Draft Sunnyslope Long-Range Plan & SEIS:
Challenge, Change & Context

Prepared for

Chelan County

and the

City of Wenatchee

July 2007

Sunnyslope Long-Range Plan

Fact Sheet

Project Title/Location	The draft **Sunnyslope Subarea Plan and Supplemental EIS** is an integrated Growth Management Act/State Environmental Protection Act (GMA/SEPA) document that sets guidelines for future development of a 1,415-acre portion of the Wenatchee Urban Growth Area (UGA). The Sunnyslope subarea is located to the north of Wenatchee at the confluence of the Wenatchee River and the Columbia River, and extends north to the foothills known as Eagle Rock and west almost to the town of Monitor. The subarea plan refines the 2006 Wenatchee Urban Area Comprehensive Plan by proposing a preferred land use scenario and a number of goals and policies for the subarea.
Alternatives	Chelan County considered four alternative growth patterns for the subarea, and with the public, developed its preferred land use alternative utilizing criteria including "Automotive Transportation", "Local Identity/Character", "Basic Services" "Economy", and "Environmental." The four alternatives were: 1. The "Existing Development" alternative followed existing development patterns occurring in Sunnyslope. Of the four alternatives considered, it was able to accommodate the fewest number of new residents. 2. The "Olds Station" alternative was similar to Alternative One, but included higher density zones in and around the Olds Station area. Like the existing development alternative, this land use strategy fell well short of targeted resident capacity (6,000 new residents). 3. The "School Center" alternative added higher density residential development at the intersection of School and Easy streets to Alternative Two's Olds Station high-density development. Alternative Three fell short of the target capacity by about 800 people. 4. Of the four options, the "Highline Center" alternative offered the greatest density. It met the target population figure using a much larger 10-unit per acre, mixed-use development area along Easy street between Highway 2 and

	American Fruit Road. The Modified School Center is the preferred option in developing this draft land-use plan. In very general terms, this proposal envisions two development patterns: areas of change, where mixed-use, higher-density development would be encouraged, and areas that retain existing, lower-intensity growth patterns.
Proponent	Chelan County, WA
Date of Implementation	Proposed adoption for September, 2007
Lead Agency	Chelan County Department of Community Development
Responsible Official	John Guenther, Director, Chelan County Community Development
Contact Person	William Grimes Studio Cascade, Inc. 114 W Pacific Ave, Suite 200 Spokane, WA 99201 509-835-3770 or bgrimes@studiocascade.com
Required Approvals	Future review - The programmatic Draft Supplemental Environmental Impact Statement (SEIS), preliminary Final SEIS and subsequent Final SEIS constitute the required environmental review for the Sunnyslope Long-Range Plan. The Final SEIS will serve to supplement the City of Wenatchee Comprehensive Plan Final SEIS. Subsequent environmental review will occur on a project-by-project basis. The draft and final SEIS seek to adequately address the anticipated impacts of certain types of subsequent implementation actions consistent with the subarea Plan.
Previous Environmental Documents	Pursuant to WAC 197-11-210 this SEPA/GMA integrated document supplements the April 4, 2007 SEIS and 1993 FEIS for the City of Wenatchee's Urban Area Comprehensive Plan.
Principal Authors/Contributors	Studio Cascade, Inc.

	William Grimes, AICP, Principal Rick Hastings, Associate Gideon Schreiber, AICP, Planning Associate Kate Koch, Planning Assistant
Date of Issuance	July 27, 2007
Date Public Comments Due	September 27, 2007
Public Hearings and Meetings	Wenatchee Planning Commission September 19, 2007 Wenatchee City Council October 11, 2007 Chelan County Board of County Commissioners to be determined
Date of Final Action	To Be Determined
Background Information Location	Chelan County Department of Community Development, 316 Washington Street, Wenatchee, WA. and City of Wenatchee Department of Community Development, 25 North Worthen Street, Wenatchee, WA
Draft SEIS Copies	Copies are available for public viewing and comment at Chelan County Department of Community Development and City of Wenatchee Department of Community Development and are available for reproduction at cost. Copies of the draft SEIS have been distributed to agencies, organizations and individuals noted on the distribution list, copies available (APPENDIX F).

Acknowledgements

The authors of this plan wish to recognize those participants who made the drafting and adoption of this plan possible:

Chelan County Board of County Commissioners:	Keith Goehner Buell Hawkins Ron Walter	
Chelan County Planning Commission:	Joe Bell Donn Etherington Mike Harrison Mary Lou Johnson Dennis Nicholson	Dick Ryan Phil Unterschuetz Roberd Whitten Robert Castrodale
Citizen Advisory Council:	Morgan Picton Al Lorenz Pat Fromm	
Chelan County Planning Staff:	John Guenther, AICP/CBO, Community Development Director David Grimes, Senior Planner Cliff Wavra, AICP/ASLA, Senior Planner	Matthew Hansen Mike Cecka, former Community Development Director
City of Wenatchee Planning Staff:	Cyndy Butler, Interim Planning Director Monica Libbey, Assistant Planner	David Stalheim, former Planning Director
Other agency staff:	Mark Urdahl, Port of Chelan County Executive Director Dan Curry, City of Wenatchee Jeff Wilkens, AICP, WVCOG Executive Director Nick Manzaro, WVCOG Planner	
Special thanks to:	The scores of Sunnyslope residents who generously contributed time and effort to attend the public workshops and shape the direction of this plan. We congratulate the community on its care and thoughtful input through this process, and urge residents to, over time, help realize the long-term vision expressed herein.	

Table of Contents

1 Introduction & Environmental Summary 4
Subarea & Plan Background 4
Interlocal Agreement 5
Plan Objective 7
Purpose 7
Public Involvement 7
Summary of Alternatives 8
Alternative 1: Existing Development Patterns 8
Alternative 2: Olds Station 9
Alternative 3: School Center 9
Alternative 4: Highline Center 9
Alternative 5: Modified School Center 9
Conclusions 9
Population 9
Housing 10
Commercial 10
Land use 11
Transportation (circulation) 11
Summary of Environmental Impacts 12
2 Process Overview 22
Project study area 22
Public Outreach 23
Public Meeting 1 – "Issues & Options Workshop" 23

Public Meeting 2 – “Alternatives Workshop” 23
Public Meeting 3 – “Policy Workshop” 24
Agency Introduction 24
Stakeholder Interviews 25
Advance Meetings 25
Penny Polling 26
Web Site 26
Direct E-mail Notification 26
3 Plan Vision 27
Plan Issues 29
Alternatives 31
Alternative 1: Existing development patterns 31
Alternative 2: Olds Station 31
Alternative 3: School Center 32
Alternative 4: Highline Center 32
Alternative 5: Modified School Center 33
4 Land Use 34
Plan Concepts 35
Zone of Protection 35
Zone of Change 36
Land Use Designations & Zoning 37
5 Transportation 42
Arterial Flows 46
Transit 46
Network 47

Transportation Improvements 47
6 Capital Facilties, Utilities, & Public Services 50
Water 50
Wastewater 51
Schools 51
Other Public Services & Community Facilities 52
7 Parks & Recreation 53
Parks & Recreation Setting 53
Parks & Recreation Issues 55
8 Goals & Policies 56
9 Implementation Actions 66
Priority Programs & Capital Projects 66
Appendix A – Workshop One Presentation/Results 71
Appendix B – Workshop Two Presentation/Results 72
Appendix C – Workshop Three Presentation/Results 73
Appendix D – Neighorhood Commercial (CN) 74
Appendix E – Primary Maps, Illustrations 92
Appendix F – SEIS Distribution List 93

1 Introduction & Environmental Summary

The Growth Management Act and the State Environmental Protection Act (GMA and SEPA) encourage the integration of SEPA requirements and GMA documents (WAC 197-11-210 through 235). This combined document's environmental summary gives a broad picture of the proposed plan to interested parties looking at SEPA impacts, and includes a brief look at alternatives, mitigation, and significant adverse impacts that cannot be mitigated.

Subarea & Plan Background

Sunnyslope is a portion of unincorporated Chelan County, immediately adjacent to the City of Wenatchee's northern limits at the confluence of the Wenatchee and Columbia rivers. It extends northward from Olds Station, an industrial area closest to the confluence, to the foothills known as Eagle Rock, and westward along the Wenatchee River almost as far as the Town of Monitor. Sunnyslope is located in the northern-most section of the Wenatchee Urban Growth Area (UGA).

From the time of the first white settlers until recent times, Sunnyslope lands have primarily been used for orchards and supporting agricultural industry. Over the past 15 years, the apple, pear and cherry orchards north of SR2/97 have been replaced by large-lot residential subdivisions. Though some Sunnyslope orchards remain - primarily between the state

Figure 1.1 *- Open space and dramatic views are two things residents appreciate most about Sunnyslope. (Studio Cascade, Inc.)*

Figure 1.2 – The vast majority of Sunnyslope was dedicated to orchards and farms until recent times. Today, few working orchards remain, though vestiges of that history are abundant. (Studio Cascade, Inc.)

highway and American Fruit Road, and south of SR2 as far as the Wenatchee River - most are gone as of this writing.

Despite this, agricultural industry remains in the Olds Station area. Fruit packing-houses, transport and related activities continue to process much of the region's agricultural output. Even so, process and shipping uses are gradually being supplanted by – or becoming neighbors of - modern office, professional and commercial/retail uses. The formation of the Chelan County Port District, together with the acquisition of a sizable portion of Olds Station lands on behalf of that organization, has helped the area evolve into an employment and services center, offering a variety of non-residential land uses for local and regional shopping and jobs.

This subarea plan is intended to identify land use and related policies, establishing zoning and facilitating the management of urban growth in Sunnyslope. Sunnyslope was identified as an Urban Growth Area (UGA) for the City of Wenatchee in a 2005 Available Lands Study. According to population forecasts adopted in the City and County's comprehensive plans, the Wenatchee UGA is to grow by approximately 17,000 residents by the year 2025. Most of this growth is directed into land within the Wenatchee city limits, but 6,000 of the total population are forecast to move into Sunnyslope over the next 20 years.

Interlocal Agreement

The Sunnyslope Subarea Plan is envisioned as an implementing component of the City of Wenatchee's

comprehensive plan. Chelan County agrees that a joint, cooperative comprehensive plan for the Wenatchee Urban Area will be prepared, including areas both north and south of the Wenatchee River. City will be the Lead Agency for comprehensive planning and development regulations for that area south of the Wenatchee River. County will be the Lead Agency for comprehensive planning and development regulations for that area north of the Wenatchee River.. Upon completion and adoption of the Sunnyslope Subarea Plan, the area will fall under the land use/zoning policies of the City of Wenatchee.

Chelan County, the City of Wenatchee and the Chelan County PUD adopted an interlocal agreement to guide their collaborative efforts in serving an urban Sunnyslope. The agreement, which was adopted in January of 2005, outlines mutual intentions and individual responsibilities. The primary considerations are the effective provision of utility services and the appropriate management of land development as Sunnyslope's population grows. The City, acting as a referral agency, will review development proposals within the UGA, and the County would apply comprehensive plan and zoning designations to that area based on the City's comprehensive plan and zoning designations.

This provision of services, however, will not place pressure on the community to annex into Wenatchee. This interlocal agreement helps alleviate resident concerns that new development would result directly in annexation to the City of Wenatchee. While many who live in Sunnyslope may

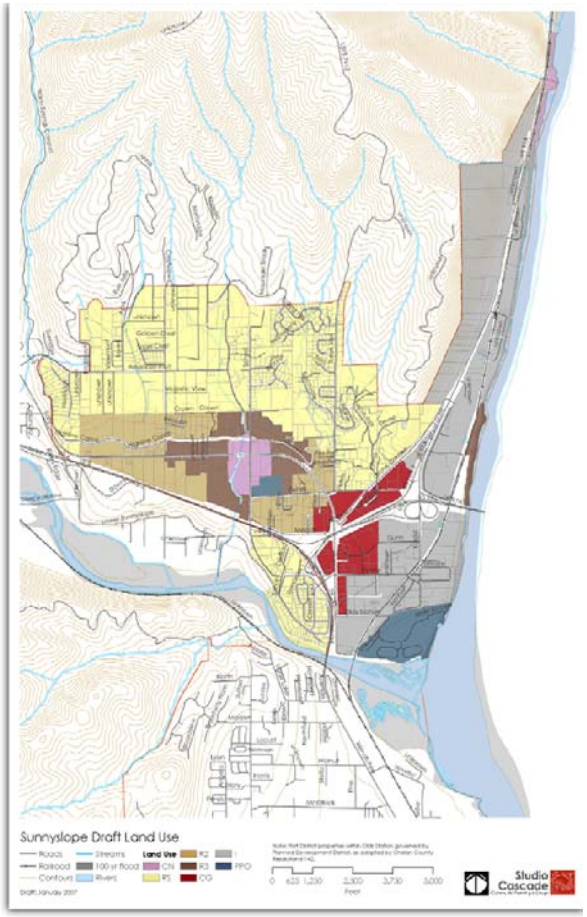


Figure 1.3 *– Study area extents are outlined on the land use map, and include all non-waterline shaded areas visible in this reduced image. A larger version of this map is available in the plan appendix. (Studio Cascade, Inc.)*

welcome new urban growth, the issue of annexation is a sensitive one. Annexations in Sunnyslope may still occur, but, based on the provisions of this interlocal agreement, they would occur only at the request of the property owners seeking annexation.

Plan Objective

The Sunnyslope Subarea Plan is designed to guide development decisions through the next 20 years. The area is forecast to have an additional 6,000 new residents by 2025. This plan outlines the goals and policies that, in concert with the proposed land use scenario, will guide growth in the Sunnyslope subarea. This subarea plan is designed to work in combination with the Chelan County and the City of Wenatchee's comprehensive planning efforts. Further, the plan is envisioned as an implementing component of the Wenatchee comprehensive plan.

Purpose

This combined plan and SEIS document evaluates the projected and cumulative environmental impacts associated with the Sunnyslope Subarea Plan. This document covers environmental impacts not addressed in the Supplemental EIS drafted for the City of Wenatchee and its UGA. This document complies with all applicable state laws and integrates public comments received on the subarea plan and SEIS. Comments received as a result of this document will be included in the final integrated Sunnyslope Subarea Plan.

Public Involvement

As required by state law, this subarea plan had frequent opportunities for public involvement during the drafting of the plan. In addition to three community meetings, outreach included meetings to facilitate agency communication, stakeholder interviews, "penny polling" (an informal issues survey), a frequently updated and interactive website, and direct e-mail newsletter including process updates and notification regarding future meetings.

The first community meeting brought together more than 150 residents in May 2006 to work on "issues and options" leading to the development of a draft long-range vision for Sunnyslope, in view of the primary need to accommodate as many as 6,000 new residents by 2027.

The second community meeting, held in August 2006, invited residents to revisit the conclusions drawn from the first meeting and work toward developing strategic approaches to future land use in the Sunnyslope area. Workshop

participants reviewed and evaluated four land use scenarios and presented their recommendations. This information was helpful in producing the preferred land use scenario described in this subarea plan.

The third and final community meeting in September 2006 served as a policy workshop. The preferred land use scenario was presented, and attendees were asked to evaluate the scenario and related goals and policies for completeness and ability to support the community's overall vision.

Very early in the process, the County facilitated introductions between the consultant team and key agencies that would have an integral part in the subarea planning process. The agencies identified key issues to additional growth in Sunnyslope and the consultant team incorporated those comments into the strategies presented to the public and in drafting this plan.

In addition to meeting with agencies, the consultant team met with "stakeholder" residents to help identify key issues as seen by long-time Sunnyslopers, orchardists, developers, land-use attorneys, business people, and others. In addition to providing background on resident issues, these meetings helped get the word to the community about the subarea planning process.

Even though new residents are moving to Sunnyslope at a rapid pace, the community has expressed a strong desire to preserve as much of the open, agricultural qualities of the area as possible. There is a broad understanding that resident numbers will increase, but many of the rural features remaining from Sunnyslope's past are still highly prized.

Summary of Alternatives

Each of the following alternatives was considered in drafting this subarea plan. Meeting participants were asked to evaluate each alternative, and their comments were incorporated with analysis conducted by Wenatchee City and Chelan County officials to form Alternative Five, explained in further detail in the alternatives section of the plan.

Alternative 1: Existing Development Patterns

The alternative envisioned the continuation of existing development patterns in Sunnyslope. Of the four alternatives, this pattern accommodated the fewest number of new residents.

Alternative 2: Olds Station

The second alternative was similar to the first, except that it included higher density zones in and around the Olds Station area. Like the existing development alternative, this land use strategy fell well short of targeted resident capacity.

Alternative 3: School Center

This alternative envisioned higher density residential development at the intersection of School and Easy Streets in addition to Alternative Two's Olds Station development. Alternative Three fell short of the plan's capacity target by about 800 people.

Alternative 4: Highline Center

Of the four options, the "Highline Center" alternative offered the greatest density. It met the target population figure using a much larger 10-unit per acre, mixed-use development area along Easy street between Highway 2 and American Fruit Road.

Alternative 5: Modified School Center

The preferred alternative uses alternative three as a foundation, due to comments and thoughts received during the public participation process favoring the retention of as much rural, open-space character as possible, and from Port of Chelan County comments indicating that mixed-use growth was not currently envisioned for their Olds Station properties. A mixed-use center (with a City of Wenatchee "Commercial" zoning designation) is proposed at the intersection of School and Easy Streets. Similar development would be encouraged alongside and blended with commercial activities at Olds Station. This plan was developed using this alternative. It is discussed in greater detail in the alternatives section of the plan.

Conclusions

Population

Sunnyslope's existing population is estimated to be over 3,100 persons, based on 2000 US Census data prorated to 2007 using 1990-2000 growth rates. Approximately 6,000 new residents are forecast to move into Sunnyslope in the coming 20 years. This number was derived from the 17,000 new residents the City of Wenatchee is projected to take on by 2025. The

challenge of this plan was to maintain existing character of Sunnyslope while finding places for an additional 6,000 people to live.

Land use scenarios considered ranged from high-density development in existing commercial centers to the status quo of low-density, single-family development throughout the subarea. Existing development patterns do a poor job accommodating Sunnyslope's share of County-wide growth, but high-density development patterns do a poor job of retaining the existing character of Sunnyslope. This report combines existing patterns and high-density centers as a type of compromise – to bring the subarea close to accommodating the forecast growth while retaining the more rural character of today's Sunnyslope across a large portion of the plan area.

Housing

Sunnyslope can be divided into three areas: northern Sunnyslope, central Sunnyslope and Olds Station. Large-lot, single-family dwellings currently characterize northern Sunnyslope. Central Sunnyslope is 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 is effectively the jobs center of the entire Sunnyslope planning area, providing a range of agriculture-related, retail, service, and professional office employment.

