Planning to Blossom 2037: Wenatchee Urban Area Comprehensive Plan

UPDATED DECEMBER 2022

City of Wenatchee
Department of Community Development
301 Yakima St, Suite 100
Wenatchee, WA 98801
Ph. (509) 888-3200, Fax (509) 888-3201

Wenatchee Urban Area Comprehensive Plan

Plan Adopted April 26, 2007

Plan Amendments:

Amended September 11, 2008	- Ordinance 2008-25
Amended September 24, 2009	- Resolution 2009-56
Amended September 9, 2010	- Resolution 2010-51
Amended December 9, 2010	- Resolution 2010-72 (Capital Facilities Plan)
Amended September 1, 2011	- Resolution 2011-60
Amended December 1, 2011	- Resolution 2011-72 (Capital Facilities Plan)
Amended December 13, 2012	- Resolution 2012-94
Amended December 12, 2013	- Resolution 2013-68
Amended December 11, 2014	- Resolution 2014-64
Amended December 10, 2015	- Resolution 2015-76
Amended December 8, 2016	- Resolution 2016-63 (Capital Facilities Plan)
Amended December 8, 2016	- Resolution 2016-64 (S. Wenatchee Action Plan)
Amended June 8, 2017	- Resolution 2017-35 (Periodic Update)
Amended December 6, 2018	- Resolution 2018-51 (Capital Facilities Plan)
Amended December 6, 2018	- Ordinance 2018-47
Amended December 5, 2019	- Resolution 2019-58
Amended December 5, 2019	- Resolution 2019-59 (Capital Facilities Plan)
Amended December 10, 2020	- Resolution 2020-41
Amended December 10, 2020	- Resolution 2020-42 (Capital Facilities Plan)
Amended December 9, 2021	- Resolution 2021-43 (Capital Facilities Plan)
Amended December 9, 2021	- Resolution 2021-44
Amended December 8, 2022	- Resolution 2022-30 (Capital Facilities Plan)
Amended December 8, 2022	- Resolution 2022-31

Welcome to the City of Wenatchee Comprehensive Plan... a document setting forth a vision, goals and policies for our future! The city, along with the nation and world, is going through massive demographic, social, and economic changes. The technological revolution combined with the millennial generation entering the workforce, is changing cities beyond our imaginations. Our nation's cities are where the majority of people live, work, and play. Over 75% of our gross economic activity occurs in cities today. Furthermore, cities are innovation centers for this revolution where ideas creating value and improving lives are developed every day. The role for cities to empower and harness this activity has never been greater and as such, it is the goal of Wenatchee to provide an environment in which people can maximize their life outcomes. Sometimes, this means getting out of the way by removing barriers, and sometimes this means taking specific actions to support this objective. This Comprehensive Plan is based on this core understanding of our changing world for this period of change may have a much greater impact on people in terms of way of life than the industrial revolution. Let's work together to leverage this opportunity of change to make the City of Wenatchee an amazing city of the future.

INTRODUCTION

The City of Wenatchee Urban Area Comprehensive Plan is a planning and visioning document prepared by staff under the direction and guidance of local elected officials, boards and commissions, and citizens and business owners, consistent with the Washington State Growth Management Act (GMA) to ensure orderly and efficient city growth through the next twenty years.

The Comprehensive Plan comprises several chapters of topics, including Land Use, Transportation, Housing, Parks and Recreation, Natural Element, Public Facilities, Utilities, Economic Development, Cultural and Historic Resources, and Community Design & Healthy Communities. Each element of the Comprehensive Plan establishes specific goals and outlines polices that are implemented in codes such as the zoning code, subdivision code, Shoreline Master Program, and development standards which address transportation systems, infrastructure, code enforcement and housing programs among others. Additionally, the Comprehensive Plan comprises a number of sub-area plans and technical level documents adopted as referenced plans. These additional documents study existing and planned infrastructure, capacities, and levels of service to guide capital improvements and can provide specific targeted policy direction for identified study areas.

The City of Wenatchee is required to maintain an up-to-date comprehensive plan in accordance with the Washington State Growth Management Act, updated at 8 year cycles. The last major plan effort occurred in 2006.

Wenatchee continues to grow and has been experiencing many changes over the last decade. Some of these changes include demographic shifts relating to race, ethnicity and age. Wenatchee as a community values it's cultural diversity. Significant progress has been made to encourage the establishment of neighborhood associations, to play a significant role in communicating the issues and preferences within Wenatchee's neighborhoods.

As Wenatchee grows and experiences change the communities in the Valley are choosing to look at opportunities to work together on services and goals realizing the benefits of a combined approach to valley wide issues. Shifts toward sustainability and efficient service provisions have occurred including the annexation of commercial and industrial lands in Olds Station, as well as multiple islands of unincorporated land surrounded by city limits. Chelan County Fire District 1 now includes the City of Wenatchee and the Museum is currently receiving funding from multiple jurisdictions in the Valley.

Updated infrastructure plans such as a new sewer plan, participation in the Community Planning Assistance for Wildfire Program, the City of Wenatchee Shoreline Master Program, a study focusing on the North Wenatchee Avenue transportation corridor, a new downtown parking study, and new sub area plans for South Wenatchee and a North Master Plan among others, are significant recent studies, plans or programs that will play a significant role in the next 20 years of growth and development in Wenatchee.

Existing plans such as the Wenatchee Waterfront Sub-Area Plan are being implemented with successful development of infrastructure and a mix of intended residential and commercial growth and services. Similar to the nation and Washington State, Wenatchee faced significant economic challenges in the last decade and other hardships such as wildfire events. Through these events Wenatchee as a community has adapted to change and made significant progress at implementing the policy direction in the Comprehensive Plan.

COMPREHENSIVE PLAN VISION

In the 2006 comprehensive plan update process, the City worked with citizens to create a "vision" for life in Wenatchee 20 years into the future. The vision is the guide for development of the Comprehensive Plan and helps shape the Goals and Policies therein.

Based upon the views expressed by local residents during the visioning process, Wenatchee's vision focuses on three interconnected subjects considered to be the most important determinants in Wenatchee's future: Economic Development, Quality of Life, and Learning and Human Services.

Economic Development

Residents envision Wenatchee to have a robust, diverse, and sustainable economy. By improving transportation and the physical infrastructure of the City, Wenatchee's retail districts, such as Downtown, will have grown in quality and range of services. Increased riverfront development and recreation, combined with regional partnerships, inspire a unique identity for the City.

Quality of Life

Throughout the next 20 years, Wenatchee's neighborhoods will become increasingly attractive and affordable for everyone. By creating a comprehensive system of pedestrian and bicycle trails, residents enjoy convenient access to services, open spaces, playfields, and parks. This vision is based on a direct correlation between the surrounding natural beauty and environmental quality and the community's quality of life.

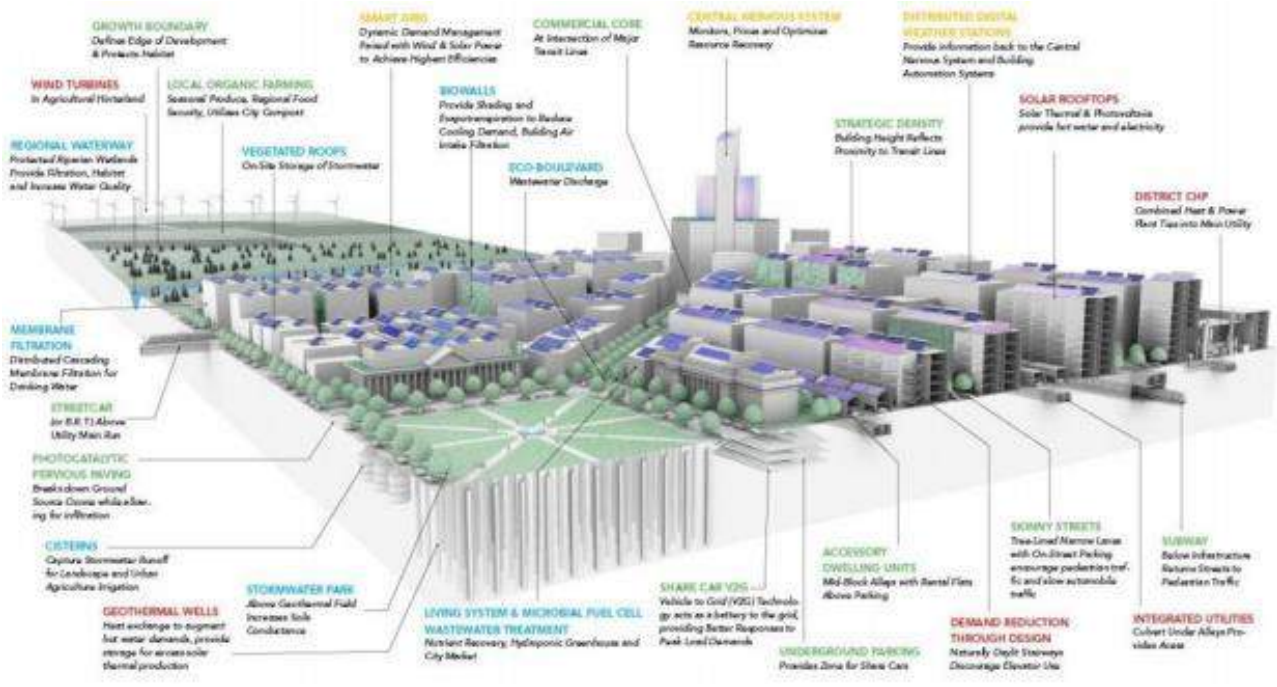
Learning and Human Services

In twenty years, residents see Wenatchee as the home to an array of high quality educational institutions

that meet the community's and the region's needs. In addition to educational facilities, maintaining high-caliber medical facilities and crime prevention services are also seen as essential to supporting economic vitality and a high quality of life.

The Future City

In twenty years, residents see Wenatchee as a city employing sustainable technologies to improve quality of life, enhance environmental quality, and improve economic activity. The illustration below outlines a vision for future cities as provided in *Mobility 2050, A Vision for Transportation Infrastructure*, produced by Northwestern University, May 2016.



PLANNING PROCESS

The Washington State Growth Management Act requires periodic review and, if necessary, revision of the Wenatchee Urban Area Comprehensive Plan. The City of Wenatchee completed a comprehensive update of the plan in 2006. The intent of the 2017 update process was to consider strategic amendments as necessary to build upon the process from 2006 and meet state update requirements. The City established a process and schedule for public participation with the adoption of a Public Participation Plan under Resolution No. 2016-13.

The City of Wenatchee Planning Commission held a series of 10 workshops for the purposes of reviewing and updating each of the elements of the comprehensive plan. Notice of this process was provided to a master list of current and prior stakeholders involved in planning in the community and the public was invited to attend the workshops. The public was invited to track progress on the update process by signing up with email notifications of workshops and hearings and reviewing web postings for draft materials.

On January 22, 2017, a 60 day public review and comment period and environmental review was issued by the City. This notice identified opportunities for public comment through additional workshops, an open house and public hearings before the City of Wenatchee Planning Commission and Wenatchee City Council. Written comments and public testimony were reviewed and considered in the review and adoption process. The 2017 plan amendments were adopted on June 8, 2017.

PLAN PROCEDURES ***– Develop, implement, and maintain a Comprehensive Plan for the City of Wenatchee consistent with the community's vision.***

Policy 1: Once adopted, the City Planning Commission should monitor compliance of the Plan, sub-area plans, and development regulations.

Policy 2: The City Planning Commission should report to the City Council at least annually on possible amendments to the Plan or development regulations.

Policy 3: Amendments to the Plan should not be made more frequently than once every year, except in emergencies.

Policy 4: All proposed Plan amendments in any one year shall be considered concurrently so that the cumulative effect of the various proposals can be determined.

Policy 5: When any Plan amendments are proposed, the same public hearing procedure should be followed as for initial adoption: at least one Planning Commission public hearing and one City Council public hearing.

Policy 6: The City shall take action to review, and if necessary revise, the City's Comprehensive Plan and implementing ordinances at least every eight years to ensure compliance with the GMA, in accordance with the procedures and schedules listed in RCW 36.70A.130.

TABLE OF CONTENTS

INTRODUCTION **3**

RELATIONSHIP TO OTHER PLANS & STUDIES **8**

LAND USE / URBAN GROWTH AREA **10**

TRANSPORTATION **40**

HOUSING **67**

ECONOMIC DEVELOPMENT **85**

CULTURAL AND HISTORIC RESOURCES **116**

COMMUNITY DESIGN AND HEALTHY COMMUNITIES **124**

PARKS, RECREATION, AND OPEN SPACE **140**

NATURAL ENVIRONMENT **153**

PUBLIC FACILITIES AND SERVICES **165**

UTILITIES **177**

APPENDIX A: CITY OF WENATCHEE RESIDENTIAL LAND CAPACITY ANALYSIS **186**

APPENDIX B: CITY OF WENATCHEE EMPLOYMENT PROJECTION REVIEW **210**

RELATIONSHIP TO OTHER PLANS & STUDIES

The City of Wenatchee Urban area Plan is the primary overarching planning document for the City of Wenatchee and includes ten separate elements. Supporting or providing additional direction for these elements are a series of sub-area plans, studies and technical documents. While these documents are separate documents, they are adopted as a component of the Wenatchee Urban Area Plan. Additional significant documents are referenced below which may have assisted in the development of the Wenatchee Urban Area Plan or provide guidance tools and options for decision makers and staff to consider as they seek to implement the plan. These documents are adopted as guidance documents.

A. Plans, studies or technical documents incorporated and adopted as a part of the Wenatchee Urban Area Plan:

- Central Business District Sub-Area Plan
- Chelan County Solid Waste Management Plan
- City of Wenatchee's Capital Facilities Plan, as amended
- City of Wenatchee Comprehensive Sewer Plan
- City of Wenatchee Comprehensive Stormwater Management Plan
- City of Wenatchee Housing and Community Development Consolidated Plan, as amended
- City of Wenatchee Land Capacity Analysis, Exhibit A
- City of Wenatchee and Regional Water Plan
- City of Wenatchee Shoreline Master Program
- City of Wenatchee's Six Year Transportation Improvement Program, as amended
- City of Wenatchee Wastewater Facilities Plan
- Grandview Historic District Sub-Area Plan
- Regional Water Wellhead Protection Plan
- North Wenatchee Master Plan*
- South Wenatchee Action Plan
- Sunnyslope Sub-Area Plan
- The 2019-2024 Chelan/Douglas Homeless Housing Strategic Plan
- 2020 Regional Transportation Plan
- The North Wenatchee Transportation Master Plan

- North Wenatchee Avenue (SR285) Preliminary Engineering Summary Report
- The Chelan County Transportation Plan, as it relates to the primarily unincorporated component of Sunnyslope in the Urban Growth Area, identified in the City of Wenatchee Urban Area Comprehensive Plan Transportation Element
- Wenatchee Waterfront Sub-Area Plan
- 2018-24 Parks, Recreation & Open Space Comprehensive Plan
- Complete Streets Policy

*See Land Use Element Goal 11 and associated policies regarding the purpose of adoption.

B. Plans, studies or technical documents adopted as guidance documents to consider in the implementation of the Wenatchee Urban Area Plan:

- The Wenatchee Urban Area Housing Needs Assessment & Market Demand Study of September 2016 produced by BERK
- Western Foothills Transportation Impact Fee Rate Study
- Wenatchee Valley Urbanized Area Freight Study
- 2021 Park Design Standards and Development Policies
- Wenatchee Valley Bicycle Master Plan
- 2017 Downtown Strategic Parking Management Plan
- Our Valley Our Future Action Plan / 2017-2021

LAND USE / URBAN GROWTH AREA

Topics

- Purpose
- Referenced Plans
- Background
- Land Capacity Analysis and Employment Projections
- Urban Growth Area
- Arterial Corridors
- Infill
- Districts/Neighborhoods
- Coordinated Planning
- Goals & Policies
- Implementation

PURPOSE

The Growth Management Act requires a Land Use Element. It is the heart of the entire Comprehensive Plan. All other elements are interrelated with and are affected by the Land Use Element. The Element establishes the land use pattern which is a strong determinant of the character, quality and culture of Wenatchee. This chapter reflects the vision and values of citizens while attempting to balance the diverse land use needs. It provides for an adequate supply of residential, commercial, industrial, public facility, and natural resource land.

REFERENCED PLANS

The Growth Management Act requires that lands useful for public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, stormwater management facilities, recreation, schools and other public uses be identified in the plan. These facilities are either identified in the Land Use Map, included in another element of this plan, or are included in other plans that are adopted by reference. Plans, documents or studies which have been adopted as a component of this plan or serve as adopted guidance materials are listed in their entirety under the section, Relationship to Other Plans & Studies, in the Wenatchee Urban Area Plan.

BACKGROUND

Poised at the confluence of the Wenatchee and Columbia Rivers, the City of Wenatchee serves as the major cultural and economic hub of north central Washington. With 33,510 residents, Wenatchee was the 34th largest city in the state of Washington on April 1, 2016. The 8.8 square miles that were within city limits at that time are framed by the rivers and foothills surrounding the community. Of all cities in Washington State, Wenatchee placed 15th in terms of people per square mile[1]. An adjusted population estimate for November 30, 2016 was 33,550 reflecting the Olds Station Annexation[2]. The total area within city limits at this point was 9.9 square miles[3]. If the Olds Station Annexation had taken effect in time to be factored into the April 1, 2016 estimate of population density, Wenatchee would have ranked 34th in the state.

Wenatchee experienced moderate growth in the 2000s. Between 2000 and 2010, Wenatchee's population grew 15%, more than the growth rate of Chelan County

[1] Washington State Office of Financial Management, (OFM)

[2] Washington State Office of Financial Management (OFM)

[3] City of Wenatchee

(9%). Wenatchee's population represented 42% of the total county population in 2000 and 44% in 2010.

Migration into Chelan County comprised 35% of its growth between 2000 and 2010.

Table 1: Population, 2000 and 2010

Location	Year		Percent Change
	2000	2010	2000-2010
Wenatchee	27,856	31,925	15%
Chelan County	66,616	72,453	9%
Washington	5,894,121	6,724,540	14%
Source: U.S. Census.			

Population Projections

The Office of Financial Management (OFM) released population projections in 2012. These projections provided three alternative growth scenarios for Chelan County and its incorporated cities to consider: a high, medium, and low projection. Table 2 identifies the three growth projections for the county.

