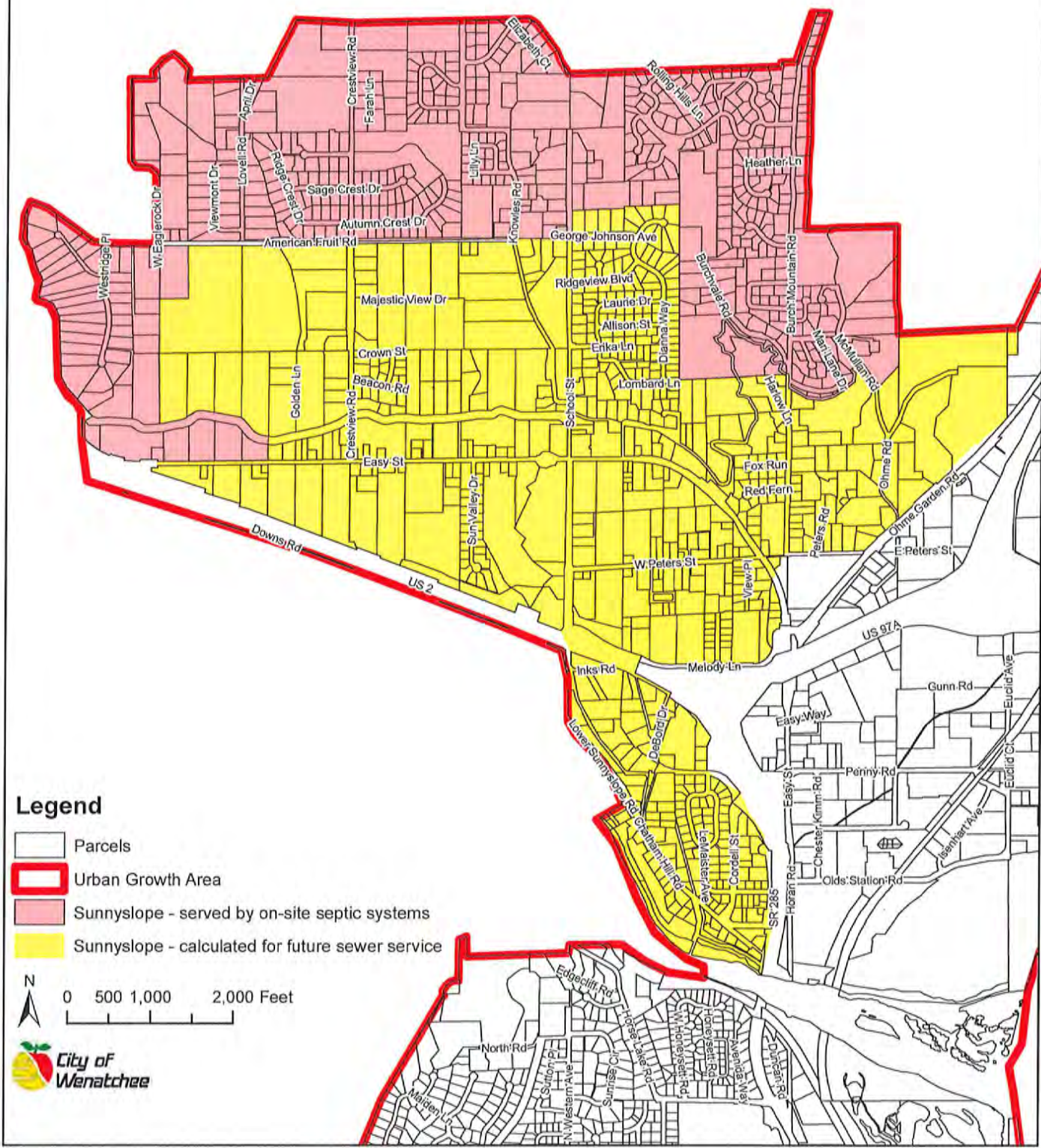
**Legend**

-  33.33% Slope or Greater
-  City Limits May 29, 2016
-  Urban Growth Area



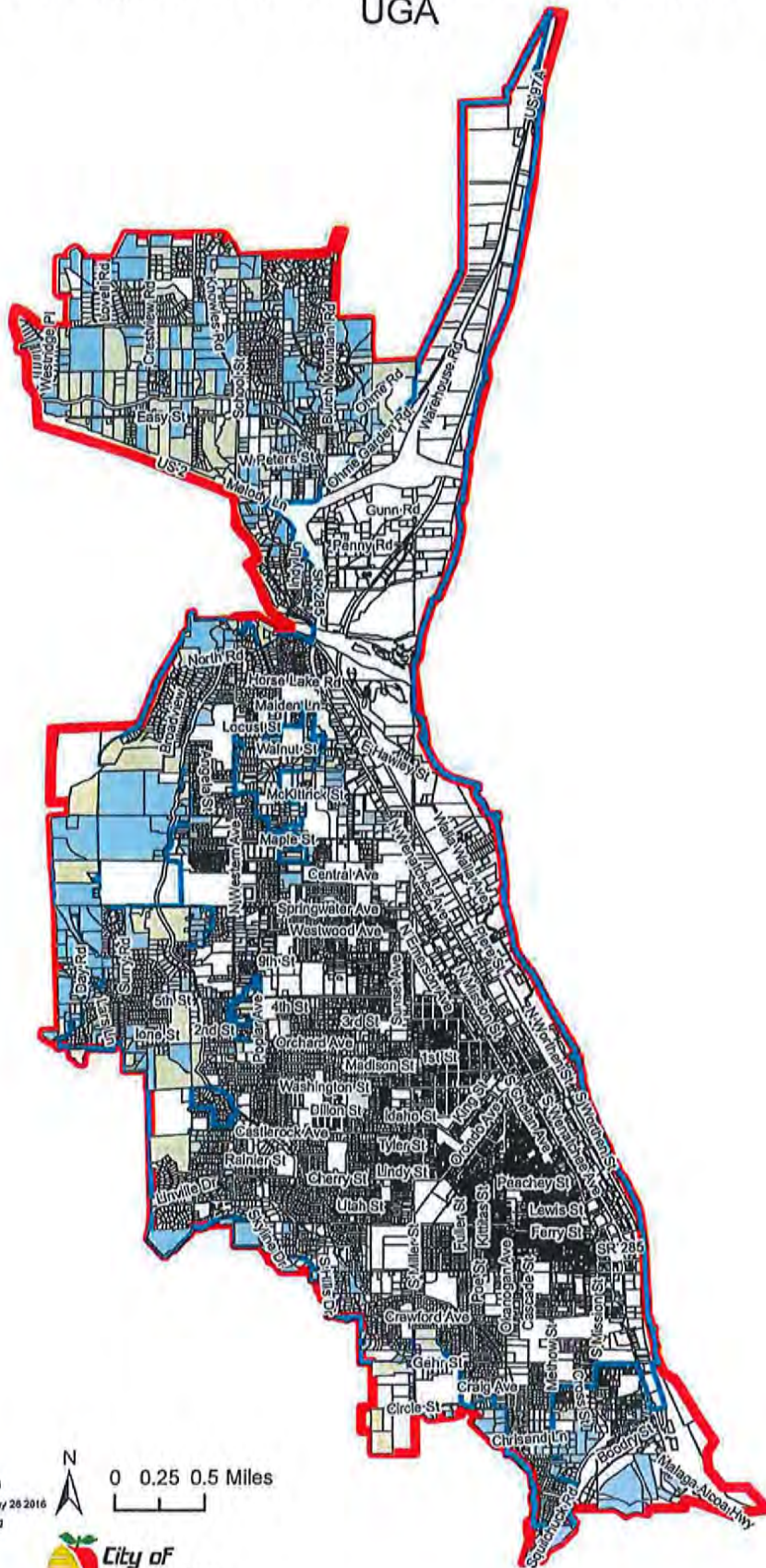
# Attachment 7

# Sewer vs Non-Sewer Service Areas in Sunnyslope and Chatham Hill neighborhoods.



# Attachment 8

# Vacant and Partially Used Residential Land Locations in the Wenatchee UGA



**Legend**

- Merged Partially Used Parcels May 20 2016
- Merged Vacant Cumulative Area Parcels May 26 2016
- Merged Vacant Building Lots May 26 2016v2
- City Limits May 29 2016
- Urban Growth Area
- Parcels

N  
0 0.25 0.5 Miles

**City of  
Wenatchee**

## APPENDIX B: CITY OF WENATCHEE EMPLOYMENT PROJECTION REVIEW

### Summary / Analysis:

Employment growth within the Wenatchee Urban Growth Area (UGA), through the year 2040, is anticipated to remain consistent with the historical local trends. Employment within the Metropolitan Statistical Area (MSA) will continue to concentrate within the Wenatchee UGA with an increase in the number of non-residents working within the city limits. An estimated 20,000 jobs will exist within the Wenatchee UGA in 2040. Current commercial, industrial, and mixed use land capacity can accommodate this employment projection.

The geographic proximity of the cities Wenatchee and East Wenatchee and their respective counties of Chelan and Douglas creates difficulty in trying to evaluate employment information at an individual city level. Employment data sources typically track job location and not where a person resides; many employees work outside of their jurisdiction of residence. The Chelan Douglas Transportation Council 2040 Transportation Plan identifies the 2015 ratio of non-residents to residents working within the City of Wenatchee at 2 to 1.

Employment projections within the Wenatchee UGA have been estimated in the context of overall employment and population trends within the Metropolitan Statistical Area (MSA) comprised of Chelan and Douglas counties. Future employment within the Wenatchee UGA will continue to develop proportionately with the current top three sectors for Chelan County; agriculture, government, and health care.

Additional employment in the service and trade sectors to support growth occurring in the MSA as a whole is anticipated. A significant change in employment, such as a major employer locating from outside the MSA and requiring 500+ local employees is not anticipated. Conversely, the loss of a major employer in the top three sectors is not anticipated.

In terms of land capacity, excluding public lands, the Wenatchee UGA is 75 percent residential, 11 percent industrial, 8 percent commercial, and 5 percent mixed use. The estimated increase in the number of jobs through the year 2040 can be accommodated through existing land use classifications at current percentages. Many of the commercial and industrial land uses are underutilized in terms of vacancy, allowed heights, lot coverage, and occurrence of surface parking lots.

The following three charts display employment, population growth, and the ratio of population to employment within Chelan and Douglas counties between the years 1969 and 2014. The charts identify overall employment has steadily increased in both counties, the employment to job ratio in Douglas County has remained balanced, and the employment to job ratio in Chelan County has increased.