Most of the additional development envisioned by this plan will occur in an area informally referred to as a "zone of change" which generally includes Olds Station and that portion of Sunnyslope south of Beacon Road. Under the preferred land use scenario, Sunnyslope will be able to accommodate approximately 5,030 new residents in the next 20 years.

Commercial

In order to allow Sunnyslope residents to conduct daily business closer to home – and to help make higher densities more feasible - commercial districts were carefully considered in development of the preferred land use alternative. All the proposed commercial designations within the Sunnyslope Subarea fall into the Wenatchee zoning classification of Neighborhood Commercial (CN) and North Wenatchee Business District (NWBD). CN zoning is the heart of this plan's strategy for Central Sunnyslope. It is intended to bring about a vital, small-scale commercial center, permitting mixed residential and commercial uses. This size restriction will need to be considered by the City of Wenatchee as it is not already part of the development regulations for CN zones. The larger parcel requirement is intended to ensure that the commercial center is planned and developed in a way that creates an integrated and functional mixed-use district. CG zoning in this plan designated to accommodate a wide range of retail, service and professional office land uses. It suits the

character of much of Olds Station, and is consistent with the character and scale of development along Easy Street and the highway corridor in that portion of Sunnyslope.

Land use

Keeping in mind the need to accommodate planned resident growth over the next twenty years, the land use scenarios considered were designed to preserve the rural character of Sunnyslope at the fringes of the subarea and create a vibrant urban center for all residents of the community. The land use scenarios proposed by this subarea plan are characterized by a denser, mixed-use center around the intersection of School and Easy streets. By creating an area to foster greater density in the center of the subarea and less density in the more rural sections of the subarea, the preferred land use scenario accommodates nearly the targeted number of new residents in the next twenty years.

Transportation (circulation)

Sunnyslope is sliced into four distinct lobes by the existing transportation infrastructure, defined by the state highways that access the subarea and providing regional linkages to areas north, east, south and west. These highways — SR 2/97, 97A, and 285 — provide access to the subarea via Easy Street to the east, and School Road to the west. In addition, Ohme Drive connects the easternmost portion of Northern Sunnyslope to SR 97A, providing a "back door" into the planning area available to travelers heading either north or south on that highway. More people in the subarea will add to a transportation infrastructure that is already frequently overburdened. Major transportation system and level of service issues are considered in the preferred land use scenario.

Summary of Environmental Impacts

The environmental impacts — and associated mitigation measures — related to proposed growth in the Sunnyslope Subarea are summarized in the following tables, consistent with the elements of the environment (WAC 197-11-444). The subarea plan along with supporting documents (specifically, the Wenatchee and Chelan County comprehensive plans) outlines and helps direct the future for the Sunnyslope subarea. The following factors were considered in developing policy for the Sunnyslope Subarea Plan. Those considerations are reflected in the policy items in the plan.

Air Quality

Location	Assessment
Wenatchee Comprehensive Plan SEIS	**Impacts:** Growth in Sunnyslope and in the Greater Wenatchee Valley area will have an impact on air quality. According to the Wenatchee Comprehensive Plan SEIS, the magnitude of air quality issues will vary seasonally depending on weather patterns and human activities associated with growth. **Mitigation:** Air quality issues are addressed by this plan in the form of increased density and multimodal transportation options for residents in the Sunnyslope area. The addition of better pedestrian/bicycle facilities and park-and-ride locations throughout the subarea will significantly decrease the amount of pollution that might otherwise be generated by population growth. Also, the integration of more compact, mixed-use development near the Central Sunnyslope area will encourage residents to walk or bike in their community rather than driving to Wenatchee for daily activities (grocery shopping, personal services, etc.)

Agricultural Land

Location	Assessment
Chapter 4: Land Use	**Impacts:** Due to long-term economic factors, all of Sunnyslope's commercially-significant agricultural lands have either been already subdivided and developed, or are not commercially viable over the long-term. As such, no agricultural lands of long-term commercial significance will be impacted by additional development in Sunnyslope. Small-scale or hobby farms in existence before the plan will not be

impacted by the land use scenario offered in the plan. Larger sections of land near the Easy/School Street intersection will be used for a town center.
Mitigation: Because the higher intensity development envisioned by this plan helps reduce the need for an outward expansion of the UGA, it helps reduce pressures on nearby agricultural lands to redevelop.

Flood Hazard

Location	Assessment
Wenatchee Comprehensive Plan SEIS	**Impacts:** Additional flood hazards will be generated by increased impervious surfaces in the subarea. Threat from existing river flood hazard in the subarea is minimal and will not be increased by implementation of the preferred land use scenario. **Mitigation:** Potential flooding hazards due to increased impervious surface are mitigated by the rules outlined in the Chelan County Storm Drainage Standards and Guidelines. Any development would be required to conform to these standards, which will protect the community from dangerous levels of flooding caused by stormwater runoff.

Geologically Hazardous Areas

Location	Assessment
Chapter 4: Land Use	**Impacts:** The majority of development proposed in this plan is designed to occur with a pattern of compact settlements within more geologically stable areas of the subarea. Less dense development patterns will continue to occur in Northern Sunnyslope where, due to the steeper terrain, these densities are more appropriate. **Mitigation:** When developing the draft and preferred land use alternatives, steep slopes and geologically hazardous areas were considered as not developable. The preferred land use scenario includes dense settlement patterns in geologically stable areas and single-family dwellings on larger lots in more geologically hazardous areas.

Plants and Animals

Location	Assessment
Wenatchee Comprehensive Plan SEIS	**Impacts:** • **Vegetation** in Sunnyslope will likely be affected by increased development, though the type of vegetation most likely to be affected is non-native and reliant on irrigation. Places designated for lower-density growth are anticipated to develop per current growth patterns, so this plan does not exacerbate vegetation impacts in these areas. • **Animal** populations in Sunnyslope persist in the Northern Sunnyslope area with the primary large mammal of concern being the Mule Deer. More development will shrink the amount of available land for the Mule Deer to migrate through the subarea, but measures to reduce development along steep slopes and along drainages will help provide migration corridors. **Mitigation:** • No **vegetation** mitigation measures are proposed at this time, as current patterns will prevail in much of the subarea, and areas where targeted growth is envisioned have already removed most native plant species. • Increased density in the Central Sunnyslope area will cause fewer disturbances to Mule Deer and other **animal** populations than other approaches to County growth needs. Additionally, critical areas, such as wildlife habitat are protected by the Chelan County Critical Areas Ordinance (CAO). Measures to set aside and/or reduce development on steep slopes and along drainages will help retain migration corridors for animal populations.

Water Quality

Location	Assessment
Chapter 6: Utility, Public Services and Community Facilities	**Impacts:** Additional development will cause an increase in impervious surfaces, which may have a negative impact on water quality in the subarea. In cases where stormwater is directed into the existing Wenatchee stormwater system, the stormwater is not treated before it is discharged into the Columbia River. The increased density envisioned in the more urban core of Sunnyslope will require sewer services, greatly reducing the potential for additional septic systems. Less intense development in Northern

Sunnyslope will continue on septic, unless sewer services are extended.
Mitigation: All new development will be required to comply with Chelan County's existing stormwater standards and a Regional Stormwater Utility is being formed to handle stormwater runoff in the UGA. New development in the urban core will require developers to connect to the sewer system. Wenatchee will have to provide these services, and is already planning for extension sewer to the proposed areas of more intense development along School and Easy streets.

Land Supply and Housing

Location	Assessment
Conclusions, Chapter 4: Land Use	**Impacts:** Given the parameters of the subarea and existing critical areas (steep slopes and geological hazards), greater density will be directed to the Central Sunnyslope area surrounding the intersection of School and Easy streets. Olds Station will remain largely unchanged until potential revisions are adopted into the Port's long-range plans, and Northern Sunnyslope will see minimal additional development. The preferred scenario calls for a mix of housing types - from large-lot, single-family dwellings to mixed-use commercial/residential development near the School/Easy Street center. **Mitigation:** To maximize the land available and retain as much of the character of Sunnyslope as possible, more compact development with increased housing options will occur in the Central Sunnyslope area, leaving the large-lot development of Northern Sunnyslope consistent with current patterns.

Land Use

Location	Assessment
Chapter 4: Land Use	**Impacts:** The impacts of the land use pattern envisioned in this plan will be dictated by how the land is actually developed. If the land is developed as intensely as the plan envisions, impacts will felt in most of the areas addressed within this section of the SEIS. Increased use of existing infrastructure will strain the system, and the need for additional or improvements to area infrastructure is certain. **Mitigation:** The County is currently drafting a capital facilities plan for the subarea to address additional

infrastructure problems generated by increased development in Sunnyslope, and the City of Wenatchee is planning to provide access to sewer facilities into the subarea. Transportation issues are being addressed in coordination between WSDOT, Wenatchee Public Works and Chelan County Public Works.

Land Use Aesthetics/Community Character

Location	Assessment
Chapter 4: Land Use	**Impacts:** In some areas, Sunnyslope's existing community character will change dramatically. Increased population will require additional dwelling units and the localized commerce to help support them. The intersection of Easy and School streets will include higher-density, mixed-use buildings. Northern Sunnyslope will see far less change, and will help sustain much of the aesthetic qualities of existing Sunnyslope. **Mitigation:** This plan intends to preserve the rural character of the Northern Sunnyslope area and put most of the development into areas that by proximity, topography and access are most capable of accommodating it. Mixed-use development in the core removes development pressures from the more rural landscape within and outside of the planning area, and helps preserve its character.

Transportation

Location	Assessment
Chapter 5: Transportation	**Impacts:** Additional development will put additional pressure on the existing road infrastructure. The County's population plan targets will require additional dwelling units and will generate additional commercial activities. All of this development needs to be linked by new or existing roads. Main arterials like School, Easy and American Fruit Road will feel the pressure of additional development in increased vehicle trips and wear-and-tear. Access to the state highway system will be limited to four areas: 1) Monitor – US 2/97 – Easy Street intersection, 2) Sunnyslope Interchange – School Street area, 3) US 2/97 Easy Street at Olds Station area, and 4) US 97A – Ohme Road intersection. Each of these areas will need improvements to handle the additional traffic from the growth in the study area.

Mitigation: To mitigate these potential impacts, WSDOT, Wenatchee Valley Transportation Council, Wenatchee Public Works and Chelan County Public Works are working together to devise solutions to existing and potential circulation problems throughout the subarea and in connections with other portions of the subarea. These plans include additional overpasses for cars and pedestrians, more signals at critical intersections, a right-in/right-out only change on School Street from Highway 2/97, as well as non automobile-oriented solutions including park-and-ride facilities, improved trails and other bicycle and pedestrian infrastructure.

Chelan County, through SEPA review, will require new development to participate in a fair share, prorate, financial contribution to mitigate off-site transportation impacts in the Sunnyslope area. Early funding through pro-rate share participation can fund early design and cost estimate analysis which will be very helpful to clarify costs and timing of needed transportation improvements. Pro-rata share contributions can also help leverage grant and other requested funds to construct improvements.

Public Services and Facilities

Location	Assessment
Wenatchee Comprehensive Plan SEIS	**Impacts:** All services — emergency medical, fire protection, and police protection — will feel the pressure of additional growth in the subarea. The County's population plan targets will require additional public services. **Mitigation:** Chelan County Fire District 1 and the Chelan County Sheriff's department will continue to monitor the effects of additional growth in Sunnyslope and adjust service and facilities accordingly.

Parks and Recreation

Location	Assessment
Chapter 7: Parks and Recreation	**Impacts:** Additional development in the Sunnyslope area will put increased pressure on the existing parks and recreation infrastructure. Although the area already has two large parks — Ohme Gardens and Confluence Park — it lacks sufficient neighborhood parks. The parks and recreation element of the subarea plan envisions the development new parks and trails systems within the subarea. Developing

these will require that some land be procured by Chelan County or another agency with designated responsibility for park land acquisition, which will make these lands unavailable for residential or commercial development.

Mitigation: Park and trail system development has been considered in the drafting of this subarea plan and in conducting assessments of available land in developing zoning and land use designations for the subarea. The City of Wenatchee has identified areas where Sunnyslope residents are currently underserved by parks and propose additional parks in the Parks and Recreation element of their Comprehensive Plan.

Sanitary Sewer

Location	Assessment
Chapter 6: Utility, Public Services and Community Facilities	**Impacts:** More intense residential and commercial development around the intersection of School and Easy streets will require the addition of sanitary sewer to the area. Northern Sunnyslope will likely remain on septic systems due to the size of the lots and lower intensity of development. **Mitigation:** Wenatchee Public Works intends to provide the most densely developed areas of Sunnyslope with sanitary sewer access as it develops. Cost of installation of a sewer line will likely be borne by the developer who chooses to develop first and then will later be repaid by "late-comers" when the developer enters into a latecomer agreement with the City. The City of Wenatchee's plan includes a goal to develop strategies for extension of the sanitary sewer collection system into urbanized areas, including Sunnyslope.

Schools

Location	Assessment
Chapter 6: Utility, Public Services and Community Facilities	**Impacts:** Development will bring additional students into the subarea and will require the Wenatchee School District to provide additional teachers, staff and facilities. The subarea is only served by one elementary school. Middle and High School-aged Sunnyslope children now attend school in the Wenatchee City area. **Mitigation:** The school district will continue to monitor the effects of additional growth in Sunnyslope and adjust service and facilities accordingly.

Stormwater Runoff

Location	Assessment
Chapter 6: Utility, Public Services and Community Facilities	**Impacts:** Additional impermeable surface as Sunnyslope grows will contribute to the quantity of stormwater runoff in the subarea. **Mitigation:** A regional stormwater district is being formed to address stormwater issues in the UGA.

Public Water Supply

Location	Assessment
Chapter 6: Utility, Public Services and Community Facilities	**Impacts:** The subarea is supplied water by the Chelan County PUD, and for agricultural purposes the Wenatchee Reclamation District provides irrigation to a portion of the subarea. Increased development will put added pressure on the existing systems. Should the agricultural land currently served by the Wenatchee Reclamation District be subdivided or converted to a non-agricultural use, the district will continue to serve those properties but has no intensions to expand service to other areas of Sunnyslope. **Mitigation:** While the PUD has additional capacity to accommodate new residents, the City of Wenatchee's Comprehensive Plan policies propose water conservation as a measure to decrease the impact of additional development. The PUD also promotes water conservation and education about more suitable landscaping for Wenatchee's arid climate.

Irrigation Water Supply

Location	Assessment
Wenatchee Comprehensive Plan SEIS	**Impacts:** Additional development will have some, but very little, impact on existing irrigation districts. The Wenatchee Reclamation District provides irrigation services to some agricultural properties in the subarea. Once developed to a residential intensity, water usage may actually drop. The Wenatchee Reclamation District has no plans to expand services in the Sunnyslope area. **Mitigation:** The Wenatchee Comprehensive Plan SEIS suggests that the Wenatchee Reclamation District form an irrigation distribution district to more actively participate in operating the distribution of irrigation water, including maintaining irrigation lines and metering water use for more accurate billing. Additional use of irrigation water could contribute to the reduction of demand on and extending the life of the Regional Water Supply. The SEIS also suggests conservation.

Scenic Resources

Location	Assessment
Chapter 4: Land Use	**Impacts:** The subarea is currently characterized by homes on large lots with views to the south and east. On the whole, these larger lots will remain and density will be directed toward the Central Sunnyslope area. **Mitigation:** The increased density in the Central Sunnyslope area will protect the views of existing and future residents on the hills. Height restrictions are not necessary to protect scenic resources at this time. Views of the Columbia and Wenatchee Rivers will remain prominent. As Sunnyslope develops, the view of the area from Wenatchee will be similar.

2 Process Overview

The interlocal agreement, described in the previous chapter, calls for the City of Wenatchee to adopt this subarea plan as part of its comprehensive plan, much as it adopted its Waterfront Subarea Plan and the Orondo Corridor Subarea Plan. For this reason, this plan has been prepared to be consistent with the City's 2005 comprehensive plan, basing its goals and policies on those contained in that plan. The City's planning process will in all likelihood require that this plan be updated, especially following the current comprehensive plan update process. Special attention is needed regarding how the City's CN zone applies to Sunnyslope and in the development of mixed-use characteristics for Olds Station, including the Port of Chelan's influence and perspective as it develops its own long-range plans for the area.

This plan was also prepared to be consistent with the County's 2005 comprehensive plan, because County policies regarding critical areas, housing, land use, transportation and other elements still apply to land within Sunnyslope.

Project study area

Chelan County and the City of Wenatchee established the Sunnyslope project study area based on their comprehensive plans and the results of the 2005 land-availability study. The UGA was open to expansion, as identified in the study area, to accommodate forecast growth. Both jurisdictions understood at the outset of this planning process that the

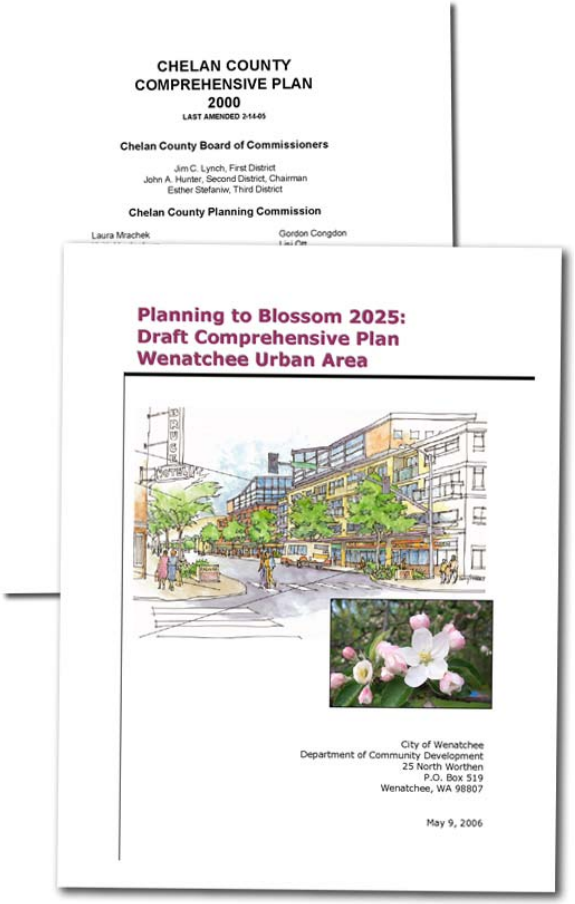


Figure 2.1 *– The Sunnyslope Long-Range plan is unique, being developed by one jurisdiction for adoption and implementation by another. (Studio Cascade, Inc.)*

Sunnyslope UGA would probably need to grow to accommodate 6,000 new residents, pushing the boundary of urban growth northward and westward into the foothills and toward Monitor. The study area did not reach as far west as Monitor, nor did it reach south into Lower Sunnyslope along the Wenatchee River. Future planning may eventually address expansion into these areas, but the emphasis now is on establishing an appropriate and beneficial pattern of urban development within the existing planning area.