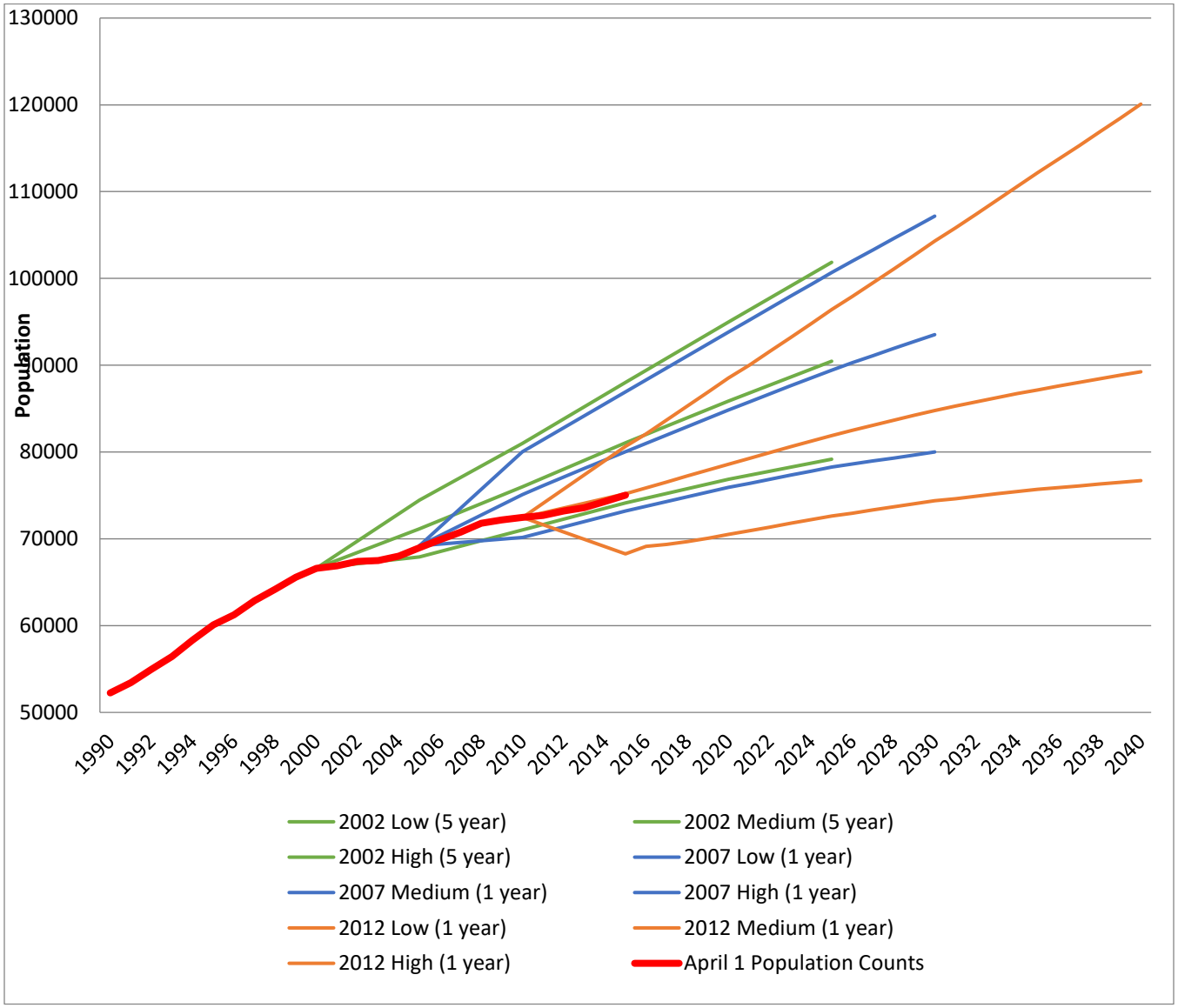
The cities and Chelan County chose to plan for the medium projection as they felt it best matched the rates of growth experienced within the County over the last decade and a half as actual population has tracked at or below the medium projection of the 2002, 2007, and 2012 Chelan County population projections released by OFM. These projections are plotted with the April 1 population estimates in

Figure **1** below.

Table 2: Chelan County OFM Population Projections

	2010	2015	2020	2025	2030	2035	2040
Low	72,453	68,266	70,499	72,634	74,396	75,695	76,706
Intermediate	72,453	75,180	78,586	81,885	84,778	87,168	89,246
High	72,453	80,634	88,524	96,414	104,304	112,194	120,084

Figure 1 OFM Population Projections and Population Estimates for Chelan County



These population trends can also be viewed as average annual growth rates. Chelan County experienced an average annual population change of 1.27% between 1995 and 2015. From 2000 to 2015 it only saw a 0.90% average annual population change. Under the 2012 OFM Population Projections for Chelan County, the high projection is a 1.73% average annual population change, medium is 0.77%, and low is 0.53%.

In cooperation with Chelan County and the other jurisdictions, the medium projection was selected and it was decided that growth would be allocated to each UGA in accordance with each UGA's share of population growth experienced during 1990-2010. The City of Chelan requested a slightly higher allocation and the difference was taken from the rural allocation. Chelan County passed Resolution 2015-112 adopting the medium population projection for the county and

specific allocations of growth for each Urban Growth Area. The table in Exhibit A of Chelan County Resolution 2015-112 can be seen in Table 3 below.

Exhibit A - Jurisdiction Specific Population Projections based on Share of Population Growth Between 1990 and 2010 Using OFM 2012 Medium Projection for Chelan County

	Share of 1990-2010 Population Growth	Adjusted Population Allocations	2014 OFM Estimate	2015 Projection	2020 Projection	2025 Projection	2030 Projection	2035 Projection	2037 Projection	**2040 Projection**
Manson UGA	3.69%	**3.69%**	2,032	2,064	2,190	2,312	2,418	2,507	2,538	**2,583**
Chelan UGA*	2.88%	**3.61%**	4,384	4,416	4,539	4,658	4,762	4,849	4,880	**4,924**
Entiat UGA	2.01%	**2.01%**	1,143	1,161	1,229	1,296	1,354	1,402	1,420	**1,444**
Leavenworth UGA	1.71%	**1.71%**	2,404	2,419	2,477	2,534	2,583	2,624	2,638	**2,659**
Peshastin UGA	0.32%	**0.32%**	671	674	685	695	705	712	715	**719**
Cashmere UGA	2.88%	**2.88%**	3,742	3,767	3,865	3,960	4,043	4,112	4,137	**4,172**
Wenatchee UGA	53.09%	**53.09%**	38,454	38,921	40,729	42,481	44,017	45,286	45,741	**46,389**
Urban	66.58%	**67.31%**	52,830	53,422	55,715	57,935	59,883	61,491	62,069	**62,890**
Rural	33.42%	**32.69%**	21,470	21,758	22,871	23,950	24,895	25,677	25,957	**26,356**
TOTAL	**100.00%**	**100.00%**	**74,300**	**75,180**	**78,586**	**81,885**	**84,778**	**87,168**	**88,026**	**89,246**

*Modified based on population changes from 1990-2015

Table 3 Exhibit A from Chelan County Resolution 2015-112

Although, the adopted table does not show the 20 year projected growth figure for each Urban Growth Area, the 20 year population change for 2017-2037 in the Wenatchee Urban Growth Area would be 6,093 people as can be seen in Table 4 which is the extended version of the adopted table.

Table 4 Extended version of the population projections adopted in Chelan County Resolution 2015-112

	Share of 1990-2010 Population Growth	adjusted	2014 OFM Estimate	2015 Projection	2016 Projection	2017 Projection	2020 Projection	2025 Projection	2030 Projection	2035 Projection	2015-2035 20 year change	2036 Projection	2016-2036 20 year change	2037 Projection	2017-2037 20 year change	2040 Projection
Manson UGA	3.69%	3.69%	2,032	2,064	2,089	2,115	2,190	2,312	2,418	2,507	442	2,523	433	2,538	423	2,583
Chelan UGA	2.88%	3.61%	4,384	4,416	4,440	4,465	4,539	4,658	4,762	4,849	433	4,864	424	4,880	414	4,924
Entiat UGA	2.01%	2.01%	1,143	1,161	1,174	1,188	1,229	1,296	1,354	1,402	242	1,411	237	1,420	231	1,444
Leavenworth UGA	1.71%	1.71%	2,404	2,419	2,431	2,442	2,477	2,534	2,583	2,624	205	2,631	201	2,638	196	2,659
Peshastin UGA	0.32%	0.32%	671	674	676	678	685	695	705	712	39	714	38	715	37	719
Cashmere UGA	2.88%	2.88%	3,742	3,767	3,787	3,807	3,865	3,960	4,043	4,112	345	4,125	338	4,137	330	4,172
Wenatchee UGA	53.09%	53.09%	38,454	38,921	39,279	39,649	40,729	42,481	44,017	45,286	6,365	45,517	6,238	45,741	6,093	46,389
Urban	66.58%	67.31%	52,830	53,422	53,876	54,344	55,715	57,935	59,883	61,491	8,069	61,784	7,908	62,069	7,724	62,890
Rural	33.42%	32.69%	21,470	21,758	21,978	22,206	22,871	23,950	24,895	25,677	3,919	25,819	3,841	25,957	3,752	26,356
Total	100.00%	100.00%	74,300	75,180	75,854	76,550	78,586	81,885	84,778	87,168	11,988	87,603	11,749	88,026	11,476	89,246

Housing Projections

The expected population increase for the Wenatchee urban area creates a demand for housing. Table 5 below identifies the housing demand based on the population projections of 2,497 housing units. This projection is based on the average household size in Wenatchee and does not factor in the current deficit of units. This number is simply the number of units required to maintain the current vacancy rate as population increases. The September 2016 Housing Needs Assessment indicated that 252 new multi-family rental units and 675 new for-sale units are necessary in the Urban Area[4] to bring the area to a healthy 5% vacancy rate.

Table 5 Housing Forecast

Population Forecast	Avg. Household Size	Housing Demand
6,093	2.44	2,497

Land Capacity Analysis and Employment Projections:

WAC 365-196-325(1)(a). and RCW 36.70A.115 requires counties and cities to ensure that, taken collectively, comprehensive plans and development regulations provide sufficient capacity of land suitable for development within their jurisdiction to accommodate their allocated housing and employment growth, including the accommodation of, as appropriate, the medical governmental, educational, institutional, commercial, and industrial facilities related to such growth, as adopted in the applicable county-wide planning policies and consistent with the twenty-year population forecast from the office of financial management. To demonstrate this requirement is met, counties and cities must conduct an evaluation of land capacity sufficiency that is commonly referred to as a '"land capacity analysis".

City of Wenatchee Land Capacity Analysis

In coordination with Chelan County, the City of Wenatchee must demonstrate that sufficient land for development or redevelopment is available to meet adopted growth targets. The land capacity analysis is a comparison between the collective effects of all development regulations operating on development and the assumed densities established in the land use element. This analysis also factors in the built and natural environment and infrastructure along with historical trends and forecasted needs.

Appendix "A", City of Wenatchee Residential Land Capacity Analysis discusses the approach chosen by the City of Wenatchee to provide a meaningful analysis and review of the availability and sufficiency of residential land in the City of Wenatchee Urban Growth Area to meet estimated growth demands and housing needs.

This land capacity analysis is intended to address a 20 year planning period extending from 2017-2037 for the City of Wenatchee Urban Growth Area. The last review and update of the City of Wenatchee Urban Area Comprehensive Plan was completed in 2006. The Sunnyslope Sub-Area Plan was adopted in 2007, as a component of the Wenatchee

[4] The urban area is a US Census Bureau geography that includes the developed land in the vicinity of Wenatchee and East Wenatchee. This includes some land that is outside the urban growth areas and excludes some land that is inside the urban growth areas.

Urban Area Comprehensive Plan and the Chelan County Comprehensive Plan.

In coordination with the Chelan County Community Development Department, the City of Wenatchee Community and Economic Development Department conducted this land capacity analysis for the entire incorporated and unincorporated portions of the City of Wenatchee Urban Growth Area. Review of development trends and achieved densities evaluated growth which occurred since the last comprehensive plan update and review between 2007 and 2015. Given that the last Federal Census was completed in 2010, where available new estimates and projections from multiple resources were utilized with the intent of providing a greater degree of accuracy.

The detailed methodology and factors used in the land capacity analysis are described in detail in the document. In general, the first step in the assessment of land supply is to identify all vacant residential land within the Urban Growth Area. Categories included lands considered vacant, partially used, or under-utilized. The criteria and assumptions used in inventorying vacant lands under these categories included factors and assumptions which addressed:

- Critical areas deductions
- Deductions for public uses and infrastructure
- A market factor deduction
- An analysis of achieved development densities and a review of comprehensive plan density ranges to develop density formulas for buildout
- A pertinent persons per housing unit factor considering the most recent resources and data
- Specific direction in the comprehensive plan documents for growth, development patterns and infrastructure
- A consideration of underutilized lands and future opportunities
- Additional factors, a category that included 11 additional specific unique criteria

These criteria and topics are listed and discussed in detail in the Land Capacity Analysis. The resulting analysis indicates that land supply is sufficient to accommodate the necessary new housing units in the 20 year horizon to address the population allocation for the City of Wenatchee Urban Growth Area. Not including the potential for redevelopment of underutilized land and designation changes which increased density through the 2017 Comprehensive Plan update process, the analysis identifies a capacity to accommodate 4,458 new housing units, which exceeds the projected new 2,497 housing units which need to be accommodated in the 20 year planning period. This analysis is based upon the assumption that sewer service will be extended to the identified areas within Sunnyslope.

The Housing Element discusses the Wenatchee Urban Area Housing Needs Assessment and Market Demand Study, September 2016. In conducting a review of housing needs for an urban growth area it is not sufficient to solely review land supply calculations for the potential buildout of residential units. The data from that analysis must also be coordinated with a review of existing deficiencies and vacancy rates to determine the real need for housing. Current vacancy rates for multi-family units are 1% vs. a healthy standard of 5%. Median value per square foot in Wenatchee is 72% higher than Yakima, 49% higher than Spokane, and 39% higher than the Tri-Cities. Exhibit 45, Rental Income and Gap, 2010-2014,

Wenatchee CCD and East Wenatchee CCD indicates a need for 1601 market rate housing units at 100-120% ratio to 2014 median household income in the Wenatchee Urban Area.

The Housing Study indicates further that since there is a deficit of units for those with incomes above the AMI, the middle to high income households are likely occupying some share of the units that would otherwise be affordable to those with lower incomes. The Growth Management Act requires that the City address Adequate provisions for existing and projected housing needs for all economic segments of the community, under RCW 36.70A.070(2)(d) and WAC 365-196-410. In order to meet housing needs and to have an impact on providing affordable housing units, simply accommodating the necessary population growth is not sufficient.

The City of Wenatchee must work diligently to facilitate the development of 1601 additional housing units in the Wenatchee Urban Area. While the entire 1601 units do not have to be accommodated by Wenatchee, the majority of units would given that the majority of the housing needs and the urban population is in the Wenatchee Urban Growth Area. The combination of the existing housing gap and the units necessary in the future for growth, demonstrate that the current boundary does not significantly exceed future needs. The most significant concern with the existing boundary is ensuring that sewer service is successfully extended into the identified 20 year sewer service area prior to non-urban densities being extended, precluding urban growth. If sewer service is not successfully extended providing for urban residential densities, existing typical densities in Sunnyslope at 2.66 units per acre with onsite septic systems will cause the existing urban growth boundary to be deficient in meeting the Wenatchee Urban Area's housing needs.

Employment Projections

Employment growth within the Wenatchee Urban Growth Area (UGA), through the year 2040, is anticipated to remain consistent with the historical local trends. Employment within the Metropolitan Statistical Area (MSA) will continue to concentrate within the Wenatchee UGA with an increase in the number of non-residents working within the city limits. An estimated 20,000 jobs will exist within the Wenatchee UGA in 2040. Current commercial, industrial, and mixed use land capacity can accommodate this employment projection.

The geographic proximity of the cities of Wenatchee and East Wenatchee and their respective counties of Chelan and Douglas creates difficulty in trying to evaluate employment information at an individual city level. Employment data sources typically track job location and not where a person resides; many employees work outside of their jurisdiction of residence. The Chelan-Douglas Transportation Council 2040 Transportation Plan identifies the 2015 ratio of non-residents to residents working within the City of Wenatchee at 2 to 1.

Employment projections within the Wenatchee UGA have been estimated in the context of overall employment and population trends within the Metropolitan Statistical Area (MSA) comprised of Chelan and Douglas counties. Future employment within the Wenatchee UGA will continue to develop proportionately with the current top three sectors for Chelan County; agriculture, government, and health care.

Additional employment in the service and trade sectors to support growth occurring in the MSA as a whole is anticipated. A significant change in employment, such as a major employer locating from outside

the MSA and requiring 500+ local employees is not anticipated. Conversely, the loss of a major employer in the top three sectors is not anticipated.

In terms of land capacity, excluding public lands, the Wenatchee UGA is 75 percent residential, 11 percent industrial, 8 percent commercial, and 5 percent mixed use. The estimated increase in the number of jobs through the year 2040 can be accommodated through existing land use classifications at current percentages. Many of the commercial and industrial land uses are underutilized in terms of vacancy, allowed heights, lot coverage, and occurrence of surface parking lots.

The following three charts display employment, population growth, and the ratio of population to employment within Chelan and Douglas counties between the years 1969 and 2014. The charts identify overall employment has steadily increased in both counties, the employment to job ratio in Douglas County has remained balanced, and the employment to job ratio in Chelan County has increased.

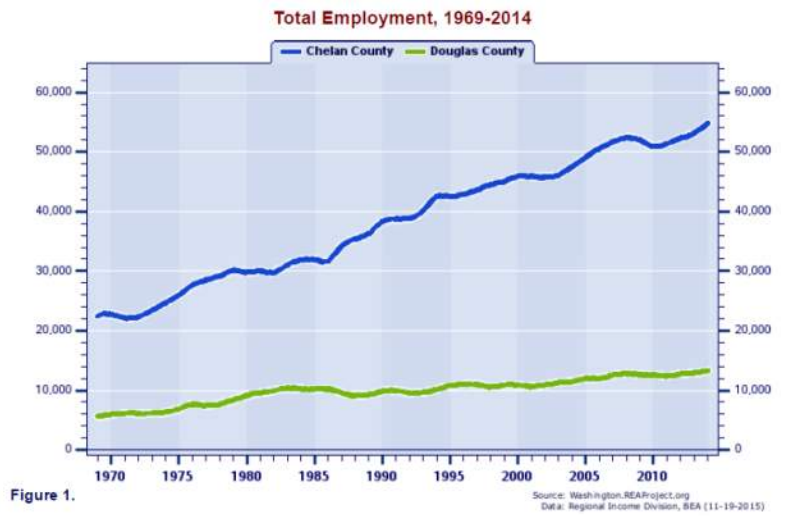


Figure 1.

Figure 1 tracks Chelan County's and Douglas County's annual total employment for the period 1969-2014 to illustrate total employment patterns over time. During this 46-year period, Chelan County's total employment rose from **22,491** in 1969 to **54,815** in 2014, for a net gain of **32,324**, or **143.7%**. In comparison, Douglas County's total employment increased from **5,639** in 1969 to **13,335** in 2014, for a net advance of **7,696**, or **136.5%**. Chelan County's total employment ranked 12th among the 39 counties in 2014, Douglas County's ranked 27th.

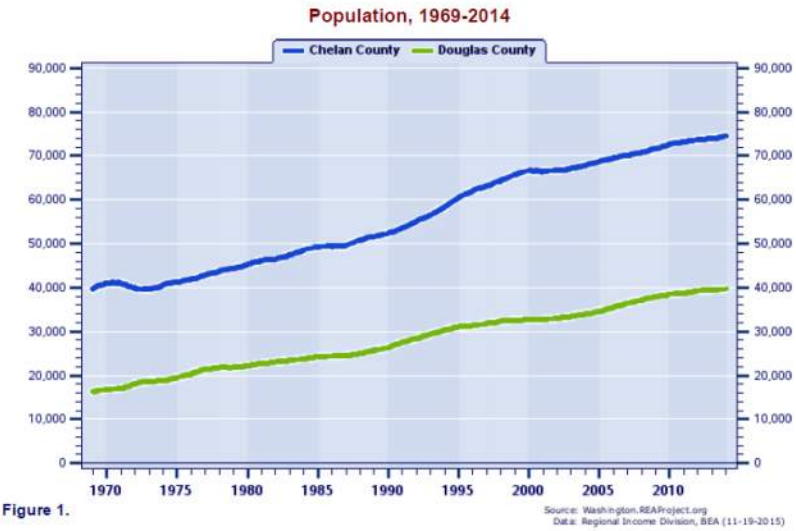


Figure 1.

Figure 1 traces Chelan County's and Douglas County's annual population for the period 1969-2014 to illustrate population patterns over time. During this 46-year period, Chelan County's population rose from **39,659** in 1969 to **74,588** in 2014, for a net gain of **34,929**, or **88.1%**. In comparison, Douglas County's population advanced from **16,336** in 1969 to **39,804** in 2014, for a net gain of **23,468**, or **143.7%**. Chelan County's population ranked 17th among the 39 counties in 2014, Douglas County's ranked 26th.

NOTE: The county and state population totals reported by the Bureau of Economic Analysis (BEA) are from the Bureau of Census midyear (July 1) estimates. These estimates may differ from those prepared independently in some states by various agencies and/or universities.