This subarea plan is intended to identify land use and related policy, establishing zoning and facilitating the City's management of urban growth in Sunnyslope.

Public Outreach

With an agreement with the City of Wenatchee, Chelan County initiated and led the Sunnyslope Long-Range Plan process, contracting with a consultant to facilitate public outreach and produce this subarea plan. The process included three community meetings and a variety of other outreach efforts. This plan reflects the results of the public involvement process, laying out strategies to implement the ideas that emerged from the community's visioning process for Sunnyslope.

Public Meeting 1 – "Issues & Options Workshop"

The first Sunnyslope Long-Range Plan meeting was held May 24, 2006, and worked to help the community identify primary issue and opportunity topics, leading to the development of a long-range "vision" for the area. County and City representatives helped initiate the proceedings by introducing some of the known issues, including Growth Management Act (GMA) requirements to plan for projected growth within the area, setting the plan target for Sunnyslope's portion of Countywide growth at 6,000 new residents. More than 150 residents gathered in groups of eight to ten, discussing and recording their thoughts regarding a variety of categorized topics; at the end of the evening, a representative from each table presented their findings. Results from this meeting shaped the vision statement presented at the following meeting and guided the development of several basic land use strategies presented in the second public workshop. The vision statement is presented in Chapter 3.

Public Meeting 2 – "Alternatives Workshop"

Based on the conclusions drawn from the May meeting and the results of research and informal polling over the summer, the consultant team presented a series of land use concepts for community consideration on August 22, 2006. Participants

reviewed four different land use concepts, evaluating each in terms of its consistency with the vision expressed in May, its ability to accommodate the County's growth target, and its "real world" chances of being successfully implemented. Workshop activities charged participant groups to study each of the four alternatives and make recommendations based on criteria including "Automotive Transportation," "Local Identity/Character," "Basic Services," "Economy," and "Environmental." These results were eventually distilled to help produce this plan's preferred land use scenario. The draft vision statement developed from input received at the first meeting was shared for the first time, and participants were given the chance to review and comment on proposed SEPA amendments related to the plan.

Public Meeting 3 – "Policy Workshop"

At the third and final public workshop, held on September 19, 2006, the consultant team presented a compilation of the range of community comments and direction provided over the course of the process, and displayed what had emerged as the "preferred" land use alternative, together with outline-version goals and policies supporting the community vision. Participants, once again divided into groups, were asked to review the preferred land use plan and to evaluate the draft policies submitted, including the addition of any new goals or policies thought necessary. At the end of the evening, each group presented their findings to the larger audience, noting those policies they favored, didn't like, or could approve on a conditional basis. Those policy recommendations, from draft form and including input from the policy workshop meeting, are incorporated with the preferred land use plan in this document.

Agency Introduction

The three community meetings provided the backbone of public involvement, but the County also sought other ways to involve residents and businesses in developing the Sunnyslope Long-Range Plan.

At the outset of the Sunnyslope planning effort, the County wanted to introduce agency representatives and consultant team members to each other, to the process, and to key service issues affecting the scope of the plan. On January 12, 2006, a meeting was held including a cross-section of agency staff members, each invited by then-acting Planning Director Mike Cecka. Discussions centered on issues such as traffic, provision of sewer and water service, and growth pressures already being experienced in the area. The agency meeting also provided the opportunity to increase local awareness of the process and improve participation at the public meetings to follow; all participants were asked to spread the word about the upcoming Sunnyslope plan. A list of everyone at the January 12th meeting was provided as part of the public record and later posted on the project-specific website.

Figure 2.2 – The Sunnyslope plan website made nearly all process documents and worksheets available online; informal "penny polling" was used to help prioritize the vision. (Studio Cascade, Inc.)

Stakeholder Interviews

To expand its introduction to Sunnyslope, the consultant team asked County staff to set up interviews with a sampling of non-agency "stakeholder" residents, to provide a sense of key issues taken from the perspective of long-time Sunnyslopers, orchardists, developers, land-use attorneys, businesspeople, and others. On January 21 and 22nd, 2006 the consultant team met with a total of 13 people – individually or in pairs. The stakeholder interviews also provided the opportunity to increase local awareness of the process and improve participation at the public meetings to follow; all participants were asked to spread the word about the upcoming Sunnyslope plan. A list of participants and notes from their interviews were provided as part of the public record and later posted on the project-specific website.

Advance Meetings

The consultant team wished to verify their impressions and general approach to each public meeting in advance, so participants from the agency and stakeholder meetings were invited to attend a short session prior to each major public event for those purposes. Those individuals comprised an initial, informal stakeholder panel; any and all others wishing to attend the two such meetings held were welcome to do so, and many residents did. Sessions were held the evenings of May 23rd and August 21, 2006, one day prior to the first two public meetings. The names of folks sent reminders about these sessions were provided as part of the public record and later posted on the project-specific website.

Penny Polling

The County and its consultants, recognizing the importance of involving residents too busy or unavailable to participate in public forums, developed and implemented an informal survey method for the plan, termed "penny polling." This involved a staffed table set with ten jars, each labeled with a topic associated with issues identified as important to the Sunnyslope plan. A nearby poster board provided explanations of each topic area, and asked participants to portion out a ten-penny "budget" among them according to perceived importance. Penny Poll booths were set up at each of the first two public workshops, and at two other locations on July 15, 2006: at a grocery store in the Olds Station area, and at Confluence State Park. Participation turned out to be fairly low, but the results of the voting were clear and echoed comments received in the public workshops. Participant numbers and results were provided as part of the public record and later posted on the project-specific website.

Web Site

One key tool used for the Sunnyslope planning process was a Web site created and maintained by the consultant. Chelan County's sponsorship of this project site helped provide a convenient, up-to-date and comprehensive venue for project information. Postings and features included captioned images from the area, maps and graphics developed for the process, downloadable exercises matching those presented at each of the public meetings, copies of all press coverage of the process, participant correspondence, meeting materials and agendas, an events calendar, process news articles, and a frequently asked questions (FAQ) section. Periodic "mini polls" were posted on the site to gather on-line feedback, and registered participants were allowed the opportunity to comment on most of the items posted on the site. The site included an entry field giving visitors the chance to join an e-mail list for project news and correspondence. The site was kept current through the end of the consultant contract and was archived and provided in electronic form to the County at that time.

Direct E-mail Notification

Participants providing an e-mail address received periodic updates and meeting invitations as the process continued. Six such e-mail "newsletters" were delivered through the process, received by a list of 95 participants as of January 2007. Copies of all newsletters were provided as part of the public record and later posted on the project-specific website.

.

3 Plan Vision

According to the community, as expressed at the May 24, 2006 public meeting, a draft vision statement was developed for evaluation at the Alternatives Workshop on August 22, 2006; this was expressed largely as "bullet" items sorted into six topic areas, and was provided as part of the public record and later posted on the project-specific website. A second, more concise version was developed in support of the preferred land use strategy that emerged from the Policy Workshop on September 19, 2006, and is provided here:

> *"By 2026, the Sunnyslope and Olds Station area is home to as many as 6,000 new residents, many of those residents employed in Olds Station. Though farming has been displaced by more urban uses, the area still feels closely connected to the land, with reminders of an agricultural past embedded in the patterns of open spaces, historic residences, irrigation channels, trees and landscape elements, and types of public art on display.*
>
> *The northern or upper Sunnyslope area is relatively unchanged from its condition in 2006, with large-lot single-family housing being the predominant land use. Development patterns respect natural topographic contours and take advantage of steep slopes and drainages to provide contiguous open spaces that provide for wildlife, and link the area visually to undeveloped public lands to the north and more intensely developed areas to the south. Many or all orchards present in upper Sunnyslope in 2006 have since been developed to create*

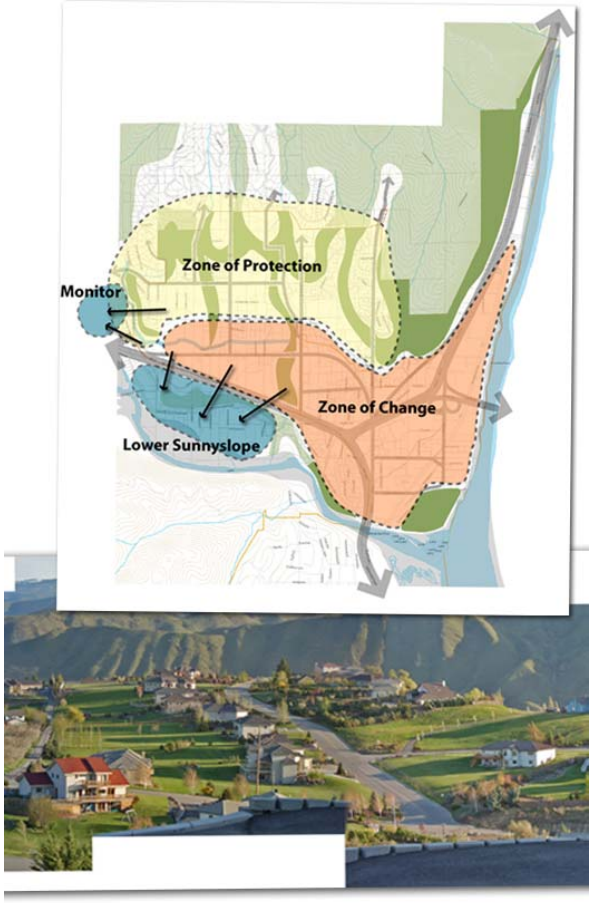


Figure 3.1 *– To balance growth and landowner needs with the Sunnyslope vision, a basic strategy, illustrated above, was developed for the long-range plan. (Studio Cascade, Inc.)*

additional single-family lots, increasing the overall population in this area, but retaining the large-lot density level set forth by the Long-Range Plan.

Central Sunnyslope, bounded by the state highway on the south and American Fruit Road on the north, is quite different than it was, with varied housing types and a modest commercial center creating a vibrant and walkable neighborhood. The pattern of land uses here encourages walking, and respects the land's natural contours, taking advantage of steeply-walled drainages to provide areas for open space, wildlife and trails, as well as helping to locate commercial uses within close proximity to higher density housing.

Olds Station remains a regional employment hub, retaining agricultural processing and transport industry and expanding its supply of professional office and light industrial development. Residential land uses are also incorporated into the mix, occupying the upper floors of office and retail buildings in the central portion of Olds Station and taking advantage of river views to the east. Though issues of distance and the presence of major roadways separate the Olds Station area from upper and central Sunnyslope, both areas are perceived as two districts within the larger Sunnyslope area, due in part to components that tie them together such as pedestrian and cycling trails, transportation improvements that ease localized traffic flow, and complimentary development and land-use patterns.

Even though the population of Sunnyslope has increased by as many as 6,000 since 2006, the location of employment, education, recreation, and shopping uses within the planning area has helped minimize traffic impacts to the North Wenatchee Avenue Bridge and other regional transportation corridors."

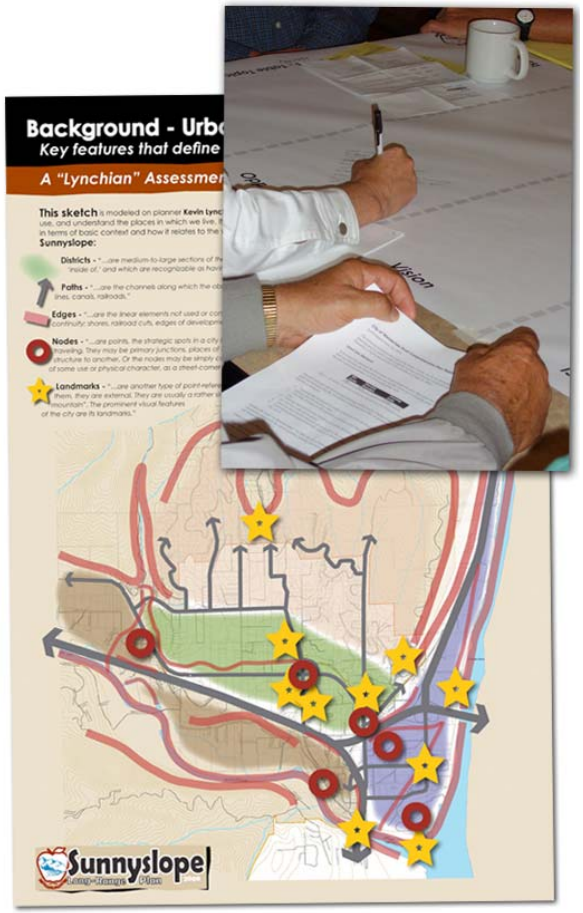


Figure 3.2 – An initial assessment illustrated Sunnyslope's planning "nodes", "edges", landmarks and districts; participants helped define issues and opportunities at public meetings. (Studio Cascade, Inc.)

Plan Issues

Sunnyslope is a relatively complex place, with public services provided by Chelan County, the Chelan County PUD, the City of Wenatchee, the Highline Irrigation District, Washington State Department of Transportation (WSDOT), and others. The issues below articulate some of the more pressing concerns and trends, shaping the goals that have been created to address them and to achieve the community's vision.

1. Agricultural land uses are being phased out, replaced by non-farming activities. This may create conflicts while agricultural uses continue adjacent to residential, commercial and industrial uses.
2. Suburban, large-lot subdivisions are the predominant development type in the subarea, increasing pressure for the provision of improved street, water and wastewater services, public safety services, schools and more convenient access to daily needs.
3. Sunnyslope is growing very rapidly and is forecast to continue that growth along with population increases in the Wenatchee metropolitan area. Using projections adopted by the County and apportioned within its UGA by the City of Wenatchee, population within the Sunnyslope and Olds Station area is expected to grow by as many as 6,000 residents by the year 2025.
4. Sunnyslope residents have a strong desire to retain the rural character of the area as defined by large open

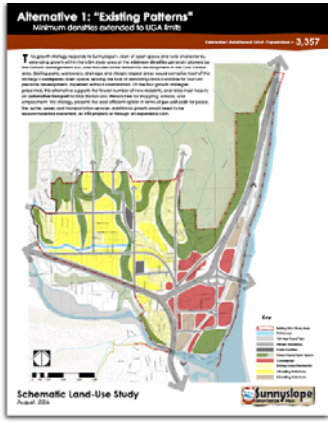
spaces, views, rural road types, and the continued presence of agricultural activities.

5. Most Sunnyslope residents are satisfied today with driving private automobiles to other areas in and around Wenatchee for employment and shopping.
6. Many Sunnyslope residents and land owners are excited about the opportunity to include areas of more urban character and density in Sunnyslope, over time.
7. Sunnyslope is forecast to develop to urban densities with services provided by the PUD, the City of Wenatchee and Chelan County. Though there are no current plans to annex the area to the City, both the City and County have agreed to use the City of Wenatchee's development regulations to manage land use development in the subarea.
8. Home prices have increased dramatically, with a median Sunnyslope single-family home affordable only to the highest income segments.
9. The vast majority of housing units in the planning area are located north of SR 2/97, with very few located in Olds Station.
10. Median household income in Sunnyslope for the year 2000 was $68,224; more than $33,000 beyond the median income in Wenatchee.
11. Almost all of the existing housing units in the planning area are single-family detached homes.
12. Assessed property values have increased more than 25% since the year 2000, virtually guaranteeing continued annual property tax increases at the 3% limit.
13. The Chelan County PUD provides domestic water service to the planning area.
14. Olds Station is provided with sewer service by the City of Wenatchee, but there is almost no existing sewer service in the Sunnyslope area above SR 2/97.
15. The Highline Canal and irrigation district serves a large portion of Sunnyslope, and many of its current customers use the water to irrigate gardens and yards in single-family subdivisions.
16. Increasing traffic crossing the North Wenatchee Avenue Bridge has decreased the convenience of travel between Sunnyslope and Wenatchee.

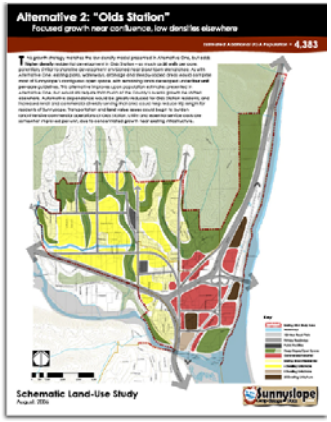
17. Attaining a desired mix of land uses in Sunnyslope will require a change in the way local government regulates land development.

Alternatives

Alternative 1: Existing development patterns



This growth strategy responded to Sunnyslope's vision of open space and rural character by extending growth within the UGA study area at the minimum densities generally allowed by the Growth Management Act, and included some residential development in the Olds Station area. Existing parks, waterways, drainage and steeply sloped areas would comprise most of this strategy's contiguous open space, leaving the bulk of remaining lands available for four unit-per-acre development, dispersed without coordination. Of the four growth strategies presented, this alternative supported the fewest number of new residents, and relied most heavily on automotive transport to Olds Station and Wenatchee for shopping, schools, and employment. This strategy presented the least efficient option in terms of per-unit costs for police, fire, water, sewer, and transportation services. Additional growth would need to be accommodated elsewhere, as infill projects or through an expanded UGA.

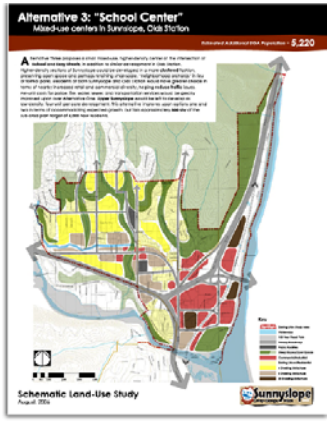


Alternative 2: Olds Station

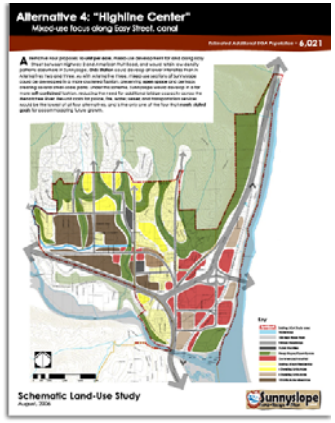
This growth strategy matched the low-density model presented in Alternative One, but added higher density residential in Olds Station — as much as 20 units per acre — potentially similar to shoreline development envisioned near Downtown Wenatchee. As with Alternative One, existing parks, waterways, drainage and steeply sloped areas would comprise most of Sunnyslope's contiguous open space, with remaining lands developed under four unit per-acre guidelines. This alternative improved upon population estimates presented in Alternative One, but still required that much of the County's overall growth be shifted elsewhere. Automotive dependence would be greatly reduced for Olds Station residents, and increased retail and commercial diversity serving that area could help reduce trip length for residents of Sunnyslope. Transportation and land value issues could begin to burden land-intensive commercial

operations at Olds Station. Utility and essential service costs would be somewhat improved per-unit, due to concentrated growth near existing infrastructure.

Alternative 3: School Center



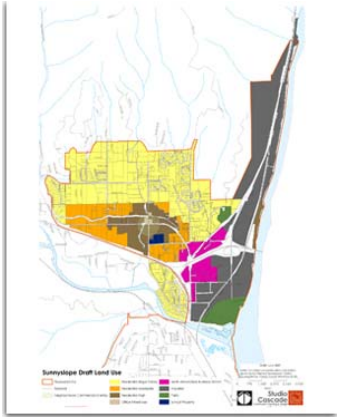
Alternative Three proposed a small mixed-use, higher-density center at the intersection of School and Easy Streets in addition to similar development in Olds Station. Higher-density sections of Sunnyslope would be developed in a more clustered fashion, preserving open space and perhaps retaining small-scale, "neighborhood orchards" in lieu of formal parks. Residents of both Sunnyslope and Olds Station would have greater choice in terms of nearby increased retail and commercial diversity, helping reduce traffic issues. Per-unit costs for police, fire, water, sewer, and transportation services would be greatly improved over Alternative One. Upper Sunnyslope would be left to develop as low-density, four-unit per acre development. This alternative improved upon options one and two in terms of accommodating expected growth, but was approximately 800 shy of the sub-area plan target of 6,000 new residents.



Alternative 4: Highline Center

Alternative Four proposed 10-unit per acre, mixed-use development for land along Easy street between Highway 2 and American Fruit Road, and retained low-density patterns elsewhere in Sunnyslope. Olds Station would develop at lower intensities than in Alternatives Two and Three. As with Alternative Three, mixed-use sections of Sunnyslope would be developed in a more clustered fashion, preserving open space and perhaps creating several small-scale parks. Under this scheme, Sunnyslope would develop in a far more self-contained fashion, reducing the need for additional bridge capacity across the Wenatchee River. Per-unit costs for police, fire, water, sewer, and transportation services would be at the lowest of all four alternatives, and Alternative Four was the only one of the four that met stated goals for accommodating future growth.

Alternative 5: Modified School Center



The preferred land-use proposal for Sunnyslope envisions two generalized development patterns: areas where mixed-use, higher-density development is encouraged, and areas where lower-intensity growth is the norm. This strategy, coupled with a policy framework designed to retain open space, promote rural building and infrastructure character, and pace improvements with development is designed to protect Sunnyslope's essential qualities while addressing long-term growth. As with Alternative Three, a mixed-use center (with a City of Wenatchee "Commercial" zoning designation) is proposed at the intersection of School and Easy Streets. Similar development would be encouraged alongside and blended with commercial activities at Olds Station. Open space and view-shed areas would be preserved through slope and watershed setback restrictions, a Highline Canal greenway, and other potential park and recreation areas. The proposal gives residents of both Sunnyslope and Olds Station greater choice in terms of nearby retail and commercial activities, helps reduce traffic issues, and lowers per-unit costs for services like police, fire, water, sewer, and transportation services. While the Port of Chelan County is not now interested in pursuing mixed-use development on its Old Station properties, blending jobs and housing there – as envisioned in Alternative Three – may become more attractive to the Port as time passes.

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

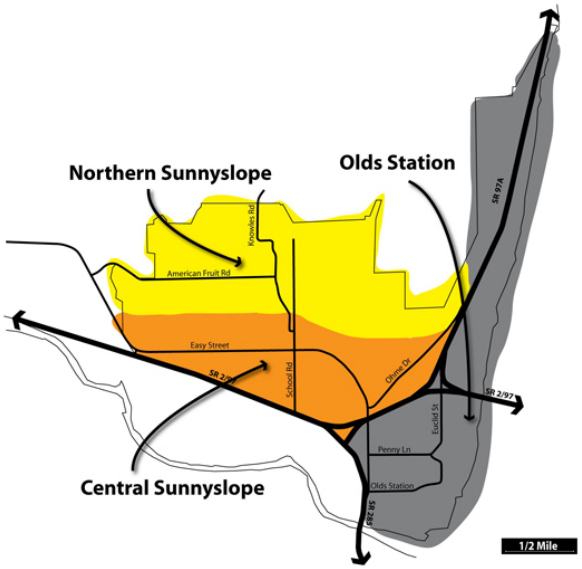


Figure 4.1 –Reference is often made to "Northern Sunnyslope", "Central Sunnyslope", and "Olds Station" in this plan. Though local understandings or other official designations may differ, this presents a diagram of this plan's references. (Studio Cascade, Inc.)

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

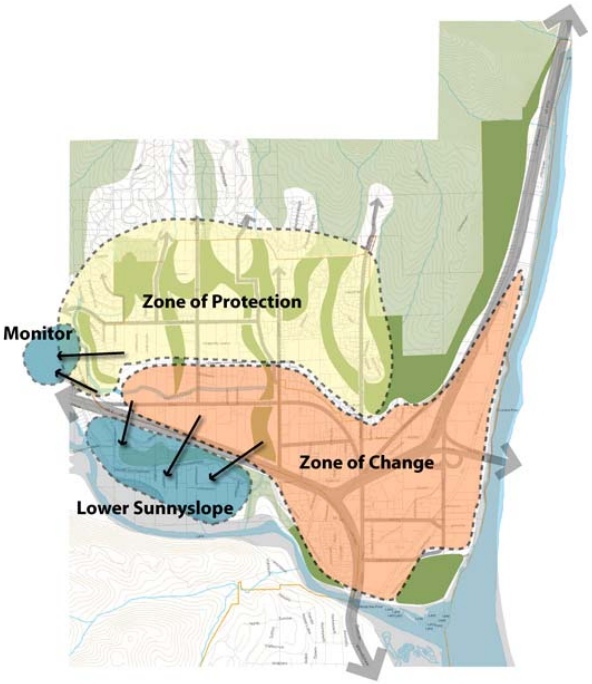


Figure 4.2 *– From a strategic standpoint, the Sunnyslope Long-Range plan may be expressed as defining two basic areas – a "Zone of Protection" where existing patterns and conditions remain largely the same, and a "Zone of Change" where needs and opportunities are addressed more aggressively. Areas for possible expansion, should it become necessary in the future, are identified in blue. (Studio Cascade, Inc.)*

Figure 4.3 *– This is an example of what could be built between Easy Street and SR 2/97 in central Sunnyslope on orchard land identified for future growth. A larger version of this illustration is available in the plan appendix. (Studio Cascade, Inc.)*

serviced by private septic systems; most often, the prevailing soil types mandate large lots to accommodate appropriately sized drain fields.

More intense development in the "Zone of Protection" (ZOP) would require extension of public sewer systems into the land uphill of Easy Street and American Fruit Road. This would be expensive, and, in many cases, would be unwelcome. Residents repeatedly stated their desire to maintain the *status quo* in northern Sunnyslope, resisting more intensity and opposing increased costs, if any, to sewer the area.

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 forecast growth. The primary strategy developed through the public process to accommodate this growth establishes a "Zone of Change" (ZOC) 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.

This area is already served by the PUD's water system, but comprehensive wastewater service is concentrated in Olds Station only (a sewer line has been extended to serve Sunnyslope Elementary School, but it has no additional capacity to serve other uses north of the state highway.) Additional sewer capacity will be

necessary to realize the ZOC concept. The City of Wenatchee understands this and is planning accordingly.

The ZOC 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 uses, mixing apartments or condominiums along with or in proximity to office and light industrial development.
- Within the ZOC, this plan works to prevent the incremental conversion of Sunnyslope's orchards to large-lot single-family use. Instead, the Sunnyslope plan supports the provision, when such conversion occurs, of master-planned and fully-served communities, incorporating a mix of housing densities served by a modest commercial core.

The planning process identified that the UGA may need to be expanded either into Lower Sunnyslope or westward toward Monitor if growth exceeds what is forecast. While these areas are not included in the UGA or in the study subarea, they could become other elements within the ZOC should the community need or desire additional population capacity.

Land Use Designations & Zoning

Sunnyslope is under the jurisdiction of Chelan County but lies within the City of Wenatchee's UGA. Chelan County proposes the assignment of land use and zoning designations based on the City of Wenatchee's comprehensive plan and zoning ordinance. Wenatchee is now in the process of amending both its comprehensive plan and its development regulations; for this reason, the land use and zoning designations included in this plan reflect the City's designations in place during the time of this plan's preparation. The City of Wenatchee may revise its land use designations and zoning through its update process. If this occurs, changes will need to be reviewed by the County for appropriateness to Sunnyslope and to this plan.

This subarea plan does propose one immediate change to a City of Wenatchee zoning district, as it applies to Sunnyslope. While the zoning proposed in this plan is based on the City of Wenatchee's existing zoning districts, the County believes a slight revision to the "CN" zone or a new zone created specifically for this area (CV-Village Commercial) to permit mixed

uses to fit the specific area, and to mandate a larger minimum parcel size will make it more consistent with Sunnyslope's vision. Proposed language for that zoning text amendment is included as Appendix D to this plan, and may be adopted by the City as a distinct zoning district applicable only to Sunnyslope.

The City of Wenatchee's adopted comprehensive plan and zoning districts are identical, ensuring consistency between long-range, policy-based comprehensive plan designations, and the more immediate, precise designations of zoning. More complete descriptions of the intent of each land use district, as well as the standards and uses permitted under zoning can be found in the City of Wenatchee's draft zoning ordinance. The following paragraphs depict the land use map and zoning envisioned and the relevance and importance of each to Sunnyslope and to its overall land use concept:

Residential Single Family – This designation, generally applied in Northern Sunnyslope, permits low-density, single-family development. Assigned density is four units per acre, but actual development density may be much less depending on slopes, wildlife habitat, access limitations, parcel configuration or other development constraints.

Residential Moderate – This designation permits more dense single-family types and some attached

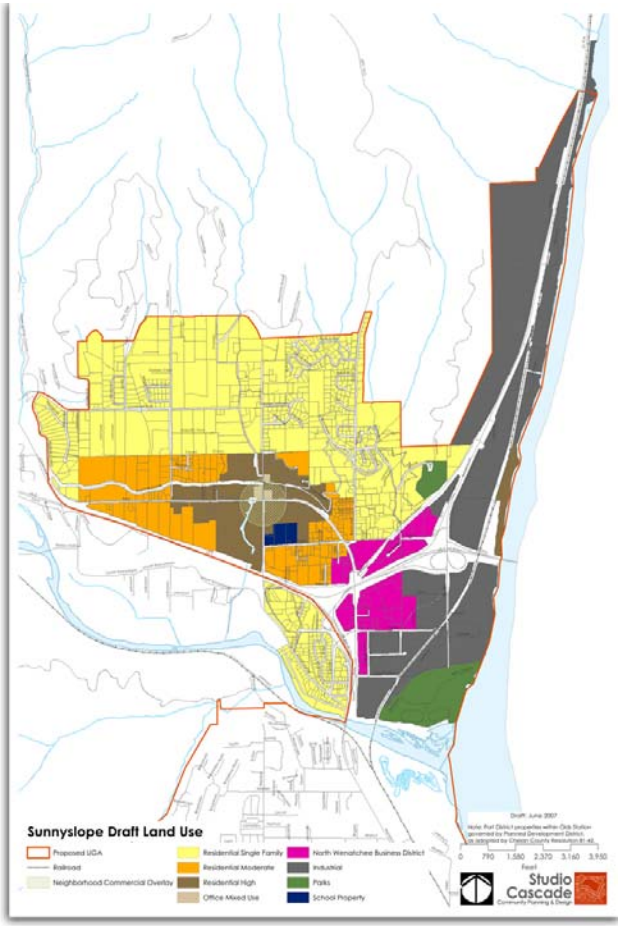


Figure 4.4 – The land use map delineates residential zones, commercial, public space and industrial areas. A larger version of this map is available in the plan appendix. (Studio Cascade, Inc.)

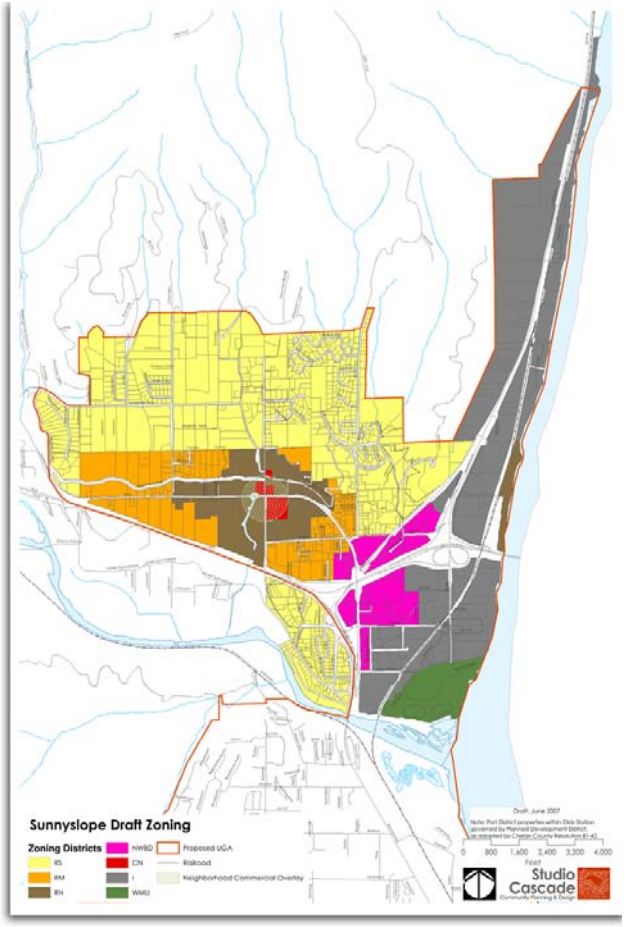


Figure 4.5 –The proposed zoning identifies the corresponding zoning from Wenatchee's zoning ordinance. A larger version of this map is available in the plan appendix. (Studio Cascade, Inc.)

housing. It is located along the outer rim of Central Sunnyslope, beginning the transition to more intense development nearing the intersection of School Street and Easy Street.

Residential High – This designation supports a wide range of housing types, permitting apartments, condominiums, townhomes, and single-family development. Its location near the center of Central Sunnyslope is essential for creating a dynamic and walkable place near Sunnyslope Elementary School and the emerging small-scale commercial center at School and Easy.

Neighborhood Commercial – This designation is intended to bring about a vital, small-scale commercial center in Sunnyslope. It permits mixed residential and commercial uses intended to ensure that the commercial center is planned and developed in a way that creates an integrated and functional mixed-use district that contributes to the needs and character of the Central Sunnyslope area .

N. Wenatchee Business District – This designation is designed to accommodate a wide range of retail, service and professional office land uses. It suits the character of much of Olds Station, and is consistent with the character and scale of development along Easy Street and the highway corridor in that portion of Sunnyslope.

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 current 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.

Parks and School Property – These land use designations represent large land holdings that are dedicated to public use. Both Confluence State Park and the Sunnyslope Elementary School are included in this designation. If the school district or other public agencies acquire and develop larger landholdings for public use in the future, the City and County may wish to designate those lands accordingly.

Land-Use Designation Overview

Land-Use Category	Density by Acre	Zoning Designation
Residential Single Family	4 units/2 stories	RS
Residential Low Density	6 units/2 stories	RL
Residential Moderate	8-20 units/2-3 stories	RM
Residential High	25 units/3 stories	RH
Commercial Neighborhood	2-4 stories	CN
N. Wenatchee Business District	4-6 stories	NWBD
Industrial	6 stories	I
Parks and School Property	--	
Neighborhood Commercial Overlay	4 stories	NC-Neighborhood Commercial Overlay (see CN proposal, Appendix D)

Zoning alone may not be enough to accomplish what Sunnyslope residents wish for their community. Primary concerns are that increased intensity may compromise elements of areas that they cherish, that open spaces and access to trails systems be maintained, that higher density does not equate to traffic woes, and that a sense of the agricultural heritage that has defined Sunnyslope for the majority of its modern history be maintained. This subarea plan includes policies to address these concerns, encouraging the County and City to develop and adopt design guidelines to tailor development and land use in accordance with Sunnyslope's vision while still fitting within the parameters of Wenatchee's land-use designations.

5 Transportation

From a transportation perspective, Sunnyslope is sliced into four distinct lobes, as defined by the state highways that access the subarea, and provide regional linkages to areas north, east, south and west. These highways - SR 2/97, 97A, and 285 - provide access to the subarea via Easy Street to the east and School Road to the west. In addition, Ohme Drive connects the easternmost portion of Northern Sunnyslope to SR 97A, providing a "back-door" into the planning area available to travelers heading either north or south on that highway.

The plan's concept recognizes the subarea's location at this regional crossroads, and builds a land use and transportation system that helps minimize the subarea's reliance on these regional arteries for daily needs. Even so, the increasing congestion these arterials are forecast to experience - particularly on the North Wenatchee Avenue Bridge (SR285) - will impact the vehicles traveling to and from the subarea to reach Wenatchee and areas to the south. As a result, the plan proposes the location of a mix of residential, shopping, educational and employment uses within the subarea, along with an enhanced transportation system that accommodates non-automotive travel.

Roadway access to Sunnyslope is complex. For the most part, the main highways were superimposed on the subarea's existing transportation system, causing a retrofit and realignment of local streets that altered transportation patterns and influenced land development. This subarea

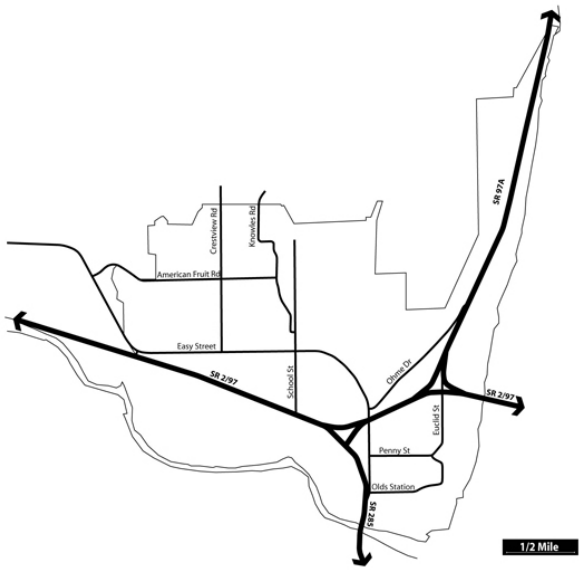


Figure 5.1 *–Access and planning identities of Sunnyslope and Olds Station are defined to a great degree by the existence of SR 2/97, 97A and SR 285. (Studio Cascade, Inc.)*

plan's transportation concept is developed in response to that historical influence and in response to the proposed changes in land use anticipated by this plan.