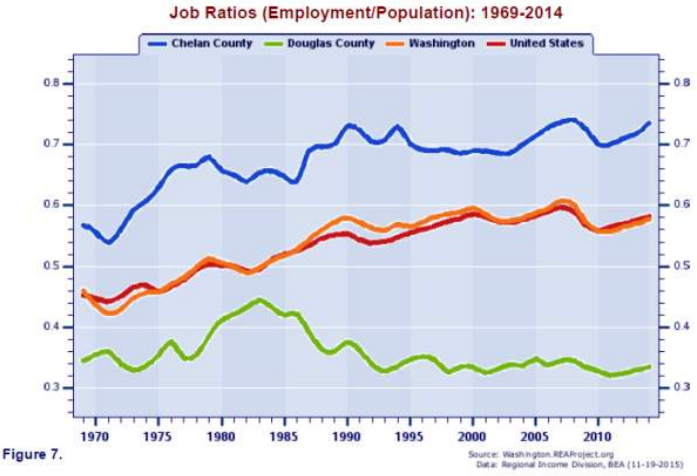


Figure 7.

The job ratios shown in Figure 7 for Chelan County, Douglas County, Washington and the nation not only portray a number of important trends, they also serves as a thumbnail guide to evaluating an economy's capacity to generate enough jobs fast enough to absorb the increasing number of workers attendant to a growing population. The job ratio is the number of full-time and part-time jobs by place of work, divided by population.

Nationally, the job ratio rose from **0.45** to **0.58** between 1969 and 2014. Chelan County's job ratio registered **0.57** in 1969, and **0.73** in 2014. Underlying the rising job ratio over the past several decades have been the increases in the labor force participation rates, with the number and proportion of women in the labor market playing a leading role.

An assortment of other factors can contribute to regional differences in the job ratio. They include differences in the proportion of elderly and retirees who no longer work and participate in the labor force, differences in the number and proportion of part-time vs. full-time workers, differences in industry composition, and differences in age and sex distribution and degree of urbanization. Also, a disproportionate number of workers commuting to work outside a county tends to lower its local county job ratio, while a net inflow of workers commuting to work inside the county tends to augment its local county job ratio.

Avoid interpreting the job ratio as the fraction (or percent) of the local population employed. This interpretation should only apply to the "employment-population ratio" statistic compiled by the Bureau of Labor Statistics (BLS) from the Current Population Survey (CPS).

Urban Growth Area

The Growth Management Act requires an urban growth area be established that is sufficient to accommodate population and employment growth for the next twenty years. The Growth Management Act also encourages development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner. The land capacity analysis, mentioned above and in Appendix A, demonstrates sufficient capacity to accommodate future urban growth as well as addressing a deficiency in existing market rate units if sewer service is successfully extended to identified areas in Sunnyslope prior to land being consumed at rural or suburban densities. It is necessary to pursue policy implementation of the elements in the comprehensive plan to be able to effectively accommodate this growth in a manner which implements the vision of the comprehensive plan.

Figure 2: Wenatchee Urban Growth Area

Proposed Land Use Districts and Overlays

The land use map provides a mix of zoning designations that in any given location provide the potential for equal or higher densities when compared to the previous land use map. The breakdown of how much area is covered by each zoning designation and overlay can be seen in Table 5. It should be noted that publicly owned land and public right-of-way is included in the figures in Table 5 therefore the actual amount of privately-owned developable or re-developable land in each district or overlay is less than the area listed.

Table 5 Area of Zoning Districts and Overlays in the Wenatchee UGA

Zone*	Abbreviation	Acres	% of UGA
Central Business District	CBD	187	2.0%
North Wenatchee Business District	NWBD	581	6.3%
South Wenatchee Business District	SWBD	95	1.0%
Neighborhood Commercial	CN	24	0.3%
College District	CD	56	0.6%
Industrial	I	1,008	10.9%
Waterfront Mixed Use	WMU	548	6.0%
Office Mixed Use	OMU	123	1.3%
Residential Mixed Use	RMU	61	0.7%
Residential Foothills Low	RF	245	2.7%
Residential Single Family	RS	2,120	23.0%
Residential Low	RL	591	6.4%
Residential Moderate	RM	2,386	25.9%
Residential High	RH	1154	12.5%
Live-work Corridor	LWC	25	0.3%

Overlay	Abbreviation	Acres	% of UGA
Historic / Entertainment Overlay	HEO	44	0.5%
Columbia Street Overlay	CSO	22	0.2%
Mixed Residential Corridor	MRC	335	3.6%
Waterfront Industrial Overlay	IO	72	0.8%
Waterfront Pedestrian Overlay	PO	39	0.4%
Waterfront Recreational / Residential Overlay	RRO	8	0.1%

Grandview Historic District	GHD	36	0.4%
Neighborhood Commercial Overlay	CNO	52	0.6%
College District Overlay	CDO	22	0.2%

Total Area of UGA (Acres) 9,206

*Overlays partially cover parts of these zoning districts and therefore change the character of the proposed, form and land use.

ARTERIAL CORRIDORS

Arterial corridors, such as Wenatchee Avenue, 5th Street and Western Avenue, are the linking elements of the City. They provide mobility to citizens between and within districts. Corridors provide connections between different areas and destinations within Wenatchee, as well as to places beyond. These corridors carry the largest volume of traffic. Minor arterials also serve a significant role and function for traffic circulation.

Historically in the City of Wenatchee, these corridors may have been treated predominantly as commercial or residential. In 2006, the City of Wenatchee adopted a more mixed use philosophy for its arterials and many minor arterials. Relationships between residential uses and non-residential uses on these corridors and with adjacent neighborhoods or districts are important to consider for the design, character and scale of buildings. Continuing to provide the opportunity for the mixture of these uses along these corridors can provide for a more walkable community with neighborhoods having access to goods, services and meeting points for community activities. The elements of the comprehensive plan consider the initial experiences of the city in looking at a mixture of uses in these corridors and provide direction on many topics recognizing the significant function that these corridors provide currently and the opportunities they provide for the future.

Figure 3: Photo by Kelly Wilson (CC BY-NC 4.0). Copyright 2016 American Planning Association

Infill

With growth constrained by the physical features of the foothills and the Columbia River, development trends will naturally focus on increased density and height within the City. There are many different ways to approach this situation. One way that is both effective in providing opportunity for housing development and respects the residential character of existing neighborhoods is referred to as "Missing Middle Housing". The "missing middle" refers to the smaller multi-family structures that historically were built

alongside single family homes but today are often not allowed in residential areas. These are the duplexes, tri-plexes, townhouses, etc that are often found in older neighborhoods and usually fit in to the neighborhoods quite nicely. If the City adopts the proper design standards, many additional opportunities for housing development will be created while providing minimal disruption to neighborhoods. This concept and many others have been set as policy objectives in the comprehensive plan to effectively look for infill opportunities that augment the positive characteristics of existing neighborhoods.

DISTRICTS/NEIGHBORHOODS

Wenatchee is composed of several districts and neighborhoods. Some of these include:

- Downtown
- Columbia Street
- Waterfront
- North Wenatchee Avenue
- South Wenatchee
- Canyons and Foothills
- Grandview Historic District
- Olds Station and Sunnyslope
- Canyons and Foothills
- Historic Districts

Downtown

Wenatchee's downtown can be considered the heart and soul of the community. Retail, restaurants, banks, small offices, theaters, arts, and entertainment thrive in this location. Downtown has faced—and survived—competition from big-box retailers that have come into the area in the last few decades. What's more, Wenatchee received the Great American Main Street Award in 2003.

The Central Business District Subarea Plan, which guides development in the downtown, was adopted in April 2007. The Subarea plan seeks to strengthen the vitality of downtown, create a cohesive identity, and provide incentive for downtown redevelopment and business retention. It makes a variety of recommendations to help improve streetscapes, foster ongoing investment, and led to the creation of development standards that seek to preserve and enhance downtown's historic and unique identity.

A parking study was completed for the downtown area in 2016 that documented the amount of parking available in this area. This study will be utilized in the future as the City revisits parking requirement for downtown uses, specifically residential, to further accommodate ongoing investment in Wenatchee's downtown core.

Columbia Street

The urban form along Columbia Street is a distinct asset for the City and the Columbia Street Overlay seeks to enhance and preserve its unique character. Previously, the Columbia Street Overlay extended into areas that did not have frontage on Columbia Street and excluded areas that did. The new boundary as seen in the land use map, will better carry out the intent of the overlay zone.

Waterfront

The City adopted the Wenatchee Waterfront Sub-Area Plan in 2004. For years, the waterfront was a neglected part of our community, bisected by the railroad and discarded as industrial lands. The waterfront plan sought a new direction by encouraging development that takes advantage of the waterfront location and builds on the amenities provided by the parks, trail, river, and close proximity to downtown. Pedestrian oriented

development is encouraged, along with residential uses. Industrial uses are limited to select areas that will likely continue to be viable for the foreseeable future.

Much progress has been made implementing the Waterfront Sub-Area Plan including the construction of Riverside Drive, Riverside9 Apartments, Pybus Public Market, and adoption of the Waterfront Mixed Use Zone and associated overlays. In the near future, the City expects to see the construction of a hotel on the old City public works site and another mixed-use housing development along Riverside Drive.

North Wenatchee Avenue

North Wenatchee Ave is a major gateway to the City that has long suffered from traffic congestion, poor pedestrian/bicycle/ADA accessibility, and an undesirable urban form mostly characterized by disjointed auto-oriented development. Between this corridor and the Columbia River to the east, is an area that historically was characterized by industrial development. The Waterfront Subarea Plan established a new vision for the area east of the railroad tracks and the North Wenatchee Master Plan establishes a more specific vision for part of the Waterfront Subarea and an area west of it extending to North Wenatchee Ave. A study of the North Wenatchee Ave corridor is ongoing and will likely have wide ranging implications on how this corridor looks and functions.

The City has developed the North Wenatchee Avenue Master Plan to guide redevelopment of an area including and surrounding the area that saw several warehouses burn during the 2015 Sleepy Hollow fire. This plan substantially revisits many aspects of how this area functions including revisiting land use, transportation, and economic development among other things. This plan would transition the area from industrial and commercial uses to a mix of retail, residential, office space, and light industrial, while allowing existing land uses to continue for as long as the property owners desire. In the process, the street network would be altered to improve access.

South Wenatchee

South Wenatchee has generally referred to an area south of Orondo, east of Okanogan, north of the southern Urban Growth Area boundary, and east of the Columbia River. Some of the characteristics of this part of the city have typically involved high poverty rates, poor quality of housing stock, high dependence on non-motorized modes of transportation, and a high proportion of locally owned businesses. This part of the city has been the focus of many efforts to improve the quality of life including the construction of the community center, AIA SDAT process, Chelan Avenue Sidewalk Project, and finally the Action Plan. The South Wenatchee Action Plan was adopted as a guidance document by the Wenatchee City Council in December 2016 and is adopted by reference in this plan. It is a subarea plan with a heavy focus on utilizing human capital, however, there are some distinct proposals as it relates to land use:

- A new zone in the vicinity of the George Sellar Bridge to better accommodate highway commercial land uses in an area that is a well-traveled gateway to the City.
- An overlay district in the area surrounding Columbia Station to promote Transit Oriented Development.
- A new zone near the south end of the Chelan/Mission couplet to better accommodate the live-work and other mixed use developments. It also identifies

many opportunity sites for both public and private investment.
- An overlay zone in the vicinity of Bridge Street and Columbia Street to provide opportunity for food trucks, restaurants, and other small service businesses if the pedestrian bridge is ever extended over the railroad tracks.
- More flexibility for ground floor uses in mixed use zones.

Land use is a critical component that affects many different aspects of the community including housing, the economy, transportation, and many other things. The proposed land use changes should be viewed as one of many actions necessary to improve the quality of life in South Wenatchee.

Olds Station and Sunnyslope

Olds Station, Chatham Hill, and Sunnyslope are the portions of the Urban Growth Area north of the Wenatchee River. The Olds Station area is characterized by industrial and commercial development while the Sunnyslope area is characterized by large lot subdivisions and large tracts of land, some with orchards. The Sunnyslope Subarea Plan was adopted by the City in 2007 and is designed to guide development decisions through the 20 years after adoption. The plan outlines the goals and policies that, in concert with the proposed land use scenario, will guide growth in the Sunnyslope subarea. Sunnyslope has been experiencing a significant amount of residential growth. This growth has been at low densities supported by onsite septic systems within the unincorporated portion of the urban growth area.

In May 2016, the area known as Olds Station was annexed into the City of Wenatchee. This brought city limits to the edge of Sunnyslope. With the update of the Sewer Comprehensive Plan, the extension of sewer trunk lines north into Sunnyslope are closer to becoming a reality. Once sewer has been extended to this area, urban residential densities in addition to the neighborhood commercial development proposed in the Sunnyslope Subarea Plan can be achieved. The Sunnyslope Sub-Area Plan considers that Olds-Station is an area of transition and encourages opportunities for residential uses including higher density residential development. Mixed use urbanization is encouraged with patterns that minimize reliance on the automobile. As these uses transition, there are opportunities to revisit Olds Station and engage property owners in a master planning exercise, recognizing the importance in supporting industrial users and industries, while providing opportunities for a walkable mixed-use environment.

Canyons and Foothills

Number One and Number Two canyons have seen increased development pressure. These canyons are subject to flooding and have limited secondary access routes, which are especially important during emergency events.

The foothills to the west of Wenatchee are an under-appreciated natural treasure; ideal for wildlife viewing and recreation. Recognizing the value of the foothills to the community the City of Wenatchee and non-profit organizations have made significant strides to protect these areas for future generations enhancing and conserving wildlife habitat and educational/recreational opportunities for these natural areas. The City of Wenatchee Habitat Plan and Foothills Trails Plan are representative of these efforts

In response to flood hazards and wildfire events the City has developed partnerships and relationships with local governments, state and federal agencies and nonprofit organizations studying hazards and opportunities to minimize and

adapt to these hazards. These efforts are discussed further in the Natural Element. Secondary access is important to the community and especially of value to residents in the foothills and canyons during hazard events. The provision for secondary access has been evaluated and established in the Transportation Element. Since 2006 the City of Wenatchee has made progress in prioritizing the community's interest and relationship with Wenatchee's foothills and canyons and has identified that additional work needs to be done.

Historic Districts

The city established its first historic district (Grandview) in 2006 with the adoption of the Grandview Historic District Sub-Area Plan. This is largely a residential district to the south and west of the Chelan County Courthouse comprised of six full blocks and two partial blocks of 150 properties bound by Delaware, Washington, Miller, Idaho, and Alaska streets. It also incorporates those portions of Douglas, Emerson, Franklin and King Streets (south of Washington and north of portions of Alaska). Found in the district are almost exclusively residential properties and largely single family homes with a few converted or actually built for multi-family use. A progression of housing forms can be identified based on the decade of construction. The neighborhood's housing stock as a whole reflects the middle-class economics and popular tastes of the decades in which it was built.

Other opportunities for historic districts could be considered in the future including the downtown area and South Wenatchee.

College District

Wenatchee Valley College is an important regional educational institution and community asset in the heart of the Wenatchee Valley. The college specializes in workforce training and continuing education for a student body that is highly diverse in terms of age, ethnicity, family status, and place of residence. College operations to serve this student body have land use and transportation impacts that affect parking, traffic, building construction, housing, and the visual character of the area. Located in a moderate-density residential neighborhood, these impacts disproportionately affect nearby residents.

The college has a strong visual identity within the community and wishes to maintain an inviting appearance. The most visible part of the campus for neighbors and passersby are its edges, especially along Fifth Street and Ninth Street, the visual quality of which varies from park-like to paved parking lots. Pedestrian conditions along the campus perimeter also vary.

Buildings on campus exhibit a mix of architectural styles and scales, but the design characteristics of the campus are dominated by large, solid brick structures, which communicate a sense of permanence. Open areas feature landscaping and paving and the central fountain is a gathering point for events on campus.

As a major institution surrounded by a medium-density neighborhood, relations between the college and neighbors can be complex. Local residents generally feel positive about the presence of the college in their neighborhood. The amenities the campus provides in terms of open space, athletic fields, and cultural facilities are especially appreciated. Neighbors also appreciate the relatively low-profile of the campus in terms of light and after-hours noise. However, both residents and college staff recognize there is room for improvement in the level of

communication and understanding between the college and neighborhood especially regarding campus growth and student parking.

The College District was developed to allow WVC to operate as a permitted use, as opposed to a conditional use, and also to have design standards that are specifically intended for a college campus.

Coordinated Planning

The city has enjoyed mutually beneficial, coordinated planning efforts with Chelan County and other regional agencies. The City and County have entered into agreements on several occasions, including:

1) An agreement that the County adopts the City's plan and development standards for the unincorporated parts of the urban growth area; and
2) An interlocal agreement regarding planning, annexations and revenue sharing for Olds Station and Sunnyslope.

The City and County also coordinate on many other topics in the valley and region including but not limited to transportation, law and justice, infrastructure issues such as sewer service, economic development, parks and recreation, housing, hazard planning and adaptation to a multiple hazards such as flood and wildfire hazards, shorelines, the transition of annexation services and many others.

The City and County understand and appreciate the need and benefits of ongoing coordination and effective communication on a range of issues which affect county and city residents. Policy 6 of the Countywide Planning Policies establishes that county and city planning efforts will be coordinated within urban growth areas. The Countywide Policies were developed by Chelan County and the cities within the County in the early 1990's as a fundamental first step in developing and then maintaining locally developed comprehensive plans and development regulations consistent with the Growth Management Act. These policies have been a beneficial foundation for more than 2 decades of local coordinated planning. The jurisdictions will likely revisit and discuss these fundamental guiding policies in the near future to consider any necessary changes or updates that may be required in order to maintain effective local coordinated planning into the future.

Chelan County has commented on the update process for the 2016-2017 update of the Wenatchee Urban Area Plan. This comment included a request to evaluate the size of the existing urban growth boundary for Wenatchee given County, "…concerns about the size of the planning area given the disparity between the projected residential units and urban growth area capacities." The City of Wenatchee does not concur with the analysis provided by Chelan County on the housing needs for the Wenatchee Urban Area and agrees that additional language was necessary in the Land Use Element to highlight the relationship to the Housing Element analysis. The City wants to work with the County in a cooperative collaborative manner consistent with the provisions of the Countywide Planning Policies. The primary concern of the City of Wenatchee for the reduction of the urban growth area is that if sewer service is not successfully extended prior to the urban area in Sunnyslope being developed in suburban and rural densities, the existing urban growth boundary will be deficient in size not being able to accommodate urban densities.

The City is committed to working with the County on strategies that can be agreed to ensure the successful extension of sewer service. These may include but not be

limited to sewer development standards; removal of the 2005 interlocal agreement between Chelan County and the City of Wenatchee which would allow the City to pursue annexations and conduct planning in the Sunnyslope component of the Wenatchee Urban Growth Area in the same manner as the other cities in Chelan County; and road repair standards as sewer lines are extended. If these strategies can be agreed to there is a portion of Sunnyslope, referred to as the "Area of Protection", outside of the 20 year sewer service boundary that could be considered for an urban growth area modification. The City of Wenatchee continues to work with Chelan County on this issue. It is unclear whether Chelan County will meet 2017 timelines for GMA compliance. At this time, the City does not propose an amendment until discussions and agreements can be reached for the successful implementation of sewer service in Sunnyslope.

GOALS AND POLICIES

GOAL 1. URBAN GROWTH AREA – *Promote a compact urban form that encourages infill and discourages sprawl within a well-defined boundary.*

Policy 1: Discourage development on the hillsides surrounding the city to preserve open space and public safety.

Policy 2: Ensure that sufficient land is set aside for urban growth for population and economic growth.

Policy 3: Urban growth shall occur within urban growth boundaries where adequate public utilities and services exist or can be provided in an efficient manner.

Policy 4: Due to physical constraints and limits on density, the City should limit allocation of new population growth to the Wenatchee Urban Area unless the Urban Growth Area is increased in size to accommodate the projected growth.

Policy 5: Wenatchee's Urban Growth Area should be reviewed and revised at least once every ten years to accommodate the urban growth projected to occur in the urban area for the succeeding twenty-years.

Policy 6: Large blocks of contiguous land are limited within the Urban Growth Area. It is important to develop new tools, processes and standards for use by the development community that can build upon the positive features and characteristics of existing neighborhoods. These tools are necessary to facilitate the infill of vacant or partially used land which may have smaller lot sizes or increased development constraints.

GOAL 2. PROPERTY RIGHTS – *Protect property rights from arbitrary and discriminatory actions.*

Policy 1: Ensure all proposed regulatory or administrative actions do not result in an unconstitutional taking of private property, in accordance with RCW 36.70A.370.

Policy 2: Procedures for avoiding takings, such as variances or exemptions, should be maintained in the City's regulatory scheme.

GOAL 3. ARTERIAL CORRIDORS – *Provide opportunities for infill, redevelopment and neighborhood services along the city's arterial corridors that traverse residential neighborhoods.*

Policy 1: New services, conveniences, and/or gathering places will be supported in an existing neighborhood that lacks such facilities, provided they meet performance and architectural standards respecting the neighborhood's positive characteristics, level of activity, and parking and traffic conditions.

Policy 2: New residential infill development will be supported along the corridors, consistent with the neighborhood's existing positive characteristics and subject to architectural standards.

Policy 3: Adopt standards for development along corridors to promote clustering of uses.

Policy 4: In the 2006 comprehensive plan update process, a number of arterial corridor overlay designations were established. These designations often do

not follow property boundaries and provide multiple layers of standards that apply to projects. Review these designations, standards, and development which has occurred since initial adoption to identify opportunities to facilitate and improve the implementation of desired corridor development.

Policy 5: Evaluate and determine which overlay districts could transition to new or revised zoning districts in order to provide greater clarity and effective implementation of desired outcomes.

Policy 6: Study what changes to land use designations, regulations and transportation facilities may be necessary to encourage and enable redevelopment in the vicinity of the interchange at the SR285/Stevens Street and Mission Street. A master planning effort might be an appropriate approach to properly address all of the issues.

GOAL 4. OLDS STATION AND SUNNYSLOPE – *Coordinate with Chelan County to address public facilities, services and housing issues.*

Policy 1: Adopt development standards within those residential components of Sunnyslope anticipated for public sewer service, which pertain to development patterns prior to the extension of service. The intent of these standards is to not preclude higher densities when sewer service is extended. Tools including but not limited to "shadowplatting" and other methods consistent with the 2017 City of Wenatchee Sewer General Plan can ensure that existing land use patterns will be able to accommodate targeted densities when sewer service is provided.

Policy 2: In coordination with Chelan County, develop and implement strategies for the extension of the sanitary sewer system in Sunnyslope consistent with the City of Wenatchee 2017 General Sewer Plan.

Policy 3: Engage property owners and the public in a master planned exercise in Olds Station to implement the policy direction of the Sunnyslope Sub-Area Plan. Through this process the City:

- Acknowledges and reinforces the Sunnyslope Sub-Area Plan vision of allowing for and promoting residential growth in Olds Station;
- The City will lead a master planning process for Olds Station on behalf of the public and all of the property owners in Olds Station;
- The City recognizes the value and opportunity associated with its' waterfront properties in Olds Station; and
- The City will work with the Port of Chelan County to encourage the removal of restrictive covenants to allow for development consistent with the Sunnyslope Sub-Area Plan and future changes in a master planning process for Olds Station.

GOAL 5. INFILL – *Promote infill opportunities within the urban area.*

Policy 1: Provide incentives for quality developments at higher densities, such as narrow lots or cottage style housing.

Policy 2: Support the development of "granny flats" and accessory apartments within all residential areas.

Policy 3: Encourage and promote residential uses on upper floors in business districts.

Policy 4: Consideration will be given to the neighborhood in determining acceptable intensity and character of infill and redevelopment.

Policy 5: Ensure that higher density development includes usable open space

within the development or within walking distance (1/4 mile) to development.

Policy 6: Develop a system and criteria to consider city investment in the extension of public services and infrastructure for residential infill projects that could result in tangible affordable housing opportunities for households that are at or below low to moderate income thresholds.

Policy 7: Utility relocation costs can preclude the development of residential infill projects. In coordination with the Chelan County Public Utility District and other public and private utility purveyors, seek opportunities to support the development of residential infill projects by re-evaluating franchise agreement standards for utility relocation costs associated with small scale residential development in neighborhoods which are at or below low to moderate income thresholds.

Policy 8: Discourage the proliferation of flag lots which consume limited land resources and provide an inefficient land use pattern. Where public health, safety and general welfare can be addressed, accommodate the use of easements or alley access for infill residential development.

Policy 9: Historical land use patterns in the city included multiple unit housing blended within residential neighborhoods which typically had limited onsite parking and a reliance on on-street parking. Incorporate the opportunity for onsite parking reductions where street widths and capacity, pedestrian networks and transit systems are sufficient.

GOAL 6. COMMERCIAL DISTRICTS – *Work to promote distinct commercial and business districts to serve citizens and visitors of our city.*

Policy 1: Differentiate various commercial districts in terms of physical character, types of business, pedestrian orientation, and site configuration. The districts should not be thought of as one homogeneous corridor.

Policy 2: Different types of uses should be encouraged to cluster at separate points to create special sub-districts.

Policy 3: Build on various districts' positive assets as a welcome alternative to corporate logos and homogeneous architecture.

Policy 4: Provide opportunities for expansion of existing or new neighborhood commercial areas to better serve neighborhoods.

Policy 5: Review park and recreation facilities within the city and determine appropriate locations where complimentary park oriented uses could be added as a beneficial mixed use component. Locations should be chosen which could benefit neighborhoods providing additional amenities in a walkable environment but do not fragment cohesive historical residential neighborhoods.

GOAL 7. INDUSTRIAL DISTRICTS – *Ensure that the city and county set aside sufficient land for industrial opportunities.*

Policy 1: Support Chelan and Douglas counties in designation of industrial areas both within and outside of urban growth areas where compatible with adjacent development.

Policy 2: Protect the viability of Wenatchee's limited industrial areas by restricting incompatible development adjacent to these uses.

Policy 3: Provide opportunities for light manufacturing and flexible space, such as foundries and welding, within some of Wenatchee's commercial districts.

GOAL 8. DOWNTOWN – ***Strengthen the vitality of downtown.***

Policy 1: Promote activity at the street level through appropriate uses in buildings, art and street amenities, and encourage offices and residential development in upper floors.

Policy 2: Promote expansion of the downtown and connection with adjacent districts, such as the waterfront and courthouse.

Policy 3: Provide infill opportunities and retail market support by encouraging residential development downtown.

GOAL 9. WATERFRONT - ***Encourage positive redevelopment that enhances the community's most precious resource – its waterfront.***

Policy 1: Create a series of development nodes or focal points along the waterfront – each with a different type of setting, different mix of land uses, design emphasis, and park improvements.

Policy 2: Provide a variety of housing types on the waterfront to increase pedestrian activity and vitality, increase the market for area businesses, and accommodate a significant share of the city's projected population growth.

Policy 3: Encourage office uses on the waterfront as a secondary use.

Policy 4: Maintain viable industrial uses in the waterfront area where related access and use impacts to the development nodes can be mitigated.

Policy 5: Promote quality development to strengthen the waterfront's character and sense of identity.

GOAL 10. SOUTH WENATCHEE ACTION PLAN **- Implement the South Wenatchee Action Plan utilizing identified goals, policies, and implementation measures as a component of the Wenatchee Urban Area Plan. Plan implementation is intended to provide for active review and performance measures with a focus on a plan of action developed by the community.**

Goal 11. North Wenatchee Master Plan **- Work cooperatively with property owners to evaluate implementation of the North Wenatchee Master Plan as the City moves past but does not forget the devastation of wildfire events.**

Policy 1**:** Evaluate implementation of the plan along with property owners. Adoption of this plan is solely for the purposes of:

- Performing environmental review which is part of this Comprehensive Plan Update;
- Supporting the City in pursuit of funding for infrastructure;
- Facilitating the creation of a development agreement consistent with the plan at the sole option of property owners.
- Recognize the development of the North Wenatchee Master Plan in 2016 as an optional redevelopment plan to support the property owners and city in disaster recovery and facilitating higher and better uses over time.

Policy 2**:** Maintain existing zoning code and Waterfront Subarea plan for the purposes of addressing development permitting.

Policy 3**:** Support property owners in sustaining economic value of their properties while the North Wenatchee Master Plan is being evaluated for future implementation.

GOAL 12. RESIDENTIAL DEVELOPMENT – ***Promote increasingly attractive neighborhoods with convenient access to services.***

Policy 1: Promote higher densities along major corridors and in existing neighborhoods already characterized by density.

Policy 2: Discourage lower density development on flat, easily developed ground.

Policy 3: Enhance Wenatchee's residential neighborhoods with more services, open space, and pedestrian/bicycle improvements to support appropriate infill development.

Policy 4: Provide more green space, community gardens and quality streetscapes with street trees and sidewalks.

Policy 5: Adopt more flexible design standards for residential development that will permit the construction of different housing types compatible with surrounding neighborhoods.

Policy 6: New non-residential development in existing residential neighborhoods should be designed (landscaping and building design) and operated (traffic, noise, lighting, hours) to be compatible with the existing neighborhood. Compatibility for design can take the form of guidelines which objectively define a range of acceptable neighborhood non-residential building types and architectural details.

Policy 7: Family daycare providers (as defined in RCW 74.15.020) may be permitted in a residential dwelling in all residential and commercial zones as conditioned by RCW 36.70.450.

Policy 8: Conduct a comprehensive review of dimensional and density standards for residential development. Where appropriate increase residential densities to accommodate a wider range of housing types. An increase in housing options and densities should include a review of new design tools and dimensional standards that protect or build upon neighborhood character.

Policy 9: Compatible blended density housing: Develop design standards and evaluate appropriate locations for diverse housing types within neighborhoods, utilizing blended densities, and evaluating and recognizing the differences between neighborhoods. The review should look at the character, form, intensity of development, and type of place as well as the mix of uses in the area. Relationships to surrounding neighborhoods are important as tiers or hierarchies of uses are evaluated. This approach to housing is more focused on desired form, with a range of housing types vs. a density based zoning approach.

GOAL 13. CANYONS AND FOOTHILLS – *Conserve open space in the foothills surrounding the city and ensure appropriate development in the canyons.*

Policy 1: New residential development at the edge of the urban growth area should not impact the open qualities of the hillsides or disrupt the small-scale qualities of existing neighborhoods.

Policy 2: Carefully consider new development in the canyons for impacts from flooding, circulation and other emergencies.

GOAL 14. COORDINATED PLANNING – *Continue to work cooperatively within the region to address transportation, public services and facilities, and land use.*

Policy 1: Encourage Chelan County to continue implementation of the City's Comprehensive Plan and development regulations within the planning area.

Policy 2: Support the development of regional public and commercial facilities, such as the airport, landfills, industrial parks, Mission Ridge, medical facilities and academic institutions.

Policy 3: The City will work with Chelan County and other regional entities to identify lands useful for public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, storm water management facilities, recreation, schools, and other public uses.

Policy 4: Ensure the goals and policies of the City's Comprehensive Plan are consistent with Chelan County's County-wide Planning Policies.

GOAL 15. NEIGHBORHOODS – ***Utilize neighborhood planning as a way to tailor the comprehensive plan and implement it in areas that reflect the neighborhood's history, character, current conditions, needs, values, vision and goals.***

Policy 1: Recognize neighborhood planning and implementation as critical tools for refining and turning into a reality the vision of the Comprehensive Plan.

Policy 2: Give all community members the opportunity to participate in shaping the future of their neighborhoods.

Policy 3: Build strong, effective strategies for developing and implementing neighborhood plans.

Policy 4: New non-residential development in existing residential neighborhoods should be designed (landscaping and building design) and operated (traffic, noise, lighting, hours) to be compatible with the existing neighborhood.

GOAL 16. LANDS FOR PUBLIC PURPOSES – ***Identify lands useful for public purposes.***

Policy 1: Evaluate whether a separate land use designation system should be developed for existing public facilities such as schools, parks and openspace, cemeteries, and significant utility facilities in residential districts. If a public lands designation is developed, incorporate standards in the zoning code which address potential impacts and protect the character of neighborhoods.

Policy 2: Coordinate with the Washington State University and Wenatchee Valley Community College and surrounding neighborhoods to consider revised land use designations and standards for higher education facilities, such as a college district. If developed, such a designation should also look at the relationship and opportunities with surrounding land use designations and corridors.

Policy 3: If established, a college district designation and standards should support and encourage maintenance and investment in these facilities to meet community and regional educational and training needs while also addressing the needs and concerns of surrounding neighborhoods. This approach should provide for predictable outcomes for both the college facilities and neighborhoods.

GOAL 17. PERMITTING PROCESS AND STANDARDS – The permitting process should establish procedures and standards which provide meaningful opportunities for citizen input, fair and timely permit processing, and effective implementation of the comprehensive plan.

Policy 1: Current code and development regulations provide a series of standards and layers of regulation which are not always clear or predictable for the community. Reshape the zoning code and development standards to be an integrated code that reflects the direction of the comprehensive plan.

Policy 2: Ensure that permit standards have clear criteria and performance measures to achieve desired goals. Maintain effective notice and participation procedures for significant projects while seeking opportunities to streamline permit procedures through administrative performance standards and criteria.

Policy 3: Evaluate and consider revising locally adopted State Environmental Policy Act (SEPA), categorical exemption thresholds where it is determined that existing city code and policies are sufficient to address potential environmental impacts.

Policy 4: Conduct a thorough review of the comprehensive plan and it's associated adopted plans and studies to verify and facilitate plan implementation in city codes and programs.

Policy 5: Overlay zoning districts have been an effective tool for the city to implement new policy directives. These districts should now be reviewed to examine their effectiveness and opportunities where appropriate to transition any of the overlay districts with their underlying zoning layer into distinct separate zoning districts.

Policy 6: Review opportunities to streamline permitting systems in commercial and industrial districts considering tools such as performance standards and administrative conditional uses replacing conditional uses where appropriate. Standards should provide meaningful approaches to implement the comprehensive plan and consider public and agency comments.

Goal 18. College District – ***Support and encourage ongoing maintenance and investment in the Wenatchee Valley College (WVC) campus to meet community and regional educational and training needs while also addressing the needs and concerns of surrounding neighborhoods.***

Policy 1: Create an attractive and functional edge to the WVC campus that reflects its high quality and mitigates visual impacts to the surrounding neighborhood.

Policy 2: Allow for a variety of activities and facilities within the campus's core and that are not prominently visible from public streets.

Policy 3: The purpose of the College District Overlay is to provide a process for which properties in this area may be included in the College District zone upon acquisition by an institution of higher education and approval by the City.

Policy 4: The provisions of the College District Overlay are only intended for institutions of higher education that are either Wenatchee Valley College (WVC), or another institution of higher education working in partnership with WVC.

Policy 5: Maintain design standards and processes that provide for predictable and desirable outcomes for both the college facilities and neighborhoods.

Policy 6: Maintain appropriate development standards regarding parking, building height, architectural design standards, landscaping, etc. for the College District.

IMPLEMENTATION

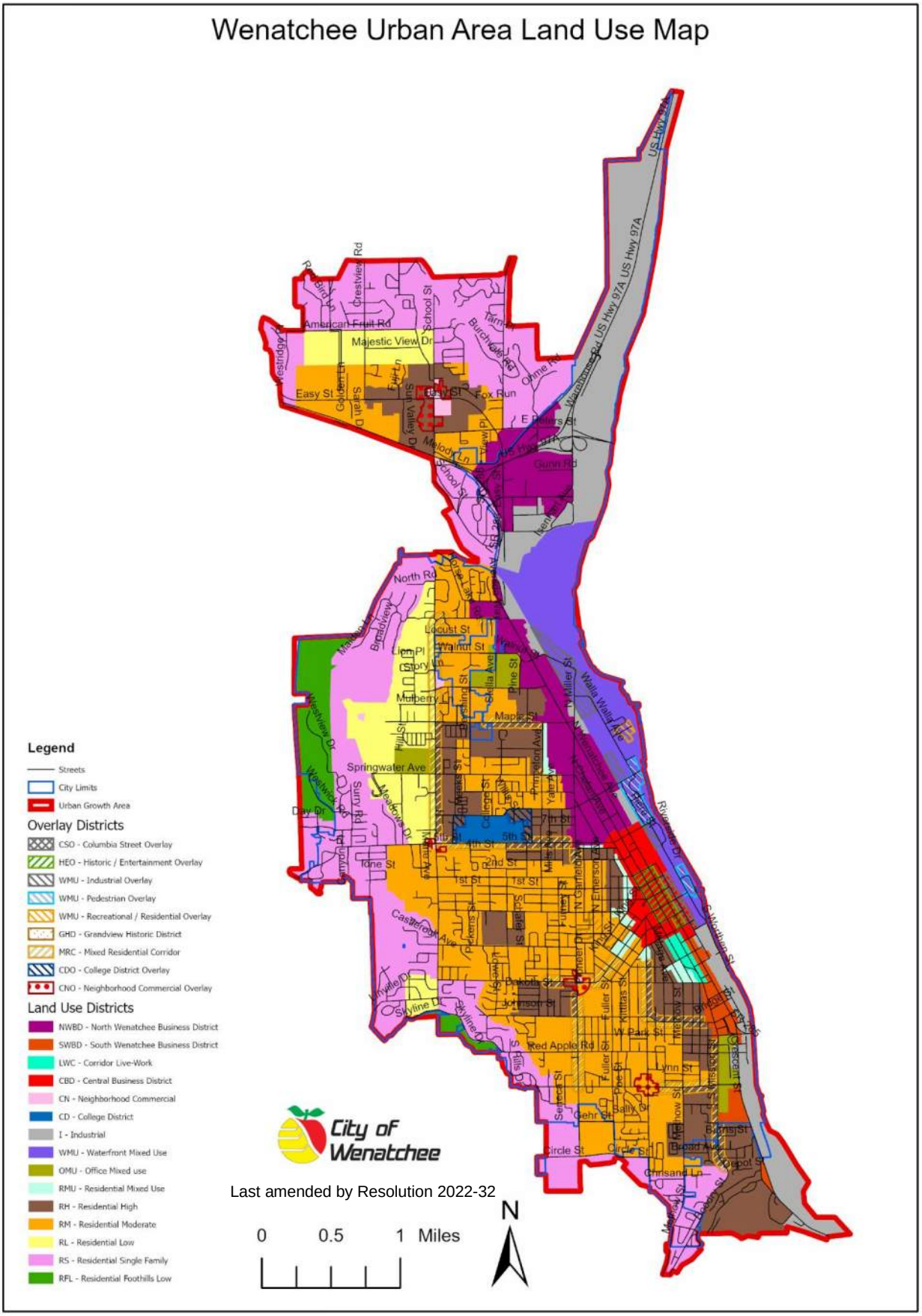
The conceptual land use map proposes land use categories for Wenatchee. The following table reflects the beginning elements of the zoning and development standards that might be adopted to implement this plan, in addition to policy direction of the comprehensive plan.