Throughout the process, participants voiced concerns about increasing development intensity causing increased automotive traffic (particularly near Sunnyslope Elementary School) and increased safety hazards (particularly at the intersection of Knowles Road and School Street and at the intersection of School Street and SR 2/97). Other transportation concerns voiced during the planning process related to "substandard," or "non-urban" construction of major collector streets (like American Fruit Road) in light of proposed growth and increased stormwater runoff.

Major areas of transportation system safety and level of service concern include:

> **Easy Street –** Though recent transportation models indicate Easy Street in its current configuration is capable of handling a resident Sunnyslope population increase of up to 6,000, the arrangement of land uses and multi-modal emphasis contained in this plan may require another look. Of particular concern is the segment of Easy Street, eastbound between School Street and SR 2/97. Safety concerns at the junction of Easy Street and US 2/97 in the Olds Station area may lead to replacement of the existing signal system with an overcrossing without tamp connections. In addition, WVTC is concerned that continuing growth west of the subarea may

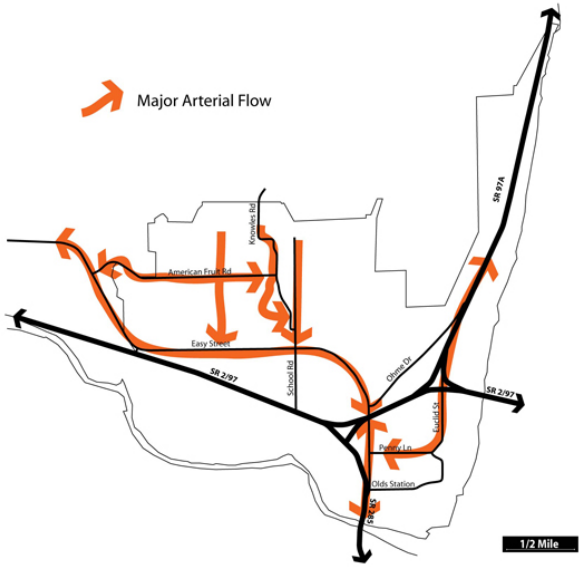


Figure 5.2 – Current traffic patterns and dispersal within the study area are widely dispersed, owing to the major highways that divide it, as well as to the area's more recent agricultural uses. (Studio Cascade, Inc.)

place increasing demand on Easy Street as an alternative to SR 2/97. Future study as conditions change will likely be necessary to determine if, when, and where additional lanes or other capacity improvements may be warranted on Easy Street.

School Street – School Street is an important north/south collector, linking Northern Sunnyslope to Sunnyslope Elementary School and SR 2/97. Its intersection with Knowles Road will become a more serious concern, as population increases in Northern Sunnyslope and its intersection with Easy Street will become a major focus of activity in Central Sunnyslope. Both situations will require attention as the subarea develops. A major challenge at School and Easy Street will be to direct southbound traffic on School Street to turn either west or east at Easy Street instead of continuing south on School to access SR 2/97. The segment of School Street between Easy Street and SR 2/97 is an important multi-modal corridor, and it must remain safe for schoolchildren, especially as intensity increases in Central Sunnyslope. School Street's intersection with SR 2/97 has been identified as a particular safety concern, with left-turn access onto the highway hindered by highway vehicle speeds, limited visibility, and infrequent gaps in traffic.

School Street access to US2/97 is expected to have several phases of improvements. The first phase will be to limit traffic movement to right in/right out only. The second phase will involve closing the access completely and having traffic access the area from the new Sunnyslope Interchange located westerly. Appendix E

Knowles Road – Knowles Road connects School Street to American Fruit Road, and provides access to residential areas of Northern Sunnyslope. Its intersection with School Street is poorly configured given the traffic it will need to accommodate, and a future transportation study will be necessary to determine the best approach to remedy the problem. The intersection is bounded by a cemetery on the northwest and a church on the southwest – both facilities serving very important community functions that help define Sunnyslope's context. They limit options for solutions, but they also make that particular portion of the subarea unique.

Crestview Street – Like Knowles Road, Crestview provides access to Northern Sunnyslope. It can accommodate forecast growth in its current configuration, but additional improvements may be necessary in the future to handle surface runoff from areas that have yet to develop.

American Fruit Road – While the two-lane configuration and rural street cross-section are adequate to accommodate traffic volumes, the road rises and falls very steeply in places. Winter conditions and snowfall in Sunnyslope make road grade an important consideration, especially as traffic increases over time.

Highway access – Travelers headed eastbound on US 2/97 and wishing to enter the subarea will ultimately only have three options: enter at Monitor at the intersection of US 2/97 and Easy Street, enter at the new Sunnyslope interchange, or exit off at the Euclid interchange onto US 97A and enter at Ohme Road.

Pedestrians – The roadway system is not now designed to encourage or facilitate pedestrian traffic. This is a big concern at the intersection of Easy Street and SR 2/97. At that location, traffic speeds, traffic volumes, land use arrangements and roadway geometry combine to make it an unattractive intersection to cross on foot. As Olds Station employment opportunities increase and perhaps housing develops, and as Central Sunnyslope intensifies, enhancing a pedestrian link across US 2/97 will become more important. If the Easy Street overcrossing is implemented, this will provide a safe pedestrian and cycling facility to cross over US 2/97.

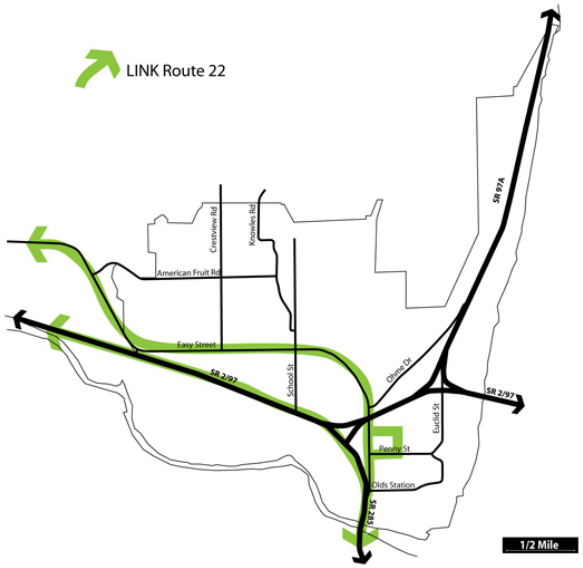


Figure 5.3 – Current traffic patterns and dispersal within the study area are widely dispersed, owing to the major highways that divide it, as well as to the area's more recent agricultural uses. (Studio Cascade, Inc.)

Cycle/pedestrian trails – There are several unimproved trails through the subarea, mainly in Northern and Central Sunnyslope and mainly in the drainages running north-south from the foothills to the Wenatchee River. Some also use the access road along the Highline Canal for pedestrian access, though the irrigation district officially discourages such use of the canal for safety and water quality reasons. State highways and some of the area's collector streets also provide for pedestrian and bicycle trails alongside auto travel lanes. There is not currently a comprehensive trails system that could connect the urban style of land development in the subarea's south and east to link to the subarea's more rural areas. Cycle access on paved shoulders on the area roadway system could be encouraged. Four foot minimum shoulder width on major collector and arterials roadways is recommended. Cycle access to the Apple Capital Recreation Trail is being improved and should continue to be emphasized and improved.

To address some of these concerns, the subarea plan proposes a range of concepts:

Arterial Flows

Northern Sunnyslope will continue to be auto dependent. Central Sunnyslope will not. The subarea plan proposes a transportation system design that will accommodate flows to and from the north while reducing transportation impacts to the areas just north and south of Easy Street. This can be accomplished through careful design of the School Street/Easy Street intersection, with particular attention paid to the cross-section of School Street south of Easy Street. The intersection will need to facilitate left-turn movements from southbound School Street to eastbound Easy Street and create a narrow entry channel into southbound School Street south of the intersection. In addition, the proposed phased restriction School Street's access to US 2/97 to right-in/right-outand then to complete closure will reduce auto demand on School Street south of Easy Street.

Transit

The Wenatchee area transit service, LINK, features a single route, number 22, to serve Sunnyslope. This route was established primarily as a commuter service, but as Central Sunnyslope develops, transit demand may increase. Route 22 is designed to link Wenatchee to Cashmere, and Sunnyslope hosts several stops along the way. As development intensifies in Central Sunnyslope and Olds Station, LINK may wish to reassess transit service in the subarea. LINK now is considering increasing frequency of service between Olds Station and downtown Wenatchee. A more populated Sunnyslope subarea may accelerate those service modifications.

Network

While a conventional hierarchy of collector streets, local streets and cul-de-sacs may be appropriate for development in Northern Sunnyslope, a network system of interconnected streets is far more suitable for development in Central Sunnyslope. An interconnected network, or "grid," system of streets in Central Sunnyslope will help disperse automobile traffic in the area across a wider range of routes and create a pattern more conducive to pedestrian and bicycle travel. Cul-de-sac's should be discouraged and used only as a last resort.

Transportation Improvements

The diagram (Figure 5.4) illustrates the types of improvements necessary to equip the transportation system to serve this subarea.

American Fruit Road – Improvements to American Fruit Road will involve work to flatten the vertical curves. Any reconstruction, however, should be designed to retain the more rural character of the road, resisting temptation to install full curb, gutter and sidewalk improvements or urban lighting fixtures. The more rural road design will help maintain the rural character residents of Northern Sunnyslope prefer. A reconstruction project is now in the planning stages.

Knowles Road/School Street – Work here will concentrate on improving overall sight distances and left-turn access from School Street to Knowles

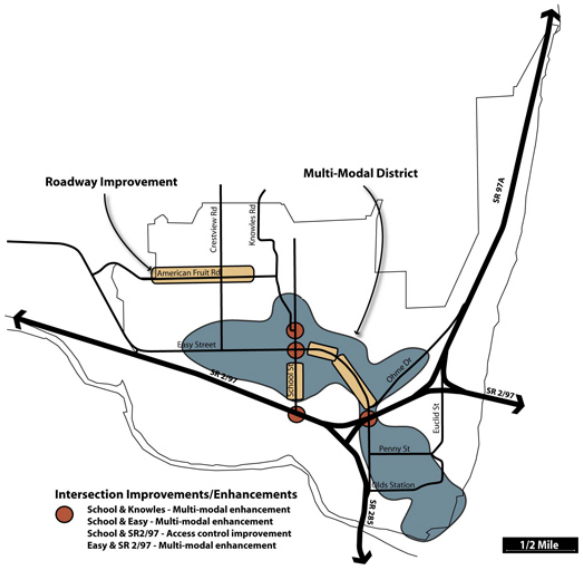


Figure 5.4 *– This diagram illustrates some of the major roadway and intersection enhancements this plan considers, along with those areas fitting into a "multi-modal" district. (Studio Cascade, Inc.)*

Road. While traffic volume on School Street north of this intersection will probably not increase, volumes on Knowles west of the intersection probably will. Any improvement to this intersection should respect the cultural and social importance of the cemetery and church now adjoining the intersection and facilitate planned increases in pedestrian activity to the south of the intersection.

School Street/Easy Street – As mentioned above, careful design of this intersection will be necessary to ensure that vehicular traffic southbound on School Street is encouraged to turn either left or right on Easy Street. Vehicles should be discouraged from continuing straight south on School Street, protecting the pedestrian environment near Sunnyslope Elementary School.

School Street/US2/97 – The intersection of School Street and the highway should be restricted to right-in/right-out access only. This will serve as a short term inexpensive way to resolve a safety issue, and it will reduce traffic flow on the School Street segment south of Easy Street, particularly during the morning peak hour when commute trips may coincide with school bus traffic. Future WSDOT plans for an interchange to serve the subarea will result in the closure of the existing intersection.

Easy Street (east of School Street) – Traffic volume will increase on Easy Street east of School Street. New Wenatchee Valley Transportation Council (WVTC) modeling will probably be necessary to define capacity-related improvements, but any new street design should include facilities to encourage non-automotive travel along this strip of roadway. WVTC believes that there may be need for a grade-separated crossing of SR 2/97 at Easy Street. Such an improvement will help pedestrian and bicycle connection between Olds Station and Central Sunnyslope, but it would be expensive and would require additional right of way for routing traffic from SR 2/97 to access the subarea. WVCOG, WSDOT, the City and the County will need to watch this intersection as development intensifies and make appropriate modifications in the future.

Ohme Road/US 97A – (WSDOT has offered to assist in the writing)

Sunnyslope Interchange area – (Again, WSDOT has offered to assist in the writing, contact Dave Honsinger)

School Street (south of Easy Street) – This segment of School Street will be an important component in the design of Central Sunnyslope. It will need to be treated as a pedestrian-priority street, with emphasis on child safety, slower vehicle speeds, and narrowed crossing points.

Multimodal district – Central Sunnyslope and Olds Station have potential to become pedestrian/bicycle activity areas. Street layout, streetscape design, street sections and the treatment of the Easy Street/SR 2/97 intersection will play critical roles in the success of this concept. One specific improvement will need to be made to span the arroyo that cuts through the proposed town center location west of School Street. While a bridge for automotive traffic might be prohibitively expensive, a pedestrian bridge would be feasible and necessary.

Peters Street – Peters Street is a small east-west local street connecting Burch Mountain Road to Easy Street. As development in Sunnyslope intensifies, and as traffic on Easy Street increases, Peters Street may see increased use as a connection to Sunnyslope's eastern edge. A narrow right of way and existing development near the road's edge limit opportunities to expand the road in response to increased demand. The County will need to watch this street closely and consider a range of options to address if traffic volumes increase to problematic levels. WVCOG recommends that portions of Peters Street be considered for vacation and that Burch Mountain Road be extended to connect directly with Easy Street.

Park-and-Ride – Existing demand for park-and-ride facilities outstrip supply. LINK and WSDOT should consider expanding park-and-ride facilities, perhaps even at a scale larger than that proposed with the proposed acquisition of a new facility in Olds Station.

6 Capital Facilties, Utilities, & Public Services

Much of Sunnyslope has been within Wenatchee's Urban Growth Area (UGA) and has received urban services in support of its intensified uses. The City, the County and the County PUD have collaborated to provide water, wastewater, public safety and transportation services for much of the subarea, though most portions of Sunnyslope lack sanitary sewer service. Those three agencies have also created and adopted an interlocal agreement cementing their cooperation to provide urban services to Sunnyslope, phasing services to match growing demand over time. Cascade Natural Gas provides natural gas service to the subarea.

Water

Chelan County PUD provides water to the subarea, with plans to eventually extend service westbound toward Monitor. The PUD has sufficient capacity to serve the forecast growth, but some improvements may need to be made to loop distribution lines as demand increases. The PUD is now preparing a comprehensive water system plan to help guide and prioritize system improvements in the coming years. Wenatchee Reclamation District provides irrigation and water to a portion of the subarea. Should the agricultural land currently served by the Wenatchee Reclamation District be subdivided or converted to a non-agricultural use, the district will continue to serve those

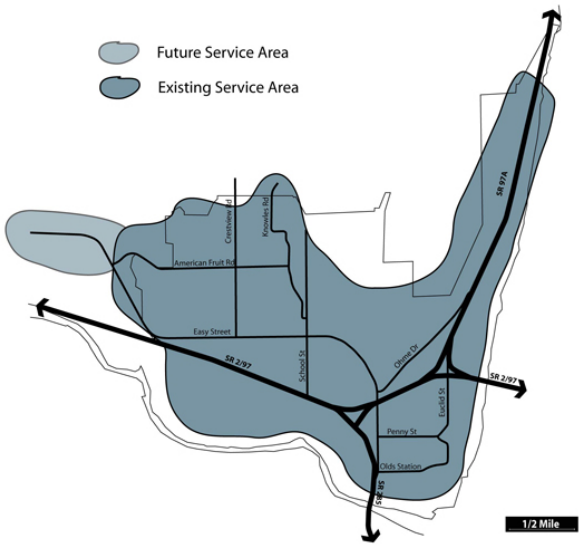


Figure 6.1 *– This "bubble" illustration provides basic indication of existing Chelan County PUD water service to the Sunnyslope/Olds Station area, plus future water service expansion west to Monitor, now under consideration. (Studio Cascade, Inc.)*

properties but has no intensions to expand service to other areas of Sunnyslope.

Wastewater

The City of Wenatchee provides sewer service to Olds Station and the Sunnyslope Elementary School. Provision of sewer service - particularly along the Easy Street corridor through Central Sunnyslope - is critical to the success of this plan. Individual septic service will not provide for the level of development intensity necessary for the planned subarea population increase. The City's sanitary sewer system has treatment capacity available to serve development in Central Sunnyslope, but there are no transmission lines in the area to convey effluent to the treatment plant. The City is now updating its comprehensive wastewater system plan, including access to transmission lines to serve Central Sunnyslope. Northern Sunnyslope may see sewer service in the far distant future, but it is not a priority today.

Schools

Sunnyslope Elementary School is in the center of Central Sunnyslope. Its enrollment may increase as subarea population increases, reflecting Central Sunnyslope's increasing attractiveness to and affordability for new families. The School District will need to monitor its enrollment closely to ensure the school maintains sufficient capacity, and to consider the need for a new middle school to serve Sunnyslope and Wenatchee's northern neighborhoods.

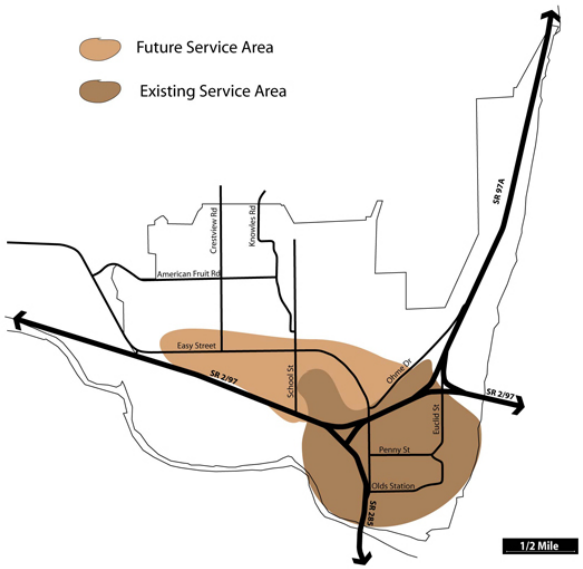


Figure 6.2 *– This "bubble" illustration provides basic indication of existing City of Wenatchee sewer service to the Sunnyslope/Olds Station area, plus future sewer expansion to include the proposed CN mixed-use and R3 areas. (Studio Cascade, Inc.)*

Other Public Services & Community Facilities

Sunnyslope is dotted with other community facilities and civic uses, including:

- Highline Irrigation Canal and district offices
- Sunnyslope Grange
- Several houses of worship
- Ohme Gardens
- Sunnyslope Cemetery

Each of these facilities and civic uses help provide services to the community and reinforce the community's character. Central Sunnyslope may increase demand on these facilities and may even motivate the construction of other community and civic facilities to serve new Sunnyslope residents.