District	Primary Uses	General Development Standards
Central Business District	**Primary Uses:** ▪ Retail, food and beverage, entertainment, office ▪ Residential **Secondary Uses:** ▪ Limited light manufacturing	▪ Limited on-site parking ▪ Architectural design controls ▪ Tallest buildings ▪ No setbacks or lot coverage limits ▪ Design Controls on buildings and parking lots ▪ Signage controls for illumination, sandwich boards, off-premise, size and location ▪ Design controls for ground floor residential uses including additional standards in identified pedestrian corridors ▪ Height: 90ft
North Wenatchee Business District	**Primary Uses:** ▪ Full range of office, service, and retail uses ▪ Residential **Secondary Uses:** ▪ Light manufacturing	▪ Height: 90ft ▪ Landscaping and signs ▪ Access control ▪ Develop pedestrian destination or orientation ▪ Work on entrance and gateway improvements (landscaping, signage, public art, etc.) ▪ Design controls for ground floor residential uses
South Wenatchee Business District	**Primary Uses:** ▪ Full range of office, service, and retail uses Residential **Secondary Uses:** ▪ Light manufacturing	▪ Height: 90ft ▪ Work on entrance and gateway improvements (landscaping, signage, public art, etc.) ▪ Design controls for ground floor residential uses
Corridor Live-Work	**Primary Uses:** ▪ Residential live-work ▪ New (not converted) attached multi-family units ▪ 3 or more attached single-family units ▪ Ground floor retail, food and beverage, entertainment ▪ Professional services **Secondary Uses:** ▪ Light manufacturing ▪ Auto repair ▪ Upper floor residential	▪ Identify blocks for ground floor pedestrian activity ▪ Height: 90ft ▪ Work on entrance and gateway improvements (landscaping, signage, public art, etc.) ▪ Design controls for ground floor residential uses

District	Primary Uses	General Development Standards
Waterfront	**Primary Uses:** ▪ Development varies by node ▪ Ground floor retail, food and beverage, entertainment ▪ Residential **Secondary Uses:** ▪ Limit industrial activity to active areas ▪ Upper floor offices ▪ Upper floor residential	▪ Land use controls applicable to land along Columbia Riverfront ▪ Architectural design controls ▪ Emphasis on connection with waterfront ▪ Height: 90ft
Mixed Residential Corridor	**Primary Uses:** ▪ Variety of housing choices ▪ Schools, churches, public buildings ▪ Adult homes **Secondary Uses:** ▪ Apartments ▪ Neighborhood services ▪ Professional offices	▪ Architectural controls on multi-family and non-residential development ▪ Development limited to suitable locations only ▪ Focus on intersection development as first phase ▪ Could require road improvements ▪ Landscaping required ▪ Signs strictly limited
Office & Residential Mixed Use	**Primary Uses:** ▪ Variety of housing choices ▪ Professional offices ▪ Neighborhood services ▪ Medical centers ▪ Apartments **Secondary Uses:** ▪ Retail and food service ▪ Light manufacturing	▪ Mixed use zone suitable for residential, professional office, and in some limited areas, light industrial uses ▪ Height: 60ft
Neighborhood Commercial	**Primary Uses:** ▪ Neighborhood services, such as banks, convenience store, bakery, coffee, book stores **Secondary Uses:** ▪ Residential uses	▪ Neighborhood commercial zone intended to provide services at a neighborhood level ▪ Design controls for ground floor residential uses ▪ Height: 35ft
College District	**Primary Uses:** ▪ Institution of Higher Education ▪ Student Housing **Secondary Uses:** ▪ Compatible uses supporting campus operations	▪ Architectural design standards for facades visible from the edge of the district or public right-of-way. ▪ Landscaping standards providing appropriate buffer between campus and surrounding neighborhoods. ▪ Height: 60ft
Industrial	**Primary Uses:** ▪ Manufacturing ▪ Auto repair ▪ Warehouses and storage **Secondary Uses:** ▪ Commercial uses that provide services	▪ Industrial land uses ▪ Allow commercial uses in industrial land uses ▪ Height: 90ft

District	Primary Uses	General Development Standards
Residential Foothills Low	**Primary Uses:** ▪ Single family ▪ Duplex **Secondary Uses:** ▪ Accessory Dwelling Units ▪ Agricultural uses ▪ Home based businesses	▪ Very low density residential suited for outlying areas taking into consideration topography and foothills aesthetics. ▪ Density: Up to 4 units per acre ▪ Height: 30ft
Residential Single Family	**Primary Uses:** ▪ Single Family ▪ Duplex ▪ Compatible very low-density development. **Secondary Uses:** ▪ Accessory Dwelling Units ▪ Agricultural uses ▪ Home based business	▪ Very low density residential suited for outlying areas taking into consideration topography and foothills aesthetics. ▪ Density: Up to 6 units per acre ▪ Height: 30ft
Residential Low	**Primary Uses:** ▪ Compatible blended low density housing **Secondary Uses:** ▪ Accessory Dwelling Units ▪ Agricultural uses ▪ Home based business	▪ Low density residential development ▪ Density: Up to 8 units per acre ▪ Height: 30ft
Residential Moderate	**Primary Uses:** ▪ Entire range of housing choices **Secondary Uses:** ▪ Accessory Dwelling Units ▪ Agricultural uses ▪ Home based business	▪ Moderate density residential development suitable to a variety of housing choices, subject to appropriate design and development standards for neighborhood compatibility. ▪ Density: Up to 20 units per acre ▪ Height: 35ft
Residential High	**Primary Uses:** ▪ Entire range of housing choices **Secondary Uses:** ▪ Adult care facilities ▪ Home based business	▪ Mixed residential densities suitable to a variety of housing choices which maintain and enhance desired urban neighborhood characteristics through appropriate design and development standards. ▪ Density: Up to 40 units per acre ▪ Height: 60ft

Wenatchee Urban Area Land Use Map


Legend
Streets
City Limits
Urban Growth Area
Overlay Districts
CSO - Columbia Street Overlay
HEO - Historic / Entertainment Overlay
WMU - Industrial Overlay
WMU - Pedestrian Overlay
WMU - Recreational / Residential Overlay
GHD - Grandview Historic District
MRC - Mixed Residential Corridor
CDO - College District Overlay
CNO - Neighborhood Commercial Overlay
Land Use Districts
NWBD - North Wenatchee Business District
SWBD - South Wenatchee Business District
LWC - Corridor Live-Work
CBD - Central Business District
CN - Neighborhood Commercial
CD - College District
I - Industrial
WMU - Waterfront Mixed Use
OMU - Office Mixed use
RMU - Residential Mixed Use
RH - Residential High
RM - Residential Moderate
RL - Residential Low
RS - Residential Single Family
RFL - Residential Foothills Low
City of Wenatchee
Last amended by Resolution 2022-32
0 0.5 1 Miles
N
US Hwy 97A
American Fruit Rd
Majestic View Dr
Easy St
Fox Run
Gunn Rd
North Rd
Locust St
Walnut St
Mulberry
Maple St
Springwater Ave
Tone St
1st St
2nd St
5th St
7th St
Castlerock Ave
Skyline Dr
Red Apple Rd
W Park St
Lynn St
Gehr St
Circle St
Grisand Ln
Broadway
Wenatchee Ave
Walla Walla Ave
Riverside Dr
Mission St
Crescent St
Fuller St
N Emerson St
N Garfield St
Pine St
Chelan Ave
Kittitas St
Methow St
Okanogan St
Pacific St
Seattle St
Cashmere St
Leavenworth St
Chelan St
Wenatchee St
Mission St
Cascade St
Columbia St
Palouse St
Okanogan St
Methow St
Kittitas St
Pacific St
Seattle St
Cashmere St
Leavenworth St
Chelan St
Wenatchee St
Mission St
Cascade St
Columbia St
Palouse St
Burns St
Forepot St
Mission St
Methow St
Okanogan

TRANSPORTATION

TOPICS

- Purpose
- Regional Coordination & Referenced Plans
- Background
- Complete Streets Policy
- Inventory
- Level of Service
- Improvements
- Circulation
- Foothills and Canyons
- System Maintenance & Safety
- Parking
- Transportation Demand Management (TDM)
- Freight Management
- Regional Goals and Policies
- Goals and Policies

PURPOSE

The purpose of the Transportation Element of the Comprehensive Plan is to ensure the transportation system within the Urban Growth Area (UGA) is preserved and enhanced to meet the growth needs of the community. The Transportation Element must consider all modes of transportation from non-motorized functions, such as walking, to aviation. The State Growth Management Act requires the Transportation Element to consider existing inventories of services and facilities, levels of service, system deficiencies, regional coordination, land use patterns and goals and policies among other items.

The vision for Wenatchee's Transportation Element is to promote, manage, and maintain a safe, efficient, and integrated multi-modal transportation system that is consistent with the city's overall vision and adequately serves anticipated growth.

REGIONAL COORDINATION & REFERENCED PLANS

The Chelan-Douglas Transportation Council (CDTC) is the region's metropolitan planning organization (MPO) and the region's regional transportation planning organization (RTPO) made up of cities, towns, counties, ports, the Washington State Department of Transportation (WSDOT), and LINK transit. The CDTC has set transportation policy and goals for Chelan and Douglas counties through Transportation 2040 which addresses regionally-significant transportation deficiencies, opportunities and recommends transportation system improvements in all of Chelan and Douglas counties.

As such, local transportation planning takes place within the context of greater regional efforts. The City of Wenatchee coordinates transportation issues and planning on a regional basis through the CDTC. All jurisdictions within the region including the WSDOT, Chelan County, and LINK Transit participate in coordination efforts through the CDTC. The City also plans and coordinates transportation matters directly with the WSDOT, Chelan County, the Wenatchee School District, the Port of Chelan County, and other agencies and non-profit groups.

This Transportation Element is consistent with the Transportation 2040 priorities. Other plans hold important information for painting a comprehensive transportation overview of our urban area. Plans, documents or studies which have been adopted as a component of this plan or

serve as adopted guidance materials are listed in their entirety under the section, Relationship to Other Plans & Studies, in the Wenatchee Urban Area Plan. The Transportation Element and other applicable portions of the Comprehensive Plan provide direction on the use and implementation of these plans or guidance materials.

BACKGROUND

Nearly every transit trip begins or ends as a walking or bicycle trip. Providing a multimodal transportation system that is reliable, aesthetic, efficient, integrated and intentionally connected gives people the option to avoid traffic jams and increase the overall capacity of the established network. Building upon the existing system to adequately accommodate users of all ages and abilities requires planning, designing and constructing in such a way that considers pedestrians, bicyclists, public/paratransit users, people with disabilities, emergency responders, motorists, freight providers, commercial vehicles, delivery/service personnel, adjacent property owners and additional modes of transportation.

The decision to consider transportation alternatives for the single occupancy motor vehicle is influenced by neighborhood design and density (mixed use and short blocks), comfortable and convenient infrastructure (size, placement and feel), narrow streets, lighting, and aesthetic landscaping and architecture. Alternative transportation modes are found along and across arterials, collectors, alleyways and trails in order to connect home, work school, recreation, retail and other destinations for residents and visitors. Access and mobility from one place to another is essential for all users regardless of neighborhood status, health equity, income, race or ethnicity.

This Plan expands the multi-modal nature of our transportation system. This is achieved, in part, by adopting land use policies that reduce the need for automobile travel. Strategies include providing opportunities for greater residential densities close to employment and transit routes, promoting compatible infill in established neighborhoods, as well as encouraging a mix of uses in commercial and surrounding areas. Facilitating modes other than the automobile also necessitates planning for and reviewing such systems in a comprehensive manner for the entire urban area.

Due to Wenatchee's status as the regional urban center, however, the city transportation network is significantly affected by traffic generated from outside the city limits. This presents a significant challenge in utilizing land use and transportation planning policies to encourage infill development and maintain a compact urban area while managing increasing traffic congestion on the transportation network generated outside the planning area.

COMPLETE STREETS POLICY

"Complete streets" refers to the concept that Pav The term was introduced around 2003 in an effort to improve pedestrian and bicycle facilities in particular, and it is now used by many local governments. In 2011, the state legislature passed the Complete Streets Act, codified in RCW 47.04.320-340, encouraging local governments to adopt their own complete streets ordinances. In particular, RCW 47.04.320(1) states that such ordinances should "provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users."

The Complete Streets Act establishes a grant program to help cities, towns, and counties pay for complete streets projects. To be eligible for a grant, the Act requires local governments to adopt a jurisdiction-

wide complete streets ordinance. The National Complete Streets Coalition emphasizes a number of important criteria including incorporating all users and modes, applying to all types of transportation projects, recognizing the importance of a complete street network, using the latest design guidance, identifying specific implementation steps, and creating measurable performance standards to evaluate whether the jurisdiction is meeting the goals.

Municipal Research Services

The City of Wenatchee adopted a Complete Streets Policy (Ordinance 2016-24) in 2016. Wenatchee's Complete Streets Policy provides:

- Vision for the multimodal transportation system;
- Core commitment around identifying users and modes, integration into projects/phases, and policy exceptions;
- Best practices for establishing a multimodal transportation system network, effective complete streets partnerships, design guidance, and performance measures; and
- Next steps for implementing complete street elements.

Many of Wenatchee's streets are designed for motor vehicle travel; by expanding and improving the multi-modal nature of the city's system, safety and accessibility can increase for all. Amongst the barriers to utilizing alternative transportation facilities is an incomplete transportation system, the classic examples are piecemeal sidewalks and bicycle lanes. Because of the piecemeal nature of development, many bicycle and pedestrian gaps within the system should be targeted by the city as area-wide improvement projects.

Bulb-out at pedestrian crossing

Implementation of traffic calming devices such as bulb-outs and signage, among others, can be used to control traffic speeds within neighborhoods and where travel speed is a reoccurring concern. This approach has been used by several cities to restore and maintain safe and pedestrian friendly neighborhoods.

INVENTORY

Wenatchee's transportation system is already multimodal in nature. In addition to its road network, the city's system includes Link Transit with intra-city and intercity routes and an expanding network of on-road and off-road pedestrian and bicycle facilities. Inter-regional transportation services include the Pangborn Memorial Airport, Amtrak, and Northwestern Trailways. Columbia Station, a nationally recognized multimodal transportation center, connects these forms of transportation in downtown.

Streets/Roadways/Highways

The City of Wenatchee currently manages and maintains approximately 115 centerline miles of public streets not including alleys or SR285. The roadway system also includes 3,427 street lights, 48 traffic signals, and 6,498 signs. Principal and minor arterials account for 42 miles or approximately 36.5% of the centerline mileage. The other 63.5% of the system consists of local access or

residential streets. Non local-access streets are classified as follows and as depicted on the circulation and classification plan:

1. Principal Arterials - Provide access to major activity centers and connections to or along regional traffic ways. Such streets have the highest traffic volumes and are the major commuting routes.
2. Minor Arterials – Provide circulation between Principal Arterials and other activity centers. Streets typically don't exhibit as high of traffic volumes as Principal Arterials.
3. Collectors - Collect traffic from residential areas and connect to Principal and/or Minor Arterials.
4. Local Access – Low volume streets used primarily for access to adjacent property.

   Fire Apparatus Roads – Provide emergency access to access limited areas in accordance with the International Fire Code (IFC).

State-Owned Transportation Facilities

State-owned highways in Wenatchee include the limited access portions of SR285 and SR2/97 in both the south and north ends of the city. These sections of the state highway system are managed by the WSDOT and are included in the RTP.

Pedestrian & Bicycle Facilities

In 2015 the city accounted for approximately 151 miles of cement concrete sidewalk, 437 marked crosswalks, 34 school zone beacons, 3 crosswalks having flashing beacon warning systems, and one hybrid pedestrian signal on SR285. Planned capital projects include the construction of additional pedestrian accommodations including marked crosswalks, curb bulb-outs, warning beacons, a pedestrian bridge, and other work. Typical sidewalk widths in Wenatchee are 5 feet and are sometimes in excess of 10 feet in commercial areas.

In 2015 the city accounted for approximately 10 miles of designated bicycle lanes, pavement markings and associated wayfinding signing. Bicycle lanes are typically five foot wide and designated by striping, pavement markings, and signing next to the motorized travel lane. The CDTC adopted the Greater Wenatchee Bicycle Master Plan in 2013. This regional bike plan was developed by the CDTC in coordination with the Regional Bicycle Advisory Board, looking at the metropolitan planning area in Chelan and Douglas counties. Plan recommendations include policy statements, street projects and program recommendations geared towards improving the ability for residents of, and visitors to, our community to ride their bicycle for commute, transport or pleasure.

The Greater Wenatchee Bicycle Master Plan was adopted via resolution 2014-64 as a guidance document to be considered by the City as it strives to implement the goals and policies of the Transportation Element and overall provisions of the Wenatchee Urban Area Comprehensive Plan. Three specific maps in the Greater Wenatchee Bicycle Master Plan are depicted within this Transportation Element. These maps provide updated detail on existing bikeways, a 20-year vision for potential bike routes in the region, and identify potential priority project areas. The policies of this Transportation Element and the Comprehensive Plan as a whole shall ultimately provide the guiding principles and policy direction on bicycle facility improvements in the City of Wenatchee.

The Apple Capital Recreation Loop Trail provides circulated travel between Wenatchee and East Wenatchee for bicycles and pedestrians. It is the longest loop trail in Washington State and traverses more than ten miles of Columbia River shore lands. Since completion in 1994, the Loop Trail has been a popular success. The Trail has become a major transportation corridor used by both communities for recreation and commuting alike. It is managed by the Loop Trail Advisory Committee, made up of all managing agencies and stakeholder representatives.

Transit Facilities

Link Transit provides bus and paratransit service six days a week. Sixteen routes provide service throughout Wenatchee, several of those connecting to surrounding communities in Chelan and Douglas Counties. Public transportation extends access and mobility for employment, recreational and social opportunities for pedestrians and bicyclists by linking neighborhoods to local and regional destinations. Link Transit has increasingly been a crucial connectivity piece of the transportation system serving approximately 1-millions passengers annually across 2 counties and 17 communities with 8 fixed routes, 4 flex routes, 3 commuter routes, 16 paratransit vehicles (by reservation), a general Dial-A-Ride (DART) service in Leavenworth and one seasonal route to Mission Ridge Ski area.

Columbia Station

In addition to Link Transit service, there are two westbound intercity bus routes and a single eastbound route provided daily by Northwestern Trailways.

Passenger Rail Transportation

Amtrak's *Empire Builder* offers daily westbound rail service in the early morning and eastbound service in the late evening. This provides Wenatchee with connections from Portland and Seattle to Milwaukee and Chicago, in addition to Vancouver B.C., with many additional stops along the way.

Air Transportation

Pangborn Memorial Airport is co-owned by the Ports of Chelan and Douglas Counties. Three flights, to and from Seattle, are available daily. A recent project that added a new 7000 foot runway makes it more reliable for Horizon Air's service to Seattle and increases the possibility for more commercial air service in the future.[5]

LEVELS OF SERVICE (LOS)

The City of Wenatchee adopted a complete streets policy in 2016 that will have a profound impact on the way that LOS has been utilized in the past. Wenatchee is transitioning to an integrated multimodal approach to transportation consistent with the latest edition of the Highway Capacity Manual (HCM) and the Washington State Transportation Plan.

Specific LOS for non-motorized modes are still under development and are expected to be consistent with Transportation 2040 as they are developed and adopted regionally.

Automobile

Automobile level of service standards for arterials, transit routes, and highways have historically been based on the Highway Capacity Manual (HCM) published

by the Transportation Research Board. This manual is widely utilized by transportation professionals nationwide. The most current fifth edition published in 2010 is the first to provide an integrated multimodal approach to the analysis and evaluation of urban streets from the points of view of automobile drivers, transit passengers, bicyclists, and pedestrians.

The HCM identifies six levels of LOS ranging from A to F. LOS A represents the best operating conditions from the traveler's perspective and LOS F the worst. One of the strengths of the LOS system, and a reason for its widespread adoption by agencies, is its ability to communicate roadway performance to laypersons. Performance measures identified in the HCM include the volume-to-capacity ratio (V/C ratio) which reflects how closely a roadway is operating to its capacity. A V/C ratio that exceeds 1.0 indicates that more vehicles demand to use a roadway than can be accommodated.

Wenatchee utilizes the vehicle mobility level of service standards detailed table 2-2 of Transportation 2040 which includes an intersection LOS of "E" for urban corridors, LOS "E" – Averaged in the Wenatchee Central Business District, and a roadway V/C ratio of less than 1.0 for all other arterials, transit routes, and highways.

Table 2-3 of Transportation 2040 identifies regional vehicle mobility deficiencies in the 2040 forecast. Five intersections are identified as failing in Wenatchee. The northerly three intersections are currently programmed to be addressed utilizing the "Connecting Washington Revenue Package" (see Improvements). The other two are expected to be addressed later in the planning period utilizing state and local funds.

Roadway Pavement Condition

Wenatchee is currently developing a system-wide pavement management program with the primary performance measure consisting of the averaged pavement condition index (PCI). The 2015 PCI of all streets in the city was 75 and the city is currently working toward establishment of formal maintenance and preservation programs that will keep the average PCI from falling lower than 70. This will keep the entire system at a level of service that exceeds the Transportation 2040 performance target for the regional system of "Good to Fair".

Pedestrian

Transportation 2040 includes a "Walking" performance category for the regional road system. The performance measures in this category include continuous sidewalk on both sides of the roadway and providing a four-foot buffer between the driving lane and sidewalk.

Wenatchee utilizes these performance measures on the regional road system and will further define performance measures in the coming year with the development of a pedestrian master plan. The future City of Wenatchee Pedestrian Master Plan, will incorporate the future City of Wenatchee ADA Transition Plan, and provide recommendations including policy statements, pedestrian and ADA specific projects to improve accessibility and mobility for system users as well as an established sidewalk program that formalizes a prioritization criteria for pedestrian infrastructure.

Bicycles

Transportation 2040 includes a "Cycling" performance category for the regional road system. The performance measures in this category include the presence of bikeway facilities consistent with the Greater Wenatchee Bicycle Master Plan adopted by the CDTC in 2013. As bike lane designs evolve, alternatives to the conventional one-way lane (buffered, contra-flow, left-side bike lanes, etc.) and

an increased preference to 7 ft. or greater allow for comfort, safety, passing room and side-by-side riding.

Wenatchee utilizes these performance measures on the regional road system to the extent detailed in the INVENTORY section of this element. Further performance measures have been incorporated in the City of Wenatchee 2016 Complete Streets Policy.

Transit

Wenatchee utilizes the performance measures and targets identified in Transportation 2040 for transit LOS. Further LOS definition and detail of this travel mode combined with the Bicycle, Pedestrian, and Automobile modes is expected to develop with the implementation of the 2016 Complete Streets Policy.

As of 2016, Link has been serving Chelan and Douglas counties for 25 years and is ready to strategically plan the next 25 years. The renewed strategic plan will help to define the role of public transit in the valley's future, redesign and evolved the Link Transit experience over time and improve Link to work better for its customers. Looking to the completed strategic plan will provide guidance for policy statements and future project and program planning efforts.

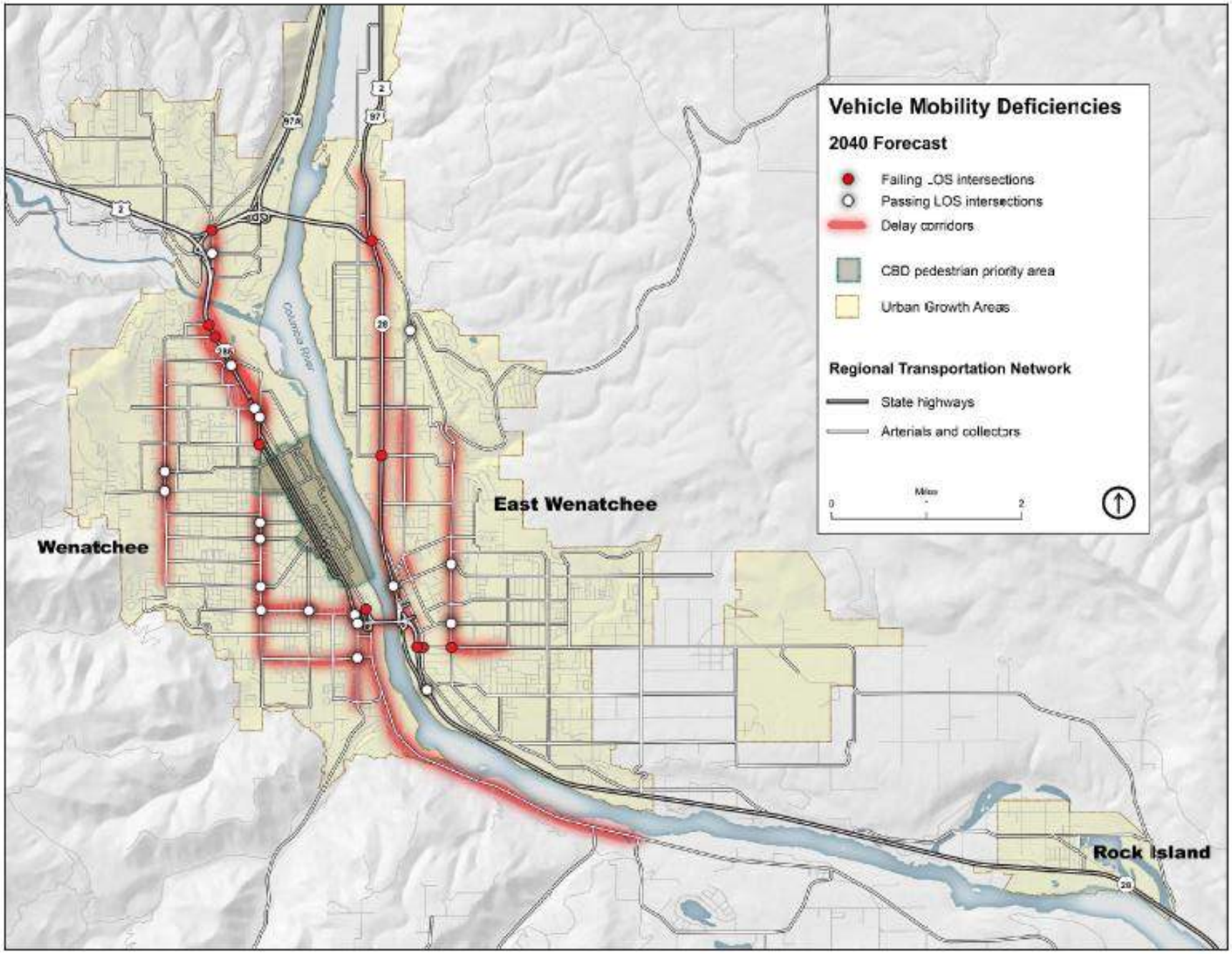


Figure 2-3: 2040 Vehicle Mobility Deficiencies

IMPROVEMENTS

Wenatchee's budget includes several funds and funding sources for transportation maintenance, planning, preservation, and improvement. Maintenance activities such as pavement patching, signal, lighting, vegetation management, and snow removal are included in several maintenance line items. Pavement management and preservation is primarily funded through the overlay fund. Construction is primarily funded through the arterial street fund.

Fund sources for maintenance come primarily from property tax with lesser amounts from the state gas tax. Fund sources for the overlay fund are primarily transportation benefit district (TBD) with lesser amounts from the real estate excise tax (REET). Fund sources for arterial streets primarily comes from grant sources with lesser amounts coming from the state gas tax and city general fund. Funding for planning and engineering come from a mix of general funds and grants.

The City's *Capital Facilities Plan* and six-year *TIP* further outline funding and financing for transportation, and utility improvements

Transportation 2040 identifies transportation funding in three general categories: System Preservation; System Improvements; and System Expansion all showing funding gaps totaling $1.2 billion dollars. The plan goes on to show that the overall need for additional revenue is significant which is consistent with Wenatchee's local system analysis.

The Washington State Legislature recently adopted a gasoline tax package titled "Connecting Washington Revenue Package" which provides substantial transportation funds to the region including approximately $23 million dollars in Wenatchee for access and safety improvements on US 2 and SR 285. The funding is programmed to begin in 2019 and will address various deficiencies along the northerly delay corridor identified in figure 2-3 of Transportation 2040.

Transportation 2040 suggests the region will need to think carefully about potential strategies for securing additional state and federal funds beyond those assumed in the plan. Wenatchee is currently investigating new and current funding source opportunities for pavement preservation needs and continually struggles with fully funding all its maintenance and improvement needs. Potential additional transportation funding could come from additional utility taxes, increases in TBD vehicle license fees, increases in the sales tax, regional and local impact fees on development, and other possible sources some of which would require voter approval.

CIRCULATION

As the regional urban center, Wenatchee experiences a great influx of out-of-town employees and visitors on a daily basis. This is confirmed in Transportation 2040. This fact coupled with the fact that 78% of workers commute via the single occupancy vehicle has and continues to strain the regional transportation system with more trips across the two bridges in the urban area. Recent capacity improvement projects on both ends of the Sellar Bridge in the southern part of the urban area has reduced the short-term need for capacity improvements but North Wenatchee Avenue congestion problems grow every year.

North Wenatchee Avenue

The North Wenatchee Avenue Corridor (SR285) has been identified as the highest priority transportation issue by the CDTC. The North Wenatchee Transportation Master Plan has identified a host of short and long-term improvements necessary to keep the corridor at an acceptable level of service. Wenatchee has implemented several short-term projects and several others are under development. The costlier long-term system expansion project titled "Confluence Parkway" is still in the preliminary environmental feasibility stages. The Confluence Parkway strategy essentially creates another parallel two-lane roadway that begins at the Euclid Interchange on SR2/97 and connects to the northerly end of the North Wenatchee Avenue corridor as depicted in the circulation map.

FOOTHILLS AND CANYONS

Given the difficulties raised by piecemeal development and steep terrain, residential areas in Wenatchee's western foothills are served by a limited number of access points. Combined with limited connectivity (i.e. number of ways to get someplace), reduced access enhances the problem of concentrating traffic on a few major roads during the morning and evening commutes. It also discourages walking and bicycling trips by containing dead-ends (e.g. cul-de-sacs), which lengthens trip.

In addition to causing everyday traffic backups, limited access points present clear dangers in the case of potential natural disasters including wildfires, floods and/or debris flows (i.e. mudslides). In these extreme events, residents would be funneled onto single egress roads, thereby hindering evacuation and threatening lives. Analysis found that approximately 550 residential parcels ultimately feed onto 5th Street, just west of Woodward Drive. The growing Broadview community includes an estimated 150 parcels funneling onto Maiden Lane, just west of Western Avenue. Other potential trouble areas include developments accessed solely by Number Two Canyon Road and Horse Lake Road.

Protection and implementation of proposed circulation routes is important for the quality of life and life safety considerations of existing and future residents within the foothills and canyons. The Wenatchee Foothills Development Potential Study was adopted as a guidance document via resolution 2010-27 and should be referred to regarding land use, transportation, and utility planning in the foothills.

SYSTEM MAINTENANCE & SAFETY

Transportation mobility is dependent on the condition of the system's streets, bridges, bicycle lanes, and sidewalks. The successful maintenance of Wenatchee's existing transportation system promotes mobility, safety, efficiency, and infrastructure preservation. By managing and protecting its infrastructure investments, the City can significantly reduce the need for new and/or replacement facilities in the future.

The city is expanding Geographical Information System technology to better

inventory its assets. Infrastructure assets including street pavement, electric system components, signing, and various utilities are being compiled in the citywide GIS databases. These databases will serve to provide a basis for the city to better manage utilizing asset management techniques. Asset management is a systematic process of deploying, operating, maintaining, upgrading, and disposing of assets cost-effectively. In the engineering environment it is the practice of managing assets (public infrastructure) to achieve the greatest return, and the process of monitoring and maintaining facilities systems, with the objective of providing the best possible service to users.

The City is currently developing a formal pavement management program with the objective of identifying and securing funds necessary to maintain a chosen level of service for the street pavement network. The city should continue to pursue formal asset management of all transportation related assets including: pavement markings, signals, lighting, signing, sidewalks, curbs, drainage facilities, etc.

Other options for system maintenance & safety to consider include:

1. Response Maintenance. Focus on projects that keep streets in safe driving conditions such as filling potholes.
2. Prevention. Expand preventative maintenance strategies to extend the useful life of all streets, including revision of construction standards.
3. Enhancements. Support scheduled maintenance and upgrade activities including the Street Overlay Program.
4. System Expansion. Prioritize and carry out projects that improve multi-modal safety such as adding sidewalks, bicycle facilities, improved crossings, and traffic calming devices.

PARKING

Wenatchee's relationship with the automobile is reflected in its development patterns that have varied greatly over the years; ranging between pedestrian oriented streetscapes to heavily auto dependent off street parking areas.

Today, the prevalence of visible off-street parking lots are often a defining land use characteristic within many of Wenatchee's commercial and mixed-use zoning districts. Although these parking areas provide convenience for motorists, they tend to result in reduced aesthetics at a district level, demote pedestrian experiences, and deter utilization of alternative modes of transportation.

Wenatchee recognizes the importance, challenge, and opportunity well planned parking can have in the continued growth and revitalization of its commercial and mixed-use zoning districts, especially Downtown. Establishing a balance of efficient and high quality land use, convenience for citizens and visitors, and business success are all notable themes within this Plan that are well suited to act as guiding principles in the advancement of Wenatchee's Parking goals and policies. This section is intended to compliment and implement the goals and policies found in the Land Use and Community Design Chapters.

Downtown

In 2016, Wenatchee initiated a consultant led parking study within an expanded downtown area to asses existing conditions, establish guiding principles, and to develop a long term strategic management plan that emphasizes patron and visitor priority. The inventory assessment identified sufficient capacity currently exists, although it is underutilized. The policy action strategies within the Downtown Strategic Parking Management Plan are incorporated as a

component of this Transportation Element and include:

1. Formalize the plan Guiding Principles as policies within the parking and transportation system plan.
2. Adopt the 85% Rule as the standard for measuring performance of the parking supply and triggering specific management strategies and future rate ranges.
3. Consolidate the management and administration of parking within a single City agency to ensure that time and resources necessary to plan implementation are in place.
4. Establish a Downtown Parking Advisory Committee (DPAC) consisting of downtown stakeholders to assist in program implementation and review.
5. Establish a Downtown Parking and Transportation Fund as a mechanism to direct funds derived from parking into a dedicated fund.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

Transportation demand management (TDM) is a concept that encompasses a range of actions intended to modify travel behavior, usually to avoid additional costly expansion of a transportation system. TDM addresses traffic congestion and increased transportation efficiency by focusing on reducing and attenuating travel demand rather than increasing transportation supply.

Travel demand is reduced by measures that either eliminate trip making or accommodate person trips in fewer vehicles. TDM techniques generally address the commuter and may include incentives, disincentives, and provision of transportation alternatives. Several of the more common TDM alternatives include ridesharing, parking subsidy removal or parking pricing, telecommuting, flextime, transit or rideshare incentives, parking supply limits, and compressed work weeks to reduce driving days.

Apart from pedestrian and bicycle paths, the primary activity for TDM in Wenatchee is conducted by LINK transit. Efforts of LINK in this regard have been directed toward reducing single person vehicle occupancy by encouraging bus ridership and other programs identified in the LOS section of this element.

As traffic volumes increase and congestion levels of service decrease, the city of Wenatchee should consider working with major employers and the Wenatchee School District to stagger work and school start and end times to attenuate peak traffic volumes.

As identified in Goal 4 of Transportation 2040*,* it is Wenatchee's policy to manage auto travel demand by planning for viable alternative modes of transportation including walking, bicycling, and public transportation. Adopted regional and local strategies include:

- Establishing performance measures for pedestrian and bicycle facilities.
- Identifying complete streets opportunities to make strategic sidewalk and bike lane improvements and linkages to enhance the effectiveness of transit
- Evaluating and prioritizing project alternatives based on benefits for transit and non-motorized transportation.
- Reducing the number and length of trips through effective land use

planning (e.g. increasing densities, mixing uses, promoting infill).

Freight Management

The local economy is dependent on the efficient movement of freight into, within, and out of the region. Ensuring there are designated routes that accommodate large tractor-trailer type vehicles is an important aspect of guaranteeing this efficient movement. Finding a balance where freight is accommodated but a high quality of life is simultaneously maintained is possible but requires strategic action. Large trucks need wide streets and wide curb radii but narrow streets and curb radii are best for safe pedestrian movement. By keeping freight traffic on designated routes, the city is able to maintain strong pedestrian amenities in most of the city while still providing for the efficient movement of freight.

The Wenatchee Valley Urbanized Area Freight Study identified necessary improvements to the current transportation system to adequately accommodate the movement of freight. Many of these improvements include changes in signage, lane striping, and changes in the curb radii.

This plan demonstrated how the efficient movement of freight can coexist with other modes of transportation. Providing adequate instruction to truck drivers helps them choose the routes that were designed to accommodate their vehicles.

This Wenatchee Valley Urbanized Area Freight Study is adopted herein as a guidance document to be considered by the City as it strives to implement the goals and policies of the Transportation Element and overall provisions of the Wenatchee Urban Area Comprehensive Plan. The recommended freight route designations are depicted as a component of the Transportation Element. Several recent and planned capital projects address recommendations included in the Wenatchee Valley Urbanized Area Freight Study including intersection modifications and signing.

REGIONAL GOALS AND POLICIES

To assure consistency between local and regional planning efforts, the GMA requires all transportation elements of local comprehensive plans undergo a consistency review and certification process to ensure that they conform with the requirements of GMA and are consistent with the Regional Transportation. This consistency review and certification is performed by the CDTC.

Transportation 2040 articulates the policy perspective on regional consistency and is intended to further the coordinated development of comprehensive plans. Table 2-1 in Transportation 2040 includes six regional policy goals in to be applied in all regional and corridor planning efforts as follows:

- **Public Involvement –** Develop awareness of community preferences and stakeholder concerns and provide information to citizens, businesses, interest groups and other interested parties including the low-income, elderly, minorities and non-English speakers; Build community support for Council plans and proposals.
- **Intergovernmental Coordination –** Align policy objectives relating to land use, economic development & transportation; Foster member jurisdiction support for Council decisions; Support regional economic and community development plans; Promote regional strategies to increase transportation funding; Develop actionable plans to address urban, rural and small city transportation needs.
- **Transportation Safety –** Improve safety for vehicle drivers, transit riders, bicyclists and pedestrians.
- **Access and Mobility –** Develop actionable plans for maintaining adopted performance standards for vehicle drivers, transit riders, bicyclists and pedestrians; Improve freight access and mobility; Whenever possible, integrate bicycle, pedestrian and transit improvements with roadway maintenance, preservation, and improvements.
- **Financial Stewardship –** Apply technology to increase roadway capacity and safety; Encourage "access management" to maximize the capacity of major roadways; Maximize the use of public transportation, bicycling, walking and carpooling in order to expand the capacity of the existing roadway system; Ensure that financial resources allocated to transportation improvements maximize community benefits; Balance future investments in roadways, public transportation and non-motorized infrastructure.
- **Environmental Stewardship –** Avoid and minimize negative environmental and societal impacts from transportation improvements; Enhance the natural and social environment when possible.

Wenatchee utilizes these regional goals in transportation planning. The following goals and policies coupled with the regional goals and policies form the foundation of Wenatchee's transportation strategy for the future:

GOALS AND POLICIES

GOAL 1: CIRCULATION – Enhance *connectivity within the Wenatchee Valley and to major destinations beyond.*

Policy 1: Increase inter-governmental coordination of long term policy objectives relating to land use, economic development and transportation.

Policy 2: Strengthen the regional transit system by intensifying land uses along primary transit corridors and around major transit stops.

Policy 3: Participate in short and long-term regional transportation project planning including potential Columbia and/or Wenatchee River bridges.

Policy 4: Distribute traffic with a well-connected pattern of streets, existing or proposed alleys; discouraging cul-de-sacs.

Policy 5: Permanent cul-de-sacs shall only be permitted in situations where it can be demonstrated that the design provides an acceptable level of network circulation; and the prohibition of cul-de-sacs creates an unreasonable economic burden based upon factors such as topographic necessity or the built environment. Cul-de-sacs can be a useful tool to assist with facilitating residential infill development and meeting desired densities for constrained properties.