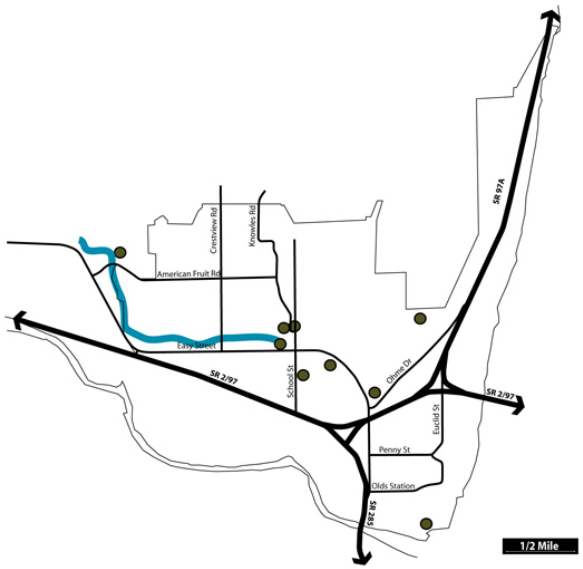


Figure 6.3 *– This diagram highlights the location of primary public service/community facilities, including the Grange Hall, the cemetery, Ohme Gardens and Confluence State Park. (Studio Cascade, Inc.)*

7 Parks & Recreation

The purpose of this chapter is to supplement and fine-tune the City of Wenatchee's Parks and Recreation Plan to fit the Sunnyslope subarea. Based on the plan process, parks and recreation priorities include:

- Open space and habitat
- Rural character
- Urban parks to match an urban population
- Trails and connections

Parks & Recreation Setting

This long-range plan supports a future where parks and open spaces are important components of an urban development pattern designed to increase community access to recreation, civic activities and social gatherings in public places. In this plan, the drainages and irrigation system play a role in connecting the pastoral setting of homes and orchards to the more intense areas, the road network presents more formal pedestrian and bicycle travel opportunities, and the distinct districts - Northern Sunnyslope, Central Sunnyslope, and Olds Station - are tied together with a parks and trails system.

The plan proposes locating a mix of residential, shopping, educational and employment uses within the subarea to accommodate non-automotive travel. This lays the groundwork for a new town center at School Road and Easy

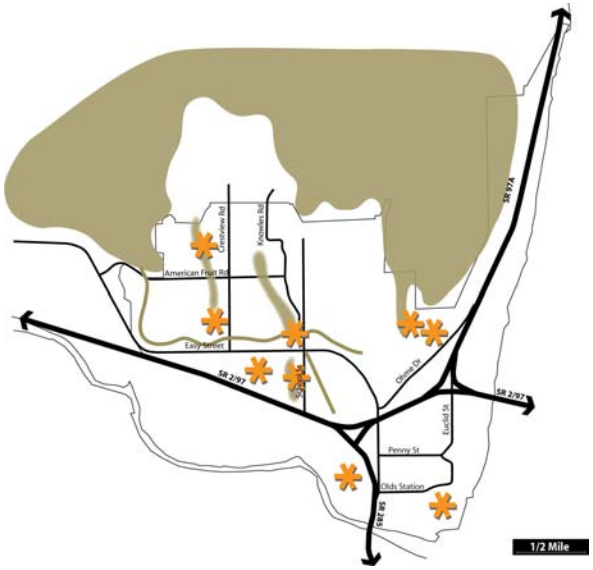


Figure 7.1 – This diagram illustrates the overall parks and open space system this plan envisions. Brown areas indicate existing BLM and/or open-space areas along steep slopes and drainages. Yellow asterisks indicate existing or potential destinations and access points for recreational users. (Studio Cascade, Inc.)

Street, intended to become the focal point of a walkable community. This mix also strengthens opportunities for Olds Station to develop as a mixed-use center, providing recreational features at the confluence of two major rivers, and linked to Confluence State Park. The backdrop for these two areas is the northern slope of larger-lot residential and open spaces. As conceptualized in the land use chapter, this plan builds on the existing mix, with an overarching intent to maintain open spaces and give access to trails systems, ensure traffic options for higher density, and retain an agricultural heritage that defined Sunnyslope historically.

Developing inviting pedestrian and bicycle access to and from facilities and civic areas reinforces an active community and creates a pattern where pedestrians are more of a focus than vehicles. Some key existing Sunnyslope community facilities and civic areas that should be connected, and are indicated as stars in the graphic (figure 7.1) include: Highline Irrigation Canal and district offices, Sunnyslope Grange, Ohme Gardens, and the Sunnyslope Cemetery.

Unimproved and unofficial trails through the subarea fall mainly in Northern and Central Sunnyslope, and are mostly in the drainages running north-south from the foothills to the Wenatchee River. The Highline Canal is also used, although the irrigation district discourages this for safety and water quality reasons. The road network provides some shared pedestrian and bicycle routes alongside traffic lanes. A comprehensive trails system does not exist and there is little linkage between the different districts comprising Sunnyslope. Some key ideas were proposed in the transportation chapter of this plan that highlight areas of improvement that would strengthen a more multi-modal and strong parks and recreation system. They include:

Knowles Road/School Street – Any improvement to this intersection should respect the cultural and social importance of the cemetery and church now adjoining the intersection and facilitate planned increases in pedestrian activity to the south of the intersection.

School Street/SR 2/97 – The intersection of School Street and the highway should be restricted to right-in/right-out access only with reduced traffic flow on the School Street segment south of Easy Street.

Easy Street (east of School Street) – A new street design should include facilities to encourage non-automotive travel along this strip of roadway to help pedestrian and bicycle connections between Olds Station and Central Sunnyslope.

School Street (south of Easy Street) – This segment of School Street will need to be a pedestrian-priority street, with emphasis on child safety, slower vehicle speeds, and narrowed crossing points.

Multimodal district – Central Sunnyslope and Olds Station have potential to become pedestrian/bicycle activity areas. Street layout, streetscape design, street sections and the treatment of the Easy Street/SR 2/97 intersection will play critical roles in the success of this concept. A pedestrian bridge would be feasible and necessary to span the drainage that cuts through the proposed town center location west of School Street.

Parks & Recreation Issues

During the plan process issues were identified that relate specifically to parks and recreation. Parks issues include:

- No mechanism exists within the county to ensure parks are developed or maintained to serve urban populations.
- Lower density residential development has less demand per acre than higher density residential areas.
- The City of Wenatchee adopted a parks and recreation plan for its UGA and the Level of Service (LOS) standards may not be fully compatible with Sunnyslope.
- Mule deer winter range habitat exists to the immediate west and north of the subarea.
- Steeply-walled drainages slice north-south through the subarea, providing habitat but limiting development opportunities.
- The Chelan-Douglas Land Trust is active in acquiring open space.
- Trails lead to the subarea but connectivity is limited.

The Goals and Policies section of this plan describes actions needed to achieve the parks and recreational future envisioned for Sunnyslope.

8 Goals & Policies

The following goals and policies address the issues and concepts outlined throughout this plan. Policies provide a link between more abstract goals and specific action programs the City and County should take to implement the plan. Those programs appear in the plan's implementation chapter as prioritized by the City and County.

The Sunnyslope Long-Range Plan recognizes the larger context of Chelan County and the City of Wenatchee in which the plan must fit. The goals and policies included here relate to Sunnyslope, but the goals and policies of Chelan County's and the City of Wenatchee's comprehensive plans still apply as appropriate. The goals and policies provided here are intended to supplement, and be consistent with each of those two comprehensive plans.

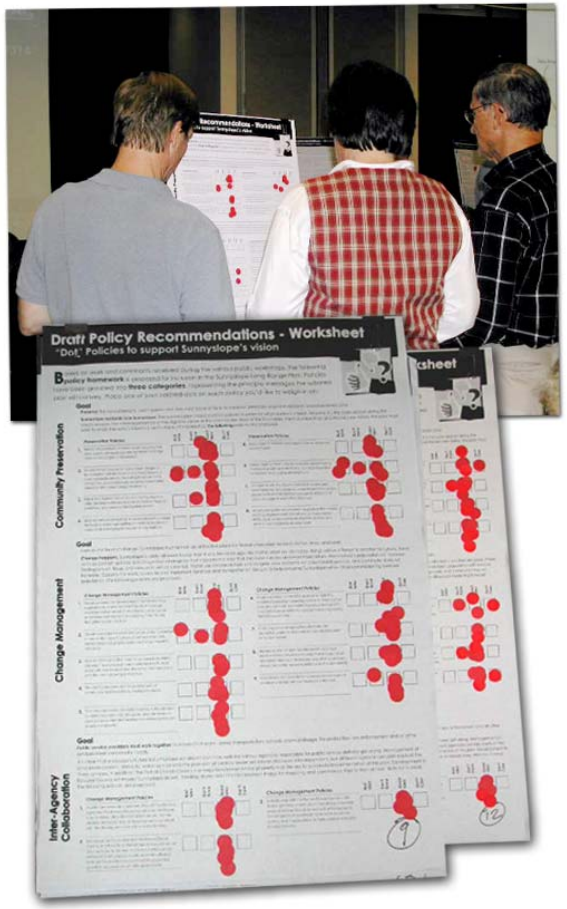


Figure 5.1 *– The goals and policies contained in the Sunnyslope plan were initially shaped by group discussions and recommendations at public meetings held in 2006. (Studio Cascade, Inc.)*

***Goal 1** – Achieve harmony between agricultural and non-agricultural land uses in Sunnyslope*

Policy	
A	Encourage continued agricultural use until urban development proposals can be served with appropriate water and/or sewer utilities
B	Employ right-to-farm provisions in the UGA
C	Encourage conversation and collaboration between farmers and adjoining residents
D	Route and manage agricultural traffic to minimize impacts on adjoining non-farm property

***Goal 2** – Meet the services needs of Sunnyslope residents, allowing for water, wastewater, public safety, access, educational, and institutional services appropriate to development intensity and timing*

Policy	
A	Review and revise utility and public services plans
B	Prioritize services provision based on subarea development phasing
C	Reassess methods for determining levels of service thresholds
D	Collaborate when practical on grant applications for utilities funding
E	Through SEPA and other review processes of proposed development, assess fair share, pro-rata, financial contributions for transportation mitigation.

***Goal 3** – Accommodate forecast population in a manner that retains elements of Sunnyslope that residents cherish*

Policy	
A	Ensure Central Sunnyslope develops as planned

B	Maintain a range of open spaces that provide for a variety of recreational and aesthetic needs
C	Encourage residential development in Olds Station
C	Direct residential intensity into Central Sunnyslope and, in the future, Olds Station
D	Ensure that applicable development regulations and design standards respect Sunnyslope's character
E	Consider expanding the Sunnyslope UGA into Lower Sunnyslope or westward toward Monitor if development threatens to become too intense
F	Develop a vibrant mixed-use neighborhood with the CN district

Goal 4 *– Retain strategic open spaces, views, and elements of Sunnyslope's agricultural heritage*

Policy	
A	Maintain a range of open spaces that provide for a variety of recreational and aesthetic needs
B	Fund parks and recreation activities
C	Build partnerships with other agencies and groups to collaborate in providing open spaces and recreation
D	Encourage community-based programs that celebrate Sunnyslope's heritage
E	Minimize new street lighting in Northern Sunnyslope, facilitating pedestrian safety while minimizing light impacts on the night sky
F	Identify and protect wildlife habitat by incorporating these areas into open space and view corridors

Goal 5 *– Maintain sufficient transportation capacity to permit Sunnyslope residents to commute elsewhere for employment and shopping until development levels demand other solutions*

Policy	
A	Participate in collaborative regional transportation system planning

B	Disperse traffic within the planning area to minimize concentration and congestion on arterials
C	Encourage land use patterns that minimize reliance on the automobile
D	Through SEPA and other review processes of proposed development, assess fair share, pro-rata, financial contributions for transporation mitigation.

Goal 6 *– Create a land use pattern conducive to mixed-use urbanization over time, providing opportunities for local employment and shopping*

Policy	
A	Disperse traffic within the planning area to minimize concentration and congestion on arterials
B	Encourage land use patterns that minimize reliance on the automobile
C	Collaborate with the development community to facilitate development consistent with this plan
D	Consider and obtain funding for crime prevention through environmental design (CPTED) and incorporate into design standards
E	Retain urban reserve classifications until design guidelines and appropriate development standards are in place

Goal 7 *– Match median home price increases to the state's rate of inflation*

Policy	
A	Permit a variety of housing types within the planning area
B	Investigate ways to provide subsidized housing in Sunnyslope
C	Target special needs housing as an underserved market in Sunnyslope
D	Allow accessory dwelling units or other similar second units, particularly in Central Sunnyslope

Goal 8 *– Develop additional housing in Olds Station and along the waterfront*

Policy	
A	Encourage eventual permitting of housing in Olds Station and along the Columbia River/Wenatchee River waterfront
B	Reduce barriers to developing housing in Olds Station and along the waterfront

Goal 9 *– Increase diversity of housing types in the planning area*

Policy	
A	Permit a variety of housing types within the planning area
B	Encourage experimentation in housing in Sunnyslope and Olds Station
C	Broaden the list of permitted housing in traditionally non-housing land use classifications and zoning districts
D	Coordinate with the Port of Chelan County and others to encourage residential development in Olds Station

Goal 10 *– Maintain a largely single-family residential character in the northern areas of Sunnyslope*

Policy	
A	Retain existing comprehensive plan and zoning designations
B	Refrain from street widening or roadway improvements in Northern Sunnyslope
C	Restrict development on steep slopes, ensuring that open spaces along arroyos and significant drainage areas remain largely undeveloped

Goal 11 *– Keep Sunnyslope housing affordable to all economic segments*

Policy	
A	Encourage increased housing densities in Central Sunnyslope and Olds Station
B	Encourage action by regional housing authorities and others to employ housing affordability programs and expand provision of units in Sunnyslope
C	Coordinate with the Port of Chelan County to increase the number of living wage jobs
D	Offer incentives to developers offering housing for low to moderate-income or other special-needs households
E	Coordinate with other local jurisdictions to assess housing needs and encourage the retention and creation of housing affordable to all economic segments

Goal 12 *– Expand the PUD's provision of domestic water in Sunnyslope*

Policy	
A	Encourage expansion of the water system to serve planned levels of development in Sunnyslope and Olds Station
B	Restrict expansion of the UGA until land within Sunnyslope has developed to a level of intensity that can support water service

Goal 13 *– Expand the City's provision of sanitary sewer in Sunnyslope*

Policy	
A	Encourage development of a sanitary sewer transmission line in Easy Street with capacity to serve planned development in Central Sunnyslope
B	Restrict expansion of the UGA until land within Central Sunnyslope and Olds Station has developed to a level of intensity that can support wastewater service

Goal 14 *– Retain the Highline Canal*

Policy	
A	Encourage continued operation of the canal and irrigation district
B	Recognize the canal's de facto role as a wildlife habitat resource

Goal 15 *– Minimize Sunnyslope's reliance on the North Wenatchee Avenue Bridge*

Policy	
A	Encourage provision of local schools, civic activity, jobs and services for Sunnyslope residents
B	Ensure capacity improvements along Sunnyslope's arterials and the enhancement of the local street network as new development occurs.
C	Encourage non-automotive travel within Sunnyslope
D	Enhancement of the local street network would occur as a responsibility of new development

Goal 16 *– Provide local access as appropriate for development character in Sunnyslope*

Policy	
A	Encourage the shared use of streets by autos, public transportation, bicyclists, and pedestrians
B	Ensure roadway design standards are appropriate for the areas in which they will be developed

Goal 17 *– Provide a diverse transportation network to serve the growing population's increasingly complex needs*

Policy	
A	Coordinate with regional transportation agencies to integrate multi-modal travel within, to and from

	Sunnyslope
B	Continue to provide for automobile access into and out of Sunnyslope, particularly at School Street and Easy Street
C	Recognize the four long range access points to the state highway system. Look for ways to preserve and enhance safe and efficient traffic movements at these locations: 1) Monitor – US 2/97 – Easy Street intersection 2) Sunnyslope Interchange – School Street area, 3) US 2/97 - Easy Street at Olds Station area, and 4) US 97A – Ohme Road Intersection

***Goal 18** – Create an effective administrative and land development regulation system to facilitate development of a safe and walkable community in Sunnyslope*

Policy	
A	Integrate transportation and land use planning to create an urban environment in portions of Sunnyslope
B	Collaborate with private property developers to master plan and design development to attain plan goals

***Goal 19** – Develop and maintain the parks system for urban populations.*

Policy	
A	Fund parks and recreation activities
B	Collaborate with the development community to facilitate development consistent with this plan
C	Set aside adequate land for public open space, institutions, and commercial development.
D	Identify and work with property owners to locate necessary civic uses, including schools, rights of way, houses of worship, parks and other similar public or institutional land uses
E	Create a county mechanism for park lands acquisition, development and maintenance

***Goal 20** – Develop open spaces and parks to fit the terrain and habitat.*

Policy	
A	Maintain a range of open spaces that provide for a variety of recreational and aesthetic needs
B	Restrict development on steep slopes, ensuring that open spaces along ditches and significant drainage areas remain largely undeveloped
C	Recognize the canal's role as a wildlife habitat and open space resource
D	Build partnerships with other agencies and groups to collaborate in providing open spaces and recreation

E	Collaborate with the development community to facilitate development consistent with this plan

Goal 21 *– Create a transportation and trails network that connects parks, open space and neighborhoods.*

Policy	
A	Encourage non-automotive travel within Sunnyslope
B	Encourage the shared use of streets by autos, public transportation, bicyclists, and pedestrians
C	Encourage land use patterns that minimize reliance on the automobile
D	Coordinate with regional transportation agencies to integrate multi-modal travel within, to and from Sunnyslope
E	Recognize the canal's potential role as a trail
F	Develop access to the regional trails systems in conjunction with other parks and recreation agencies
G	Protect the pedestrian and bicycle environment by discouraging vehicles from continuing straight south on School Street near Sunnyslope Elementary School

Goal 22 *–Protect the existing region wide environmental quality with the park system.*

Policy	
A	Ensure that applicable development regulations and design standards respect Sunnyslope's character
B	Encourage community-based programs that celebrate Sunnyslope's heritage

9 Implementation Actions

Priority Programs & Capital Projects

Sunnyslope is slated to accommodate 300% population growth. The implementation activities here are drawn from the preceding chapters listed in priority order, as determined by the Chelan County Planning Commission, Chelan County Board of County Commissioners, the City of Wenatchee Planning Commission, and the City of Wenatchee City Council. The following programs are derived from and implement the goals and policies outlined in the previous chapter. This priority listing is intended to facilitate agency budgeting and to aid in evaluation of progress in plan implementation.