Policy 6: Adopt a circulation plan and local street classification system that reflect each roadway's role in the regional and local transportation network. Roadway standards should be based on the local classification system.

Policy 7: Proposed new circulation routes have been identified in the circulation plan. The specific location of these routes may be altered by the City Engineer in order to accomplish the intended circulation function. As development occurs which may benefit or contribute to circulation impacts in the area of new proposed circulation corridors, development must proportionately address transportation system impacts.

Policy 8: In addition to identified new circulation routes, transportation facility connectivity may necessitate the continuation of road systems to foster the long-range transportation goals and polices of the city. As development occurs, require the extension of dead-end streets which improve access and circulation.

Policy 9: Improve arterial streets by bringing them up to current standards; prioritize projects based on improvements to transportation circulation from neighborhoods to downtown and other commercial areas.

Policy 10: Follow level of service standards as detailed in this transportation element and develop a multi-modal approach to LOS standards.

Policy 11: Use the North Wenatchee Transportation Master Plan completed by the CDTC as a guide for regional transportation planning and incorporation of transportation improvements into City's Circulation Plan.

Policy 12: Use the North Wenatchee Transportation Master Plan as a guidance tool for evaluation of development applications to identify congestions improvements along North Wenatchee Avenue for consistency with the North Wenatchee Transportation Master Plan.

Policy 13: Prior to transportation improvements along North Wenatchee Avenue, perform a detailed analysis when needed of the North Wenatchee Transportation Master Plan components to improve implementation of the master plan.

Policy 14: Coordinate with Chelan County on the implementation of the Chelan County Transportation Plan as it relates to the lands identified in the Wenatchee Urban Area Motorized Circulation Map, north of the Wenatchee River.

Policy 15: Consider the Washington State Department of Transportation's goals and policies in all applicable plans and projects.

GOAL 2: SYSTEM MAINTENANCE & SAFETY – *Promote the safe and efficient operation of Wenatchee's multimodal transportation system.*

Policy 1: Continue implementing the transportation preservation and maintenance program that improves safety and prolongs the service life of facilities by making use of street overlaying, crack sealing, and grinding.

Policy 2: Ensure the planning, design, construction, and operation of a safe transportation system for all modes of travel.

Policy 3: Review intersections or street locations with a high number of traffic collisions and improve their safety through education, enforcement, and engineering changes.

Policy 4: To protect neighborhood streets from high speeds and volumes, incorporate traffic calming techniques into road standards, development review and transportation improvement projects.

Policy 5: Ensure that the city's transportation network adequately serves existing and projected development. Existing roadway conditions, such as adequate geometry and sidewalks, serving new development should be evaluated with each development application.

Policy 6: Prioritize road improvements in the existing network to better facilitate transportation circulation from neighborhoods to downtown within the UGA.

GOAL 3: PEDESTRIANS, BICYCLES & TRANSIT – Provide *a mix of transportation options that better meets the changing needs and preferences of Wenatchee residents*.

Policy 1: Encourage physical activity and alternative modes of transportation by adopting more pedestrian and bicycle friendly street standards (e.g. pavement width, landscaping requirements).

Policy 2: Improve and maintain pedestrian connections between residential, employment, service, and recreation centers. Give priority consideration to school walking routes and access to transit.

Policy 3: Integrate pedestrian and bicycle concerns into the development review process. Discourage development that limits pedestrian and bicycle connections (e.g. dead-end streets).

Policy 4: Enhance the attractiveness and marketability of downtown by expanding its pedestrian orientation beyond the Wenatchee Avenue core to all of the Central Business District.

Policy 5: Provide a comprehensive and interconnected network of bikeways linking residential areas with employment and recreation centers.

Policy 6: Encourage consideration for new or improved transit stops, shelters, and park & rides where appropriate during development review and roadway reconstruction projects.

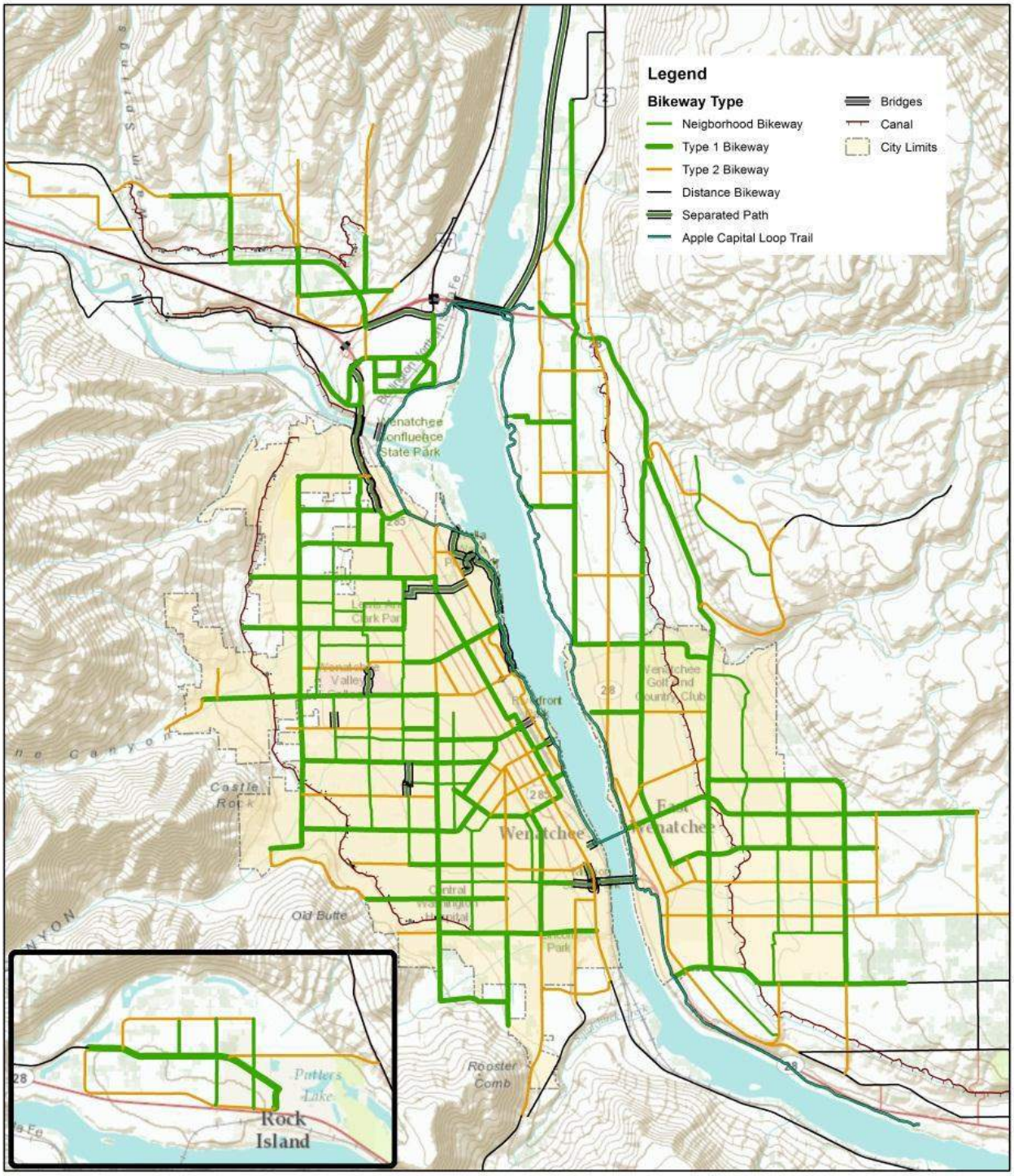
Policy 7: The 2016 Wenatchee Complete Streets Policy, 20 Year Vision for the Bicycle Network identified in the 2013 Greater Wenatchee Bicycle Master Plan, and pedestrian plans should be considered among a range of alternatives to provide a connected multi-modal transportation network within the City of Wenatchee.

Choices made by the City shall ultimately reflect an approach of implementation of the comprehensive plan as a whole, balancing and pursuing the goals and policies of the plan an encouraging neighborhood, business and community feedback and participation.

Policy 8: Implement the 2016 Complete Streets Policy adopted by the City of Wenatchee, intended to serve individuals of all ages and abilities including but not limited to: pedestrians, bicyclists, public /paratransit users, people with disabilities, emergency responders, motorists, freight providers, commercial vehicles, delivery/service personnel, and adjacent property owners.

Policy 9: Improve and maintain pedestrian connectivity in the immediate vicinity of Wenatchee Valley College to improve safety and facilitate connections to parking areas and nearby residences.

Policy 10: Encourage a high level of transit service to the Wenatchee Valley College campus.

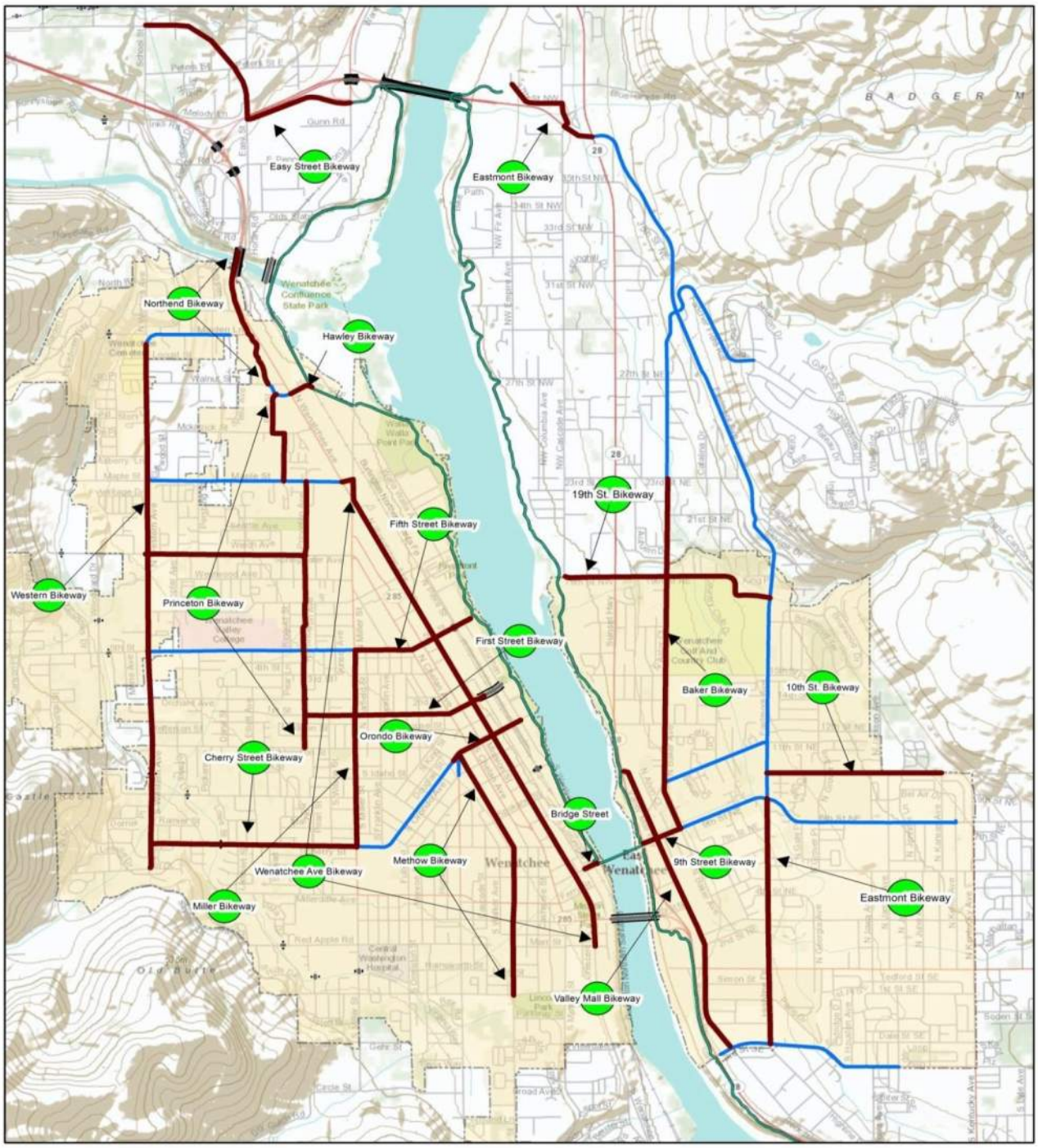


Bicycle Network: 20 Year Vison

This map represents a 20 year vision for development of a connected bicycle network serving all of the 2012 MPO area.

0 0.375 0.75 1.5 Miles

N



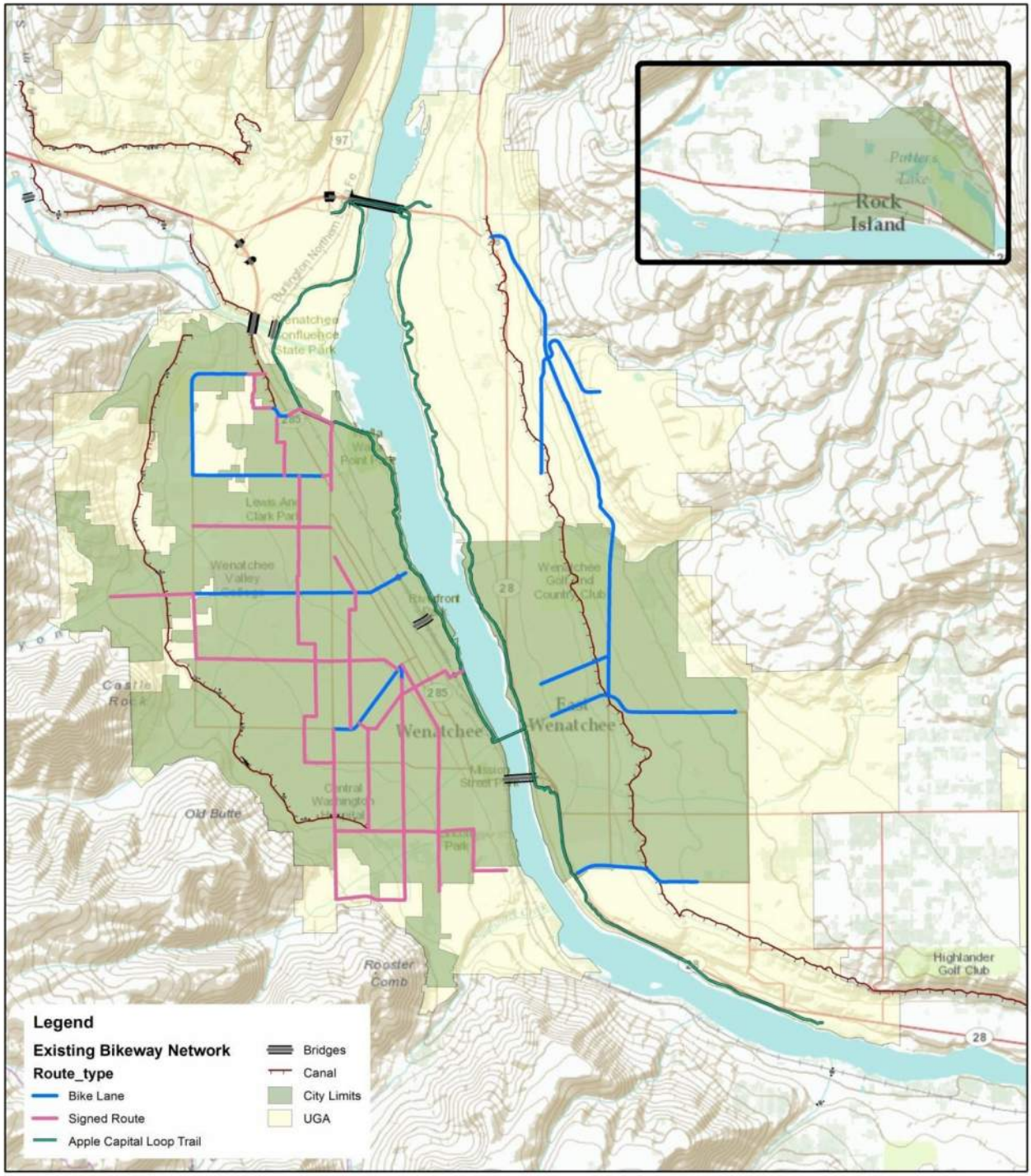
Priority Projects

Bikeway names indicate location of projects areas, not individual projects.
Bikeways may have one or more projects along it's length.
Costs for projects will need to be verified prior to implementation.

0 0.25 0.5 1 Miles

Legend

- Priority Projects
- Existing Bike Lane
- Apple Capital Loop Trail
- Bridges
- City Limits



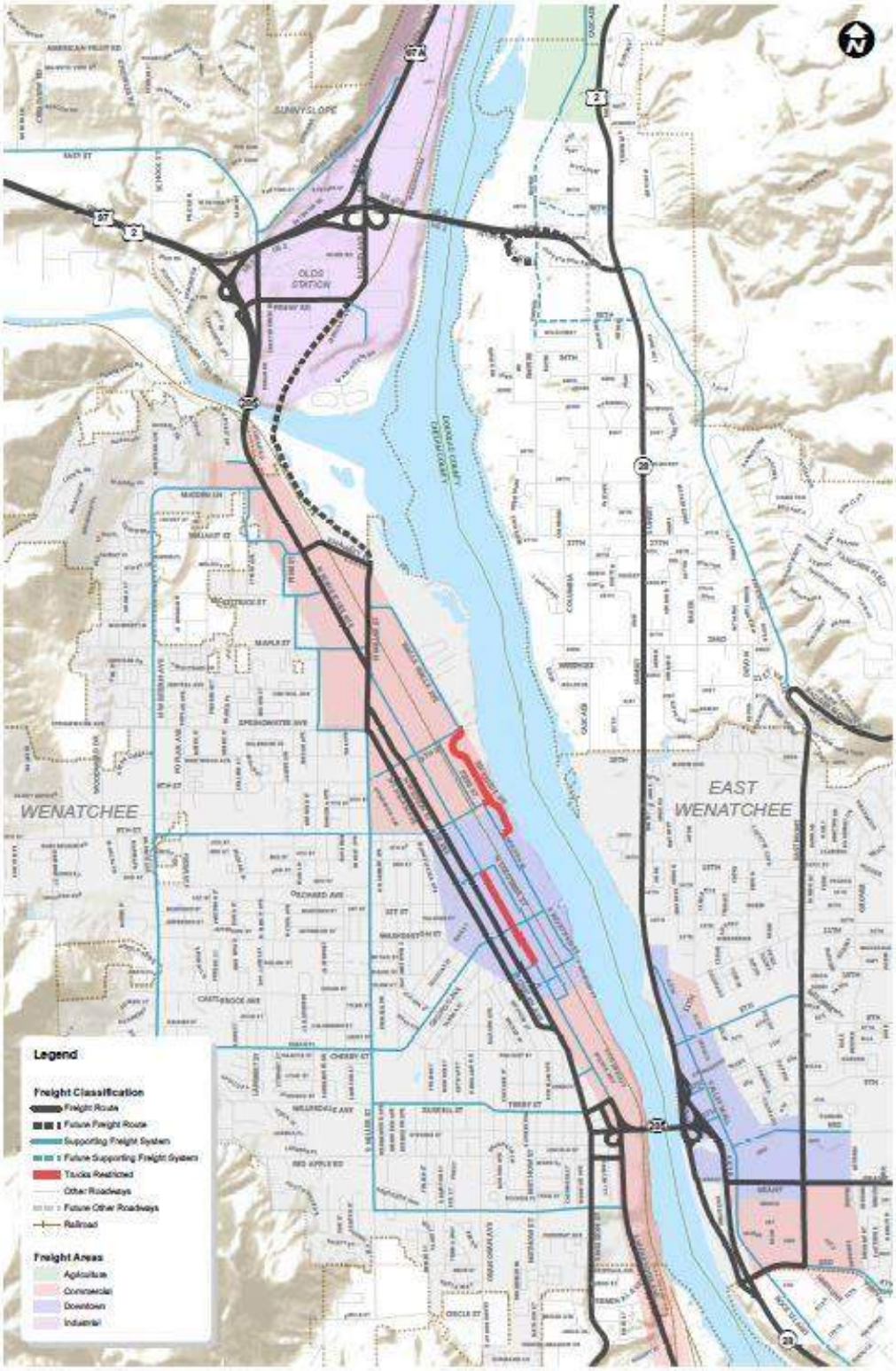
Bicycle Network: Existing Bikeways

This map represents the existing bikeways within the MPO Boundary.