Program	Goals	Policies	Priority	Timing	Responsibility	Budget
Coordinate with the City to review and revise its wastewater system comprehensive plan	2	A	1	2007 - 2008	CO Planning, PUD Public Works	
Coordinate with the PUD to review and revise its water system comprehensive plan	2	A	1	2007 - 2008	CO Planning, City Public Works	
Collaborate with the development community to design a prototype mixed-use model for Central Sunnyslope	6 9	B, C B	1	2007 - 2008	CO Planning, City	
Review and revise as necessary applicable development regulations and design standards, especially those dealing with mixed use, commercial-neighborhood development, trails, and lighting	1 3 10 15	A E C A	2	2007 - 2008	CO Planning, City Public Works	
Review the City's critical areas ordinance, particularly regarding steep slopes to ensure applicability to Northern Sunnyslope	10 20	C B	2	2007 - 2008	CO Planning	

Program	Goals	Policies	Priority	Timing	Responsibility	Budget
Coordinate with the MPO to identify and prioritize Sunnyslope's regional transportation needs	5 17	A A	2	2008 - 2009	CO Public Works, CO Planning, City	
Coordinate with the School District to review and revise its capital facilities plan	2	A	3	2008 - 2009	CO Planning	
Write an integrated trails system plan that identifies existing features and specifies trail system improvements	20	D	3	2008 - 2009	CO Planning, Wenatchee Valley Trails Coalition	
Coordinate with parks and recreation agencies to enhance access to regional trails systems	17	A	3	2008 - 2009	WV Trails Coalition CO Planning	
Develop transportation network with connectivity between sidewalk, trails and parks for good pedestrian and bicycle travel.	4 21	C D	3	2009 - 2010	CO Planning,	
Identify and improve arterial streets to accommodate forecast population increases within the planning area	5	A	3	2009 - 2015	CO Planning, CO Public Works	
Identify and preserve topographic features that can act as natural buffers between agricultural and urban uses	1 20 22	C A A	3	2008 - 2009	CO Planning	
Develop an integrated trails system that capitalizes on existing features	20	B	4	2011 - 2015	CO Planning, WV Trails Coalition	
Review existing right-to-farm provisions for	1	B	4	2008	CO Planning	

Program	Goals	Policies	Priority	Timing	Responsibility	Budget
application to Sunnyslope's UGA						
Develop UGA expansion criteria to indicate when and if the UGA should be enlarged to the south and/or west	12 13	B B	4	2008	CO Planning, City	
Revise zoning eventually to permit mixing residential uses into Olds Station	5	C	4	2010	CO Planning, City, Port of Chelan County	
Collaborate with the development community to design a prototype Olds Station mixed-use project	5	C	4	2010	CO Planning, City, Port of Chelan county	
Adopt regulations designed to preserve the canal	14-A 20	A C	4	2008	CO Planning	
Coordinate with LINK to design successful transit oriented design and transit stop development standards to facilitate and encourage ridership	17 18	A A	4	2008 - 2009	CO Planning, City	
Coordinate with LINK to ensure public transportation availability matches increased demand as Sunnyslope's population increases	17	A	4	2008 - 2009	CO Planning, City	
Design a multi-modal corridor on the segment of School Street between Easy Street and SR 2/97 to keep it safe for schoolchildren, especially as intensity increases in Central Sunnyslope.	21	B	4	2009 - 2010	CO Planning,	

Program	Goals	Policies	Priority	Timing	Responsibility	Budget
Coordinate with the irrigation district to review its capital planning	2	A	5	2009 - 2010	CO Planning	
Identify available grants for collaborative applications	2	D	5	2009 - 2010	CO Planning, City Public Works	
Conduct a feasibility study for a parks and recreation district with partners, including the School District, trails groups, conservation organizations, the State, and others	19	A	5	2008 - 2009	CO Planning, City Public Works	
Collaborate with the development community to design affordable housing prototypes	8 9	B A	5	2008 - 2009	CO Planning, City	
Collaborate with the development community design a prototype waterfront project	8	A	5	2011 - 2012	CO Planning, City	
Develop a clustering ordinance to allow open space protection and connectivity	20	A,E	5	2008 - 2009	CO Planning, City	
Adopt a "dark sky" ordinance for Northern Sunnyslope	4 22	E A	5	2008	CO Planning, City	
Develop a community-supported public arts program that relates to the historic uses within Sunnyslope.	4 22	A B	5	2010 - 2012	CO Planning, City	
Coordinate with WSDOT to assess fair share, pro-rata, financial contributions for transporation impacts associated with development.	2 5	E D		2008 - 2012	CO Planning, WSDOT	

Program	Goals	Policies	Priority	Timing	Responsibility	Budget
Look for ways to preserve and enhance safe and efficient traffic movements at the four major Sunnyslope intersections.	17	C		2008 - 2012	CO Planning, WSDOT	

Appendix A – Workshop One Presentation/Results

Workshop #1 "Issues & Options," May 24, 2006 *

- Presentation
- Vision Concepts, transcribed comments

(All files linked to project page through duration of draft review, Acrobat® .PDF documents)*

Field Code Changed

Field Code Changed

Appendix B – Workshop Two Presentation/Results

Workshop #2 "Alternatives Workshop," August 22, 2006 *

- Presentation
- Draft vision statement
- Alternative 1 "Existing Patterns" map, evaluation matrix
- Alternative 2 "Olds Station" map, evaluation matrix
- Alternative 3 "School Center", evaluation matrix
- Alternative 4 "Highline Center", evaluation matrix
- Group ratings/scores

(All files linked to project page through duration of draft review, Acrobat® .PDF documents)*

Field Code Changed
Field Code Changed
Field Code Changed
Field Code Changed
Field Code Changed
Field Code Changed
Field Code Changed

Appendix C – Workshop Three Presentation/Results

Workshop #3 "Policy Workshop," September 19, 2006 *

- Presentation
- Draft land use proposal map
- Policy evaluation worksheet – individual scores
- Policy evaluation worksheet – group scores

(All files linked to project page through duration of draft review, Acrobat® .PDF documents)*

Field Code Changed

Field Code Changed

Field Code Changed

Field Code Changed

Appendix D – NEIGHBORHOOD COMMERCIAL (CN)

Sections:

10.22.005 Purpose
10.22.010 Land Uses
10.22.050 Development Standards

10.22.005 Purpose

The Neighborhood Commercial (CN) land use classification is a district suited to small-scale retail and commercial activities and uses that offer retail convenience goods, professional and business services, and personal services for the daily needs of nearby residents. This district is designed to reduce vehicular traffic by providing convenient shopping and services. The allowed uses are intended to primarily serve the neighborhoods in close geographical proximity. The size of the neighborhood commercial area is in keeping with the scale of served neighborhoods and nearby uses. Architectural design, landscaping, construction materials, and buffering will be utilized to create a neighborhood commercial area that blends and harmonizes with the natural beauty of the surrounding valley and foothills. High quality design and landscaping is used to make the area attractive, functional and to minimize impacts on nearby uses. Mixed uses and above ground-floor residential uses are encouraged and desirable.

10.22.010 Land Uses

All permitted, accessory, conditional and prohibited uses within this district shall be as shown in the District Use Chart, Chapter 10.10, provided all applicable provisions of the WCC are met.

10.22.050 Development Standards

Development in this district shall meet all applicable provisions of this Title and all other rules, regulations and provisions of the WCC, including the following:

A. Development Standards in the CN zoning district are detailed in section 10.46.040.

B. Uses permitted in the CN zoning district shall meet all applicable General Regulations as detailed in Chapter 10.48.

C. Signs are permitted pursuant to Chapter 10.50.

D. Off-Street Parking shall be provided pursuant to Chapter 10.60.

E. Landscaping shall be provided pursuant to Chapter 10.62.

F. No individual business shall have a gross floor area (GFA) greater than 10,000 square feet.

G. No building shall have a footprint greater than 30,000 square feet in area.

H. Access to a development shall be from the highest classified street as designated in the Wenatchee Urban Area Circulation Map or as otherwise required by the City Engineer.

I. When a project contains three or more residential dwelling units it shall meet the multi-family open space standards detailed in the General Regulations Chapter 10.48.080.

J. Commercial developments shall meet Architectural Scale and Blank Wall Limitations commercial standards detailed in the WMU Section 10.32.050, with the exception of the Building Size provision.

K. Outdoor Display: Outdoor display areas shall be limited to the display of retail products and be limited in size to no more than 25 percent of the gross floor area of the ground floor commercial space.

L. Storage Standards:

1. Refuse Storage: All outdoor trash, garbage and refuse storage areas shall be located outside of required front yard areas, and shall be screened from view by a combination of fencing and landscaping, so as not to be viewed from a public street (ROW), excluding alleys.
2. General Storage: Storage of personal property and materials shall be located outside of required front yard areas, and entirely within an enclosed building or screened from view of surrounding properties with a sight obscuring fence and landscaping.
3. Vehicle Storage: Storage of recreational vehicles, boats, and similar off-road vehicles not used for daily transportation shall be prohibited unless a fully enclosed building is provided on-site specifically for that purpose.

M. Sunnyslope Standards:

Properties located within the Sunnyslope neighborhood shall be exempt from items F and H above.

Neighborhood Commercial Overlay (CNO)

The intent of the Neighborhood Commercial Overlay is to provide an opportunity for neighborhood scale commercial development while providing for residential options of the underlying zoning districts.

A. Properties located within a CN overlay may develop in accordance with their underlying residential zoning district uses and standards.

B. Applications for properties located within a CN overlay to develop in accordance with the Neighborhood Commercial zoning district uses and standards shall be processed as a Type III application in accordance with Title 13, and shall be reviewed for:
   1. Compatibility with surrounding properties.
   2. Consistency with the intent and standards of the Neighborhood Commercial Chapter 10.22.
   3. Consistency with the goals and policies of the Wenatchee Urban Area Comprehensive Plan.

10.46.040 Non-residential Development Chart

A. General Dimensional Standards

Standard	CN	CBD	NWBD & SWBD	I
Minimum Lot Dimensions Lot Area	10,000 square feet	None	None	5,000 square feet
Lot Width	20 feet at front lot line and 100 feet at building line	None	None	40 feet at building line
Lot Depth	100 feet	60 feet	80 feet	80 feet

Standard	CN	CBD	NWBD & SWBD	I
Setbacks **Front**	Maximum 5 feet from the front property line unless that space between the building and the street is an area which provides pedestrian-oriented amenities & access.	0 feet or to provide a minimum 12 foot wide sidewalk. Second floor spaces may extend into the right-of-way over the sidewalk to provide for weather coverage.	0 feet from the front property line or 35 feet from the street centerline, whichever is greater①	0 feet from the front property line or 35 feet from the street centerline, whichever is greater
Rear	20 feet	0 feet	0 feet②	0 feet
Side	15 feet	0 feet	0 feet③	0 feet
Maximum Building Height	2 stories above grade and 30 feet④	85 feet	6 stories above grade and 90 feet	6 stories above grade and 90 feet
Maximum Lot Coverage	50 percent	100 percent	65 percent	70 percent
① Lots that have frontage on Wenatchee Avenue shall adhere to a setback of 45 feet from the centerline.				
② If lot is adjacent to a residential zone the set back shall be 20 feet.				
③ If lot is adjacent to a residential zone the set back shall be 15 feet.				
④ An additional story is allowed for residential use only, with a maximum of 14 feet in height.				

B. Exceptions to Non-Residential Dimensional Standards:

1. Exceptions to Height Limits: The height limitations do not apply to the following: spires, belfries, cupolas, amateur radios and receive-only antennas, water tanks, ventilators,

chimneys, flagpoles, smokestacks, utility poles, radio and television towers located in the industrial zone, or other appurtenances usually required to be placed above roof level and not used or intended to be used for human occupancy.

District Use Chart																	
P = Permitted use P_1 = Permitted, not to occupy grade level commercial street frontage. AU= Accessory use C = Conditional use ~ = Prohibited use M = Permitted use in a Corridor Mixed Use project within the MRC Overlay																	
Uses	**Commercial Districts**				**Mixed Use Districts**			**Residential Districts**				**Overlay Zones**					
	CBD	**NWBD/S WBD**	**CN**	**I**	**WMU**	**OMU**	**RMU**	**RS**	**RL**	**RM**	**RH**	***HEO***	***CSO***	***MRC***	***IO***	***PO***	***RRO***
Commercial, Retail																	
Adult Oriented Businesses	~	P	~	P	~	~	~	~	~	~	~	~	~	~	~	~	~
Auto Rental Agencies	P	P	~	P	~	~	~	~	~	~	~	~	~	~	~	~	~
Banks without drive-through	P	P	P	~	P	P	C	~	~	~	~	P	P	M	~	P_1	~
Banks with drive-through	P	P	P	~	P	P	~	~	~	~	~	P	P	~	~	~	~
Boat Sales and Rentals	~	P	~	P	P	~	~	~	~	~	~	~	~	~	~	P	P_1
Building Materials, Garden and Farm Supplies	P	P	P	P	~	~	~	~	~	~	~	~	P	~	P	~	~
Commercial Stand	P	P	P	P	P	~	~	~	~	~	~	P	P	~	~	P	P
Equipment Rental Services, Commercial	~	P	~	P	~	C	~	~	~	~	~	~	P	~	P	~	~
Farmers Market	P	P	P	~	P	P	P	~	~	~	~	P	P	P	~	P	P

District Use Chart

P = Permitted use P_1 = Permitted, not to occupy grade level commercial street frontage.
AU= Accessory use C = Conditional use ~ = Prohibited use
M = Permitted use in a Corridor Mixed Use project within the MRC Overlay

Uses	Commercial Districts				Mixed Use Districts			Residential Districts				Overlay Zones					
	CBD	NWBD/SWBD	CN	I	WMU	OMU	RMU	RS	RL	RM	RH	*HEO*	*CSO*	*MRC*	*IO*	*PO*	*RRO*
Furniture, Home Furnishings, and Appliances	P	P	P	P	P	~	~	~	~	~	~	P	P	~	P	P	P_1
General Retail	P	P	P	~	P	~	~	~	~	~	~	P	P	~	~	P	P_1
Liquor Stores	P	P	~	~	P	~	~	~	~	~	~	P	P	~	~	P	~
Mobile, Manufactured, and Modular Housing Sales	~	~	~	P	~	~	~	~	~	~	~	~	~	~	~	~	~
Motor Vehicle Sales	P	P	~	P	~	~	~	~	~	~	~	~	AU	~	~	~	~
Motor Vehicle Supply Stores	P	P	~	P	~	~	~	~	~	~	~	~	P	~	~	~	~
Neighborhood Grocery	P	P	P	P	P	~	P	~	~	~	~	P	P	M	~	P	P_1
Office Supplies and Equipment	P	P	P	P	P	P	~	~	~	~	~	P	P	~	~	P	~
Printing, Commercial	P	P	~	~	P	P	~	~	~	~	~	P	P	~	~	P_1	~
Service Stations (car wash, fuel, lube)	C	P	P	P	C	~	~	~	~	~	~	~	~	~	~	~	~
Supermarket	P	P	~	~	P	~	~	~	~	~	~	~	~	~	~	P	~

District Use Chart																	
P = Permitted use P_1 = Permitted, not to occupy grade level commercial street frontage. AU= Accessory use C = Conditional use ~ = Prohibited use M = Permitted use in a Corridor Mixed Use project within the MRC Overlay																	
Uses	**Commercial Districts**				**Mixed Use Districts**			**Residential Districts**				**Overlay Zones**					
	CBD	**NWBD/S WBD**	**CN**	**I**	**WMU**	**OMU**	**RMU**	**RS**	**RL**	**RM**	**RH**	***HEO***	***CSO***	***MRC***	***IO***	***PO***	***RRO***
Commercial, Service																	
Delivery Services, Local	P	P	~	P	C	P	~	~	~	~	~	~	P	~	P	~	~
Drinking Establishments	P	P	~	~	P	~	~	~	~	~	~	P	P	~	~	P	P_1
Hotels/Motels	P	P	~	~	P	~	~	~	~	~	~	P	P	~	~	P_1	P
Kennels	~	C	~	P	~	C	~	~	~	~	~	~	~	~	~	~	~
Laundromats	P	P	P	~	P	P	C	~	~	~	~	P	P	M	~	~	P_1
Lodging	P	P	P	~	P	~	~	~	~	~	~	P	P	~	~	P_1	P
Public Utilities & Services	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Radio/T.V. Studios	P	P	~	P	P	P	~	~	~	~	~	P	P	~	~	P_1	~
Restaurants, with drive-in or drive-through	P	P	P	~	C	~	~	~	~	~	~	~	~	~	~	~	~
Restaurants, without drive-in or drive-through	P	P	P	~	P	P	C	~	~	~	~	P	P	M	~	P	P_1
Service and Repair – Motorized	~	P	~	P	~	P	~	~	~	~	~	~	P	~	P	~	~

District Use Chart																	
P = Permitted use P_1 = Permitted, not to occupy grade level commercial street frontage. AU= Accessory use C = Conditional use ~ = Prohibited use M = Permitted use in a Corridor Mixed Use project within the MRC Overlay																	
Uses	**Commercial Districts**				**Mixed Use Districts**			**Residential Districts**				**Overlay Zones**					
	CBD	**NWBD/SWBD**	**CN**	**I**	**WMU**	**OMU**	**RMU**	**RS**	**RL**	**RM**	**RH**	***HEO***	***CSO***	***MRC***	***IO***	***PO***	***RRO***
Service and Repair – Non-motorized	P	P	P	P	P	P	C	~	~	~	~	P	P	~	P	P_1	P_1
Theaters (Drive-in)	~	P	~	P	~	~	~	~	~	~	~	~	~	~	~	~	~
Theaters (No drive-ins)	P	P	P	~	P	~	~	~	~	~	~	P	P	~	~	P	P
Industrial																	
Boating Storage Facilities	~	P	~	P	C	P	~	~	~	~	~	~	P	~	~	~	~
Industry, Heavy	~	~	~	P	~	~	~	~	~	~	~	~	~	~	P	~	~
Industry, Light	C	C	~	P	C	C	~	~	~	~	~	~	P	~	P	~	~
Junkyard/wrecking yard	~	~	~	P	~	~	~	~	~	~	~	~	~	~	~	~	~
Mini-storage	P_1	P	P_1	P	AU	P	~	~	~	~	~	~	P	~	~	~	~
Off-Site Treatment & Storage Facilities for Hazardous Waste	~	~	~	P	~	~	~	~	~	~	~	~	~	~	P	~	~
On-Site Treatment & Storage Facilities for Hazardous Waste	AU	AU	AU	P	AU	AU	AU	~	~	~	~	AU	AU	~	P	AU	AU

District Use Chart																	
P = Permitted use P_1 = Permitted, not to occupy grade level commercial street frontage. AU= Accessory use C = Conditional use ~ = Prohibited use M = Permitted use in a Corridor Mixed Use project within the MRC Overlay																	
Uses	**Commercial Districts**				**Mixed Use Districts**			**Residential Districts**				**Overlay Zones**					
	CBD	**NWBD/SWBD**	**CN**	**I**	**WMU**	**OMU**	**RMU**	**RS**	**RL**	**RM**	**RH**	***HEO***	***CSO***	***MRC***	***IO***	***PO***	***RRO***
Printing, Industrial	~	~	~	P	~	C	~	~	~	~	~	~	P	~	~	~	~
Recycling Facilities	AU	AU	AU	P	AU	AU	AU	~	~	~	~	AU	AU	~	~	AU	AU
Solid Waste Transfer Station	~	~	~	P	~	~	~	~	~	~	~	~	~	~	~	~	~
Warehousing & Storage	AU	AU	~	P	~	C	~	~	~	~	~	~	P	~	P	~	~
Welding & Fabrication	~	C	~	P	~	C	~	~	~	~	~	~	P	~	P	~	~
Wholesale Products Incidental to Retail Business	P	P	~	P	P	~	~	~	~	~	~	P	P	~	P	P_1	~
Wholesale Sales	~	~	~	P	~	C	~	~	~	~	~	~	P	~	P	~	~
Medical																	
Clinic	P	P	P	~	P	C	C	~	~	~	~	P	P	C	~	P_1	~
Hospital Planned Development	~	P	~	~	~	P	P	P	P	P	P	~	~	P	~	~	~
Medical Office	P	P	P	~	P	P	P	~	~	~	~	P	P	M	~	P_1	~

District Use Chart

P = Permitted use P_1 = Permitted, not to occupy grade level commercial street frontage.
AU= Accessory use C = Conditional use ~ = Prohibited use
M = Permitted use in a Corridor Mixed Use project within the MRC Overlay

Uses	Commercial Districts				Mixed Use Districts			Residential Districts				Overlay Zones					
	CBD	NWBD/SWBD	CN	I	WMU	OMU	RMU	RS	RL	RM	RH	*HEO*	*CSO*	*MRC*	*IO*	*PO*	*RRO*
Supervised Living Facilities	~	~	~	~	C	C	C	C	C	C	C	~	~	C	~	C_1	C
Veterinary Offices/Clinics	P	P	P	~	P	C	C	~	~	~	~	~	P	~	~	P_1	~
Office																	
Business Offices	P	P	P	AU	P	P	P	~	~	~	~	P	P	M	~	P_1	P_1
Personal Services	P	P	P	~	P	P	P	~	~	~	~	P	P	M	~	P_1	P
Public Assembly																	
Auditoriums and Places of Assembly	P	P	P	P	P	C	C	C	C	C	C	P	P	M	~	P	P
Cemeteries	~	~	~	~	~	~	~	P	P	P	P	~	~	~	~	~	~
Child Day Care Centers	P	P	P	~	C	C	C	C	C	C	C	P	P	C	~	C_1	C_1
Funeral Parlors and Mortuaries	P	P	~	P	~	P	P	~	~	~	~	P	~	~	~	~	~
Humanitarian Service & Shelter	P	P	P	P	C	P	C	~	~	~	~	C	P	C	~	C_1	C

District Use Chart

P = Permitted use P_1 = Permitted, not to occupy grade level commercial street frontage.
AU= Accessory use C = Conditional use ~ = Prohibited use
M = Permitted use in a Corridor Mixed Use project within the MRC Overlay

Uses	Commercial Districts				Mixed Use Districts			Residential Districts				Overlay Zones					
	CBD	NWBD/SWBD	CN	I	WMU	OMU	RMU	RS	RL	RM	RH	*HEO*	*CSO*	*MRC*	*IO*	*PO*	*RRO*
Facilities																	
Libraries	P	P	P	~	P	P	P	C	C	C	C	P	P	P	~	P	P
Museums	P	P	P	~	P	P	P	C	C	C	C	P	P	P	~	P	P
Neighborhood Center	P	P	P	~	P	C	C	~	C	C	C	P	P	P	~	P	P
Places of Worship	C	C	~	~	C	C	C	C	C	C	C	C	C	C	~	C_1	C_1
Schools	~	~	~	~	C	C	C	C	C	C	C	~	~	C	~	C	C
Institution of Higher Education	P	P	~	P	~	C	C	C	C	C	C	P_1	P	C	~		
Recreation																	
Boat Clubs	P	P	~	P	P	~	~	~	~	~	~	~	~	~	~	P	P
Managed Open Space	P	P	P	P	P	P	P	P	P	P	P	P	P	P	~	P	P
Marinas/Boat Launching Facilities	~	~	~	P	P	~	~	~	~	~	~	~	~	~	~	P	P
Recreation, Indoor Commercial	P	P	P	~	P	~	C	~	~	~	~	P	P	~	~	P	P
Recreation, Outdoor Commercial	~	C	~	P	C	~	~	~	~	~	~	~	~	~	~	~	C

District Use Chart

P = Permitted use P_1 = Permitted, not to occupy grade level commercial street frontage.
AU= Accessory use C = Conditional use ~ = Prohibited use
M = Permitted use in a Corridor Mixed Use project within the MRC Overlay

Uses	Commercial Districts				Mixed Use Districts			Residential Districts				Overlay Zones					
	CBD	NWBD/SWBD	CN	I	WMU	OMU	RMU	RS	RL	RM	RH	*HEO*	*CSO*	*MRC*	*IO*	*PO*	*RRO*
Recreation, Neighborhood	~	~	P	~	~	C	C	C	C	C	C	~	~	M	~	~	~
Recreational Vehicle Parks	~	~	~	~	C	~	~	~	~	~	~	~	~	~	~	C	C
Residential																	
Single-Family Dwelling	~	~	~	~	~	P	P	P	P	P	P	~	~	P	~	~	~
Duplex	~	~	~	~	~	P	P	~	~	P	P	~	~	P	~	~	~
1-2 unit dwellings	P_1	P_1	P_1	~	~	P	P	~	~	~	P	P_1	P_1	P	~	P_1	P_1
3-8 unit dwellings	P_1	P_1	P_1	~	P	P	P	~	~	~	P	P_1	P_1	P	~	P_1	P
9-13+ unit dwellings	P_1	P_1	P_1	~	P	P	P	~	~	~	P	P_1	P_1	P	P	P_1	P
Accessory building, residential	~	~	~	~	P	P	P	P	P	P	P	~	~	P	~	P	P
Accessory Dwelling Unit (ADU)	~	~	~	~	~	P	P	P	P	P	~	~	~	P	~	~	~
Adult Family Home	AU	AU	AU	~	AU	P	P	P	P	P	P	~	~	P	~	~	~
Bed & Breakfast	P	~	~	~	P	P	P	P	P	P	P	P	~	P	~	P	P
Family Day Care *(12 or fewer children)*	AU	AU	AU	~	AU	P	P	P	P	P	P	~	~	P	~	~	P
Cottage Housing	~	~	~	~	~	P	P	P	P	P	P	~	~	P	~	~	~

District Use Chart																	
P = Permitted use P_1 = Permitted, not to occupy grade level commercial street frontage. AU= Accessory use C = Conditional use ~ = Prohibited use M = Permitted use in a Corridor Mixed Use project within the MRC Overlay																	
Uses	**Commercial Districts**				**Mixed Use Districts**			**Residential Districts**				**Overlay Zones**					
	CBD	**NWBD/SWBD**	**CN**	**I**	**WMU**	**OMU**	**RMU**	**RS**	**RL**	**RM**	**RH**	***HEO***	***CSO***	***MRC***	***IO***	***PO***	***RRO***
Group Home (6 or less)	~	~	~	~	~	P	P	P	P	P	P	~	~	P	~	~	P
Group Home (7 or more)	P_1	P_1	P_1	~	C	C	C	C	C	C	P	P_1	P_1	C	C	C	C
Home Occupation	~	~	~	~	~	P	P	C	C	P	P	~	~	P	~	~	P
Home Occupation, Mailing Address Only	~	~	~	~	~	P	P	P	P	P	P	~	~	P	~	~	P
Livestock and Poultry	~	~	~	~	~	~	~	P	P	P	P	~	~	~	~	~	~
Manufactured home[1]	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
Manufactured home, designated	~	~	~	~	~	P	P	P	P	P	P	~	~	P	~	~	~
Manufactured/ Mobile Home Park (as a Residential Planned Development)	~	~	~	~	P	P	P	P	P	P	P	~	~	P	~	~	~

[1] Manufactured homes are permitted only within a mobile/manufactured home park.

District Use Chart

P = Permitted use P_1 = Permitted, not to occupy grade level commercial street frontage.
AU= Accessory use C = Conditional use ~ = Prohibited use
M = Permitted use in a Corridor Mixed Use project within the MRC Overlay

Uses	Commercial Districts				Mixed Use Districts			Residential Districts				Overlay Zones					
	CBD	NWBD/SWBD	CN	I	WMU	OMU	RMU	RS	RL	RM	RH	*HEO*	*CSO*	*MRC*	*IO*	*PO*	*RRO*
Mobile home[2]	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
Modular home	~	~	~	~	~	P	P	P	P	P	P	~	~	P	~	~	~
Residential Planned Developments	~	~	~	~	P	P	P	P	P	P	P	~	~	P	~	~	~
Student Housing	~	~	~	~	~	~	~	~	~	C	P	~	~	P	~	~	~
Other Uses																	
Accessory building, agricultural	~	~	~	~	~	P	~	P	P	P	P	~	~	P	~	~	~
Agriculture	~	~	~	~	~	P	~	P	P	P	P	~	~	P	~	~	~
Balcony	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU
Bus Amenities	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Deck	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU
Essential Public	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

[2] Mobile homes are permitted only within a mobile/manufactured home park.

District Use Chart																	
P = Permitted use P_1 = Permitted, not to occupy grade level commercial street frontage. AU= Accessory use C = Conditional use ~ = Prohibited use M = Permitted use in a Corridor Mixed Use project within the MRC Overlay																	
Uses	**Commercial Districts**				**Mixed Use Districts**			**Residential Districts**				**Overlay Zones**					
	CBD	**NWBD/SWBD**	**CN**	**I**	**WMU**	**OMU**	**RMU**	**RS**	**RL**	**RM**	**RH**	***HEO***	***CSO***	***MRC***	***IO***	***PO***	***RRO***
Facilities																	
Garage, private attached or detached	~	~	~	~	AU	AU	AU	AU	AU	AU	AU	~	~	AU	~	AU	AU
Corridor Mixed Use	~	~	~	~	~	~	~	~	~	~	~	~	~	P	~	~	~
Fence	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU
Parking Facility	P	P	C	P	C	C	C	~	~	~	C	P	P	~	P	C_1	C_1
Satellite Dishes, Commercial	P_1	P_1	~	P	C	C	C	C	C	C	C	P_1	P	~	P	C_1	C_1
Sign with "effects"	AU	AU	~	AU	C	~	~	~	~	~	~	~	~	~	~	~	~
On-site Sign	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU
Off-site Sign	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
Swimming Pool	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	~	AU	AU

District Use Chart																	
P = Permitted use P_1 = Permitted, not to occupy grade level commercial street frontage. AU= Accessory use C = Conditional use ~ = Prohibited use M = Permitted use in a Corridor Mixed Use project within the MRC Overlay																	
Uses	**Commercial Districts**				**Mixed Use Districts**			**Residential Districts**				**Overlay Zones**					
	CBD	**NWBD/SWBD**	**CN**	**I**	**WMU**	**OMU**	**RMU**	**RS**	**RL**	**RM**	**RH**	***HEO***	***CSO***	***MRC***	***IO***	***PO***	***RRO***
Wireless Communication Antenna	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU
Wireless Communication Tower	~	C	~	C	~	C	~	~	~	~	~	~	~	~	C	~	~

Appendix E – Primary Maps, Illustrations

- Proposed Land Use Map, Draft
- Proposed Zoning Map, Draft
- City of Wenatchee Recommended Land Use & Zoning Map Revisions:
    - Neighborhood Commercial Proposed Zoning
    - NWBD & Industrial Proposed Zoning
- Figure 4.3, conceptual "School Center" configuration
- US2/97 Corridor Safety Study

(All files linked to project page through duration of draft review, Acrobat® .PDF documents)*

Appendix F – SEIS Distribution List

City Distribution List					
Chelan County	Chelan County Commissioners	400 Douglas St, Suite 201	Wenatchee	WA	98801
WSDOT N Central Regional Office	Dave Honsinger	1551 N Wenatchee Ava	Wenatchee	WA	98807
Wentachee Valley Trans. Council	Jeff Wilkens	300 S Columbia, 3rd floor	Wenatchee	WA	98801
LINK - Planning Division	Bruce Phillips	300 S Columbia St	Wenatchee	WA	98801
Greater Wenatchee Bicycle Adv. Brd	Charlie Hickenbottom	1130 Princeton St	Wenatchee	WA	98801
Chelan County PUD	Rich Riazzi	P.O. Box 1231	Wenatchee	WA	98807
Wenatchee School District	Brian Flones	P.OBox1767	Wenatchee	WA	98807
Chelan County Port District	Mark Urdahl	125 EasyStreet	Wenatchee	WA	98801
Housing Authority	Alicia McRae	1555 Methow St	Wenatchee	WA	98801
Community Action Council	Bob Soule	620 Lewis St	Wenatchee	WA	98801
Wenatchee Downtown Association	Executive Director	103 Palouse St, Suite 21	Wenatchee	WA	98801
Chelan-Douglas Land Trust	Executive Director	PO Box 4461	Wenatchee	WA	98807
Douglas County Land Services	Mark Kulaas	140 19th Street NW, Suite A	E Wenatchee	WA	98802
East Wenatchee Community Dev.	Lorraine Barnett	271 Ninth St	E Wenatchee	WA	98802
CTED	Joyce Phillips	PO Box 42525	Olympia	WA	98504
Department of Ecology	SEPA Unit	PO Box 47703	Olympia	WA	98504
Department of Natural Resources	Southeast Region	713 Bowers Rd	Ellensburg	WA	98926
Fire Protection District No. 1	Fire Chief Randy Johnson	206 Easy St	Wenatchee	WA	98801
Wenatchee Reclamation District	Manager	514 Easy St	Wenatchee	WA	98801
Department of Fish and Wildlife	Central Regional Office	1550 Alder St	Ephrata	WA	98823
City Staff					
City Council					
City Planning Commission					
Public Copies	City Hall, Library, Public Works				

Chelan County Stakeholder List	Last	First	Address	Zip	E-mail Address
	Aylward	Patrick	4116 Knowles Rd.	98801	pata@jdsalaw.com
Cascade Auto Center	Baldock	Steve	150 Easy Street	98807	steveb@cascadeautocenter.com
Mountain Brooke Dev	Blaesing	Scott		98801	
	Byrd	Gene	1020 Easy Street	98801	mercjerc@msn.com
	Carlson	Megan	1105 Easy Street	98801	
	Clymes	Jeff	3860 Knowles Road	98801	
City of Wenatchee	Curry	Dan	25 N. Worthen Street	98801	dcurry@cityofwenatchee.com
	Davis	Nick	609 American Fruit Rd.	98801	nickd@genext.net
	Dechand	Alfred	3509 School St.	98801	
	Dennis	Robert	1216 Downs Road	98801	dennis@televar.com
Link Transit	DeRock	Richard	2700 Euclid Avenue	98801	richard@linktransit.com
Chelan County Fire District #1	Dormaier	Phil	1821 Horse Lake Road	98801	phil@wenpetco.com
	Fritz	Lester	3368 #1 Canyon Road	98801	
WSDOT	Gould	Bill	P.O. Box 98	98807	gouldw@wsdot.wa.gov
	Henderson	Harry	3624 School Street	98801	
	Horaski	Mark	401 Washington Street, #1	99801	mark.horaski@co.chelan.wa.us
	Isaacson	Gary	3084 W. Eagle Rock Dr.	98801	
Chelan PUD	Johnson	David	P.O. Box 1231	98801	davidla@chelanpud.org
City of Wenatchee	King	Steve	25 N. Worthen Street	98801	sking@cityofwenatchee.com
Chelan County	Lasher	Rod	316 Washington Street, Suite 301	98801	rod.lasher@co.chelan.wa.us
	Lombard	Louise	327 Lombard Ln.	98801	Lombard
	Loranger	Wayne	925 5th Street	98801	wayne@premicroni.biz
	Mosher	Phil	206 Easy Street	98801	plmosher@chelancountyfire.com
	Mounter	Donovan	4215 April Drive	98801	don@pipkininc.com

	Nelson	Brian	4250 April Drive	98801	bsnesquire@aol.com
	Noyes	Gary	P.O. Box 1964	98801	
Port of Chelan County	Parks	Lisa	530 Valley Mall Parkway, #4	98802	acgplan@nwi.net
	Pezoldt	Greg	316 Washington Street, Suite 402	98801	greg.pezoldt@co.chelan.wa.us
	Smith	Marlen	1360 Easy Street	98801	
Wenatchee Reclamation District	Smith	Rick	514 Easy Street	98801	rsmithwrd@aol.com
	Smith	Rodney	608 American Fruit Road	98801	knowlesrd@charter.net
	Stumpf	Brian	718 Easy Street	98801	tr624@aol.com
Port of Chelan County	Urdahl	Mark	125 Easy Street	98801	mark@ccpd.com
	Wacker	Bill	1216 Downs Road	98801	wtwacker@hotmail.com
	Wacker	Lori	1216 Downs Road	98801	loriwacker@hotmail.com
WVTC	Wilkens	Jeff	300 S. Columbia	98801	jeff@wvtc.org
					pacskyinc@charter.net