Signed routes do not have any roadway markings of any kind, other than route signage.

0 0.375 0.75 1.5 Miles

N



Recommended Freight Route Designations - Regional Core

FIGURE 4B

WVTC Freight Study

transpoGROUP

GOAL 4: FOOTHILLS AND CANYONS – Ensure *adequate emergency access into and out of foothills communities. Improve circulation by increasing connectivity within, between, and to neighborhoods.*

Policy 1: Coordinate with Chelan County to develop review procedures that manage transportation impacts on the city's network originating from projects outside of the city and/or urban growth area.

Policy 2: Develop secondary access to Broadview in accordance with Broadview Secondary Access Impact Fee Technical Memorandum dated February 2011 and implementing Resolution 2011-29 and Resolution 2011-30.

Goal 5: Parking - Establish parking to be highly utilized, efficient, and safe, while promoting community appearance and alternative modes of transportation.

Policy 1: Coordinate parking in a manner that supports and strengthens the unique character of existing and emerging districts and neighborhoods. Consider developing a parking matrix to establish varying parking requirements at the individual district level. Where appropriate, manage parking by defined area or district.

Policy 2: Discourage private standalone surface parking lots; i.e. parking lots without a primary use. Encourage efficient structured parking that can be shared by multiple users.

Policy 3: Incentivize consolidation and reduction of vehicle access points along the street network through parking reductions.

Policy 4: Reduce parking requirements for appropriate types of projects (e.g. affordable housing or senior housing); and onsite amenities such as bike racks, interior bike storage and showers for employees, or where employers provide employee incentives for alternative modes of transportation for commuting (cash out of parking spot, free transit pass, etc).

Policy 5: Adopt parking management strategies including better signage and enhanced pedestrian connections to optimize existing or new public parking facilities.

Policy 6: Promote existing off-street parking reductions for new development with access to transit or public parking facilities.

Policy 7: Evaluate feasibility for implementation of a fee based residential parking permit system for overnight use of public parking lots within the Downtown.

Policy 8: Seek to implement the code related action strategies and multi-phased parking management strategies of the Downtown Strategic Parking Management Plan.

Policy 9: Establish collaborative measures between Wenatchee Valley College, the community, and the City to reduce the impact of student parking on neighborhood streets.

GOAL 6: TRANSPORTATION DEMAND MANAGEMENT (TDM) – *Modify individual travel behavior, optimize the use of existing road capacity, and encourage active forms of transportation to improve safety and efficiency, minimize environmental impacts, and promote socioeconomic benefits.*

Policy 1: Adopt strategies including mixed land uses and parking/trip reduction policies that aim to maximize the efficiency of our existing transportation system.

Policy 2: Design and adopt a model TDM program in partnership with major employers and institutions.

Policy 3: Encourage employers to adopt TDM programs by providing incentives such as reduced parking requirements.

GOAL 7: IMPROVEMENTS – ***Continue to pursue sufficient funding for improving, maintaining, and expanding a comprehensive transportation network.***

Policy 1: Seek adequate funding for the operation of the Street Overlay Program.

Policy 2: Fund strategic transportation investments prioritized by each project's anticipated long-term impact to capacity levels and consistency with city policies.

Policy 3: Consider new funding opportunities, including the use of impact fees, and innovative public/private partnerships, especially in the case of growth and development-related transportation projects.

Policy 4: Coordinate with jurisdictions at the local, regional, and state levels to increase funding for the regional transportation system, including rail, air, and non-motorized modes.

Policy 5: Support transit resource allocations maintaining transit services in the community.

Policy 6: Pursue additional funding sources to implement and maintain an interconnected multi-modal transportation system, and a model Transportation Demand Management program.

Policy 7: Utilize plans adopted by reference in the Transportation Element to assist in the development of all capital project development.

GOAL 8: FREIGHT MANAGEMENT – ***Provide for efficient movement of freight into, within, and out of the City of Wenatchee.***

Policy 1: Classify local streets according to their role in the freight system and provide the appropriate accommodations on those routes.

Policy 2: Seek to effectively communicate routing options with signs, street markings, and direct communication with the freight community.

Policy 3: Designate and implement freight routes that complement other transportation routing options.

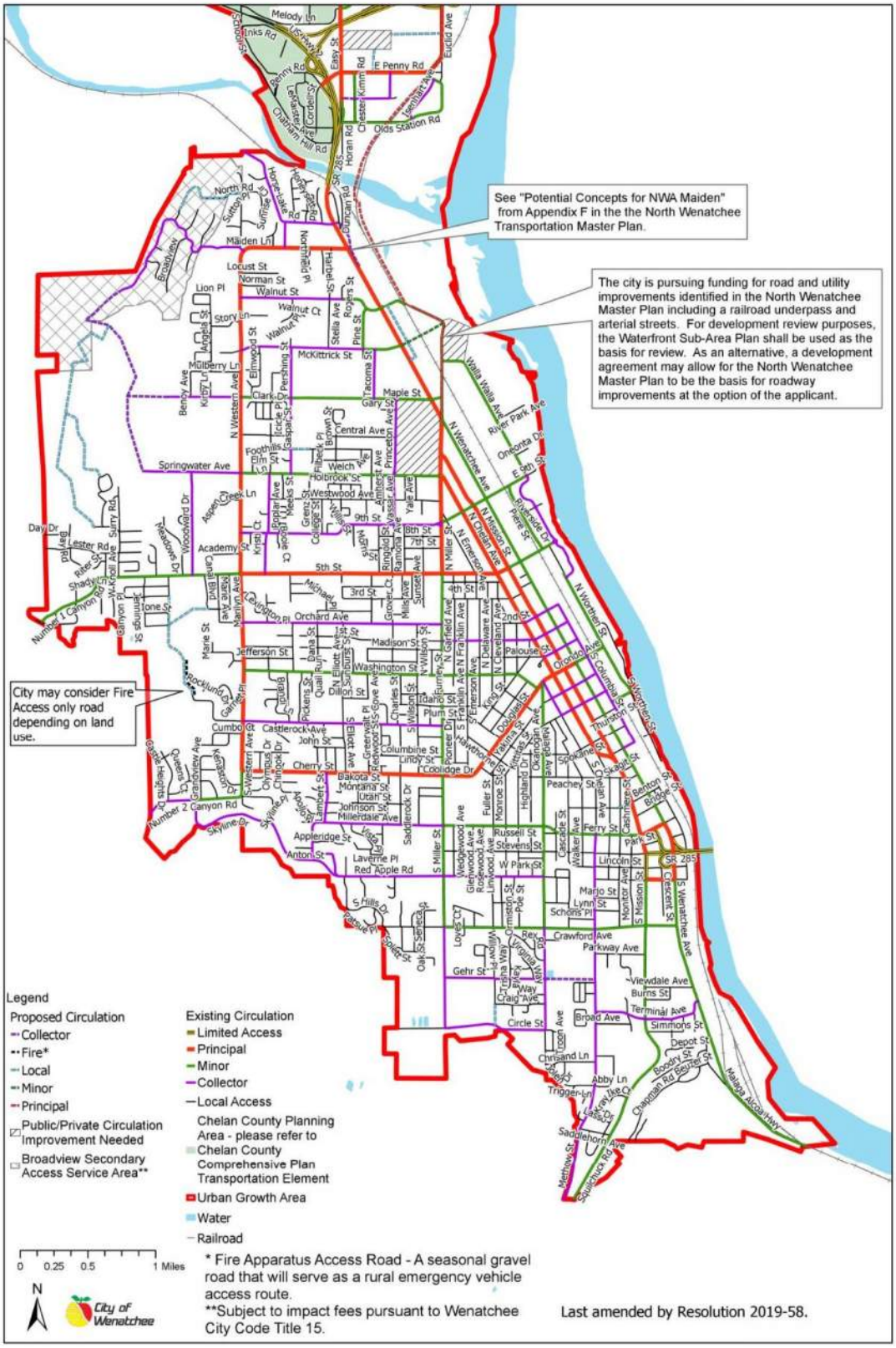
Policy 4: Make appropriate modifications so that all streets designated as a freight route or supporting freight system can accommodate the appropriate design vehicle at the identified intersections.

Policy 5: Maintain signage and barriers necessary to discourage large trucks off of Riverside Drive and Wenatchee Avenue between 2nd Street and Kittitas Street. Consider the use of code requirements to further discourage trucks in these areas as may become necessary.

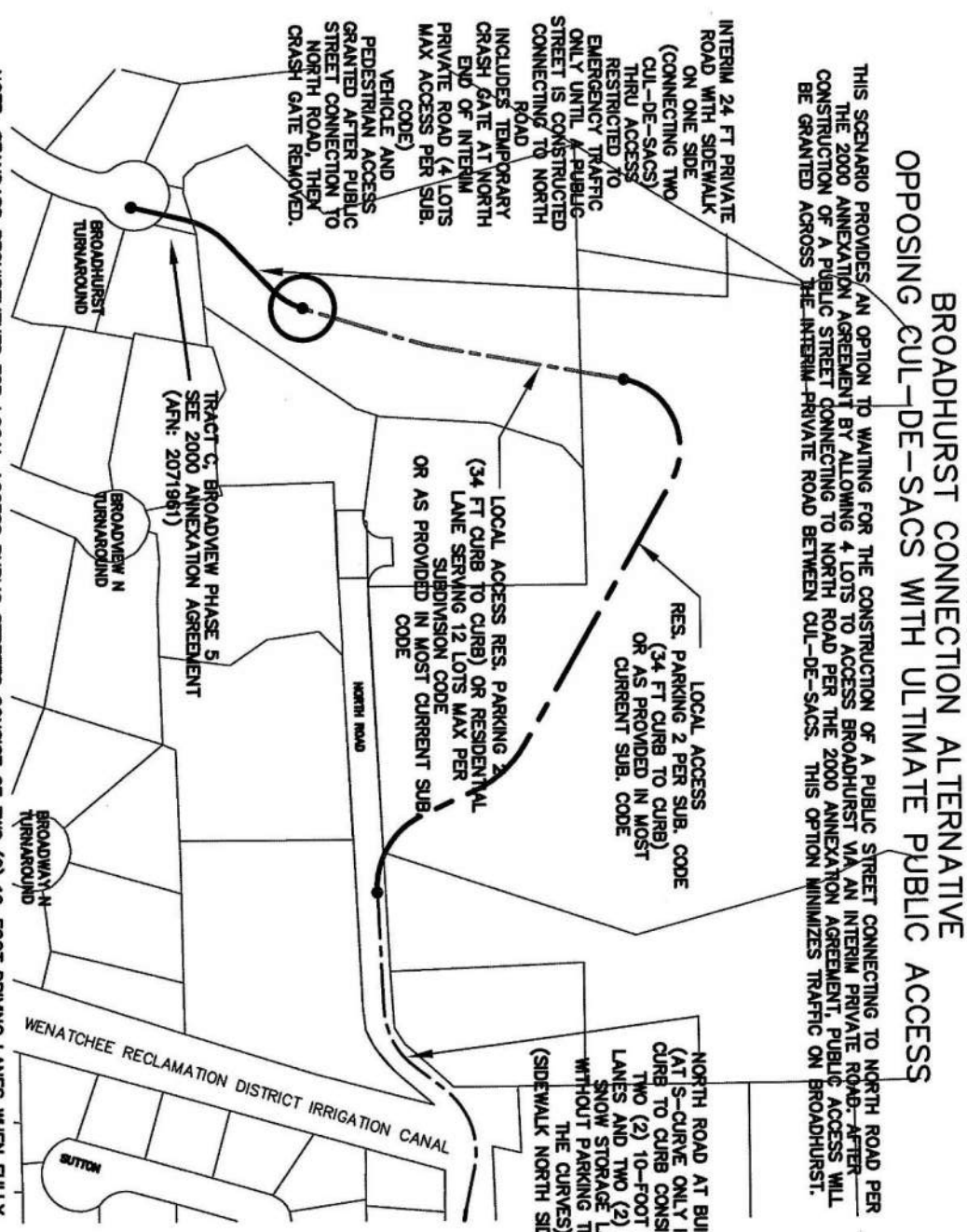
Policy 6: The Wenatchee Valley Urbanized Area Freight Study identifies recommendations for signage and operational capital improvements along designated freight routes. These recommendations should be considered among a range of alternatives to provide for the efficient movement of freight. Choices made by the City shall ultimately reflect an approach of implementation of the comprehensive plan as a whole, balancing and pursuing the goals and policies of the plan and encouraging neighborhood, business and community feedback and participation.

Wenatchee Urban Area Motorized Transportation Circulation Map
North of Wenatchee River

Wenatchee Urban Area Motorized Transportation Circulation Map
South of Wenatchee River



Circulation Map Exhibit A - Broadhurst Connection Alternative



Circulation Map Exhibit B - North Wenatchee Plan Components

North Wenatchee Transportation Master Plan Cost Estimates

November 2010

Project Ref No.	Project Name (Limits)	Project Description	Modes Served	Costs in millions
US 2 Corridor & Connections to North Wenatchee Improvements				**$41.4 - $50.2**
1	US 2 / SR 285 / Easy Street Interchange	Reconstruct interchange of US 2 / SR 285 to straighten US 2 as the through route while maintaining capacity to/from Wenatchee and accessibility to serve existing development and economic growth in the Sunnyslope and Olds Station areas. Improve traffic safety and operations by eliminating the existing traffic signal at US2 / Easy Street and constructing a new overcrossing of US 2.	Autos, Transit, Freight	$33.0 to $40.0
2	Modify US 2 / Euclid Avenue Interchange	Modify existing interchange to improve traffic flow and connections with new Confluence Parkway.	Autos, Transit, Freight	$1.6 to $1.9
	US 2 Corridor- Additional Components	Improve traffic flow and safety to support economic development and accessibility to Loop Trail through improvements along Easy Street, Penny Road, and constructing a new multi-use trail south of US 2 between Easy Street and Euclid Avenue. Develop and upgrade local circulation and access roads to support development of the area and improve safety and connectivity for pedestrians and bicyclists. Construct improved transit stops and install shelters at priority bus stops to enhance accessibility of transit in the Olds Station and Sunnyslope areas.	Autos, Transit, Freight, Bicycles, Pedestrians	$6.8 to $8.3
Confluence Parkway Corridor Improvements				**$72.9 - $88.6**
3	Confluence Parkway (Miller Street/ North Wenatchee Avenue to Euclid Avenue/US 2)	Construct new parallel 2-lane arterial corridor by extending Miller Street to connect with to Euclid Avenue, including a new bridge over the Wenatchee River. The new corridor will provide an alternative corridor to enhance regional mobility and add capacity for autos, trucks, and regional transit service. Improvements will include an undercrossing of the railroad tracks and Walla Walla Avenue to reduce delays and safety conflicts for vehicular and non-motorized travel. The Loop Trail will be relocated and improved. The Confluence Parkway will connect with the proposed Transit Center near Miller Street and North Wenatchee Avenue to further improve multimodal connectivity to regional attractions in Wenatchee.	Autos, Transit, Freight, Bicycles, Pedestrians	$70.0 to $85.0
	Confluence Parkway Corridor- Additional Components	South of the Wenatchee River, Hawley Street will be extended to connect to Walla Walla Avenue to maintain and improve accessibility and connectivity between North Wenatchee Avenue and the waterfront. North of the Wenatchee River, Penny Road/Euclid Avenue and Technology Center Drive will be reconstructed to improve connections across the railroad tracks for trucks, autos, and enhance access to the Loop Trail and state park.	Autos, Transit, Freight, Bicycles, Pedestrians	$2.9 to $3.6
North Wenatchee Avenue Corridor Improvements				**$73.5 - $92.3**
4	North Wenatchee Avenue (South of Miller Street to Wenatchee River)	Upgrade existing North Wenatchee Avenue to improve safety, operations, and transportation accessibility to support business access and economic development within the corridor. Improvements include intersection capacity, new traffic signals, traffic signal interconnects, wider sidewalks, streetscape and landscaping, access consolidation, street lighting, median safety improvements, and signing and marking upgrades. In addition, construct bus pullouts and upgrade transit stops and shelters along North Wenatchee Avenue as part of intersection, roadway, and standalone improvement projects.	Autos, Transit, Bicycles, Pedestrians	$6.1 to $8.1
5	Hawley Street (North Wenatchee Avenue to Miller Street)	Construct undercrossing of railroad tracks and upgrade non-motorized facilities to improve accessibility between North Wenatchee Avenue and waterfront and connections to Confluence Parkway.	Autos, Transit, Freight, Bicycles, Pedestrians	$17.8 to $21.0
6	Pedestrian and Bicycle Bridge and Connections to Waterfront (North Wenatchee Avenue to Parks)	Construct pedestrian and bicycle bridge over North Wenatchee Avenue, Miller Street, and railroad tracks to improve safety and accessibility between commercial development and waterfront, as well as connections to new transit center.	Transit, Bicycles, Pedestrians	$10.0 to $12.0
7	North Wenatchee Transit Center and Transit Service	Construct new transit center in the vicinity of North Wenatchee Avenue / Miller Street / Confluence Parkway to provide a focal point for transit service and connectivity to North Wenatchee Avenue commercial area and waterfront. Relocate intercity, regional transit from North Wenatchee Avenue to Confluence Parkway to reduce delays along the corridor. Revise local transit service to use future roadway undercrossings at Hawley Street and/or Miller Street and upgraded circulation roads to enhance transit service coverage in corridor and areas west of North Wenatchee Avenue.	Transit	$10.0 to $15.0
8	SR 285 Easy Street / Penny Road Northbound Off-ramp	Modify SR 285 northbound off-ramp to provide new direct connection to Technology Center Drive to support growth and connectivity with Olds Station area.	Autos, Freight	$0.40 to $0.500
9	Canal Trail (Wenatchee River to Walnut Street)	Construct multi-use trail on west side on North Wenatchee Avenue using existing canal alignment and right-of-way including an undercrossing of Maiden Lane. In addition, widen or construct new pedestrian facility on west side of Wenatchee River Bridge. These improvements will provide a key non-motorized corridor to improve accessibility and safety for pedestrians and bicyclists within the North Wenatchee Avenue corridor and connectivity to the Loop Trail.	Bicycles, Pedestrians	$9.0 to $11.0
	North Wenatchee Avenue Corridor- Additional Components	Construct system of frontage and circulation roadways and upgrade existing roadways to improve safety, operations, and accessibility to existing and future businesses. Improvements would include facilities for bicyclists, pedestrians, and transit service. Work with property owners and businesses to improve internal vehicular and non-motorized circulation within and between parking lots to reduce safety and operations impacts on adjacent arterials and collector roadways, and to support economic growth through redevelopment opportunities.	Autos, Transit, Bicycles, Pedestrians	$20.2 to $24.7
			Grand Total	**$187.8 - $231.1**

HOUSING

Topics

- Purpose
- Referenced Plans
- Background
- Housing Affordability
- Housing Equity
- Housing Mix
- Maintenance & Preservation
- Generational Trends
- Goals and Policies

PURPOSE

The purpose of the housing element is to establish policy directives for future housing in Wenatchee. In addition to accommodating projected growth, these strategies are designed to preserve and protect existing neighborhoods, stabilize and enhance threatened neighborhoods, and meet the housing needs of all segments of the population including lower income and special needs groups. To these ends, Wenatchee has identified a number of components which will inform its housing policies including:

(a) Identifying the existing housing stock

(b) Determining housing preferences and demand

(c) Identifying housing types acceptable to the community

(d) Compliance with GMA County-wide fair share housing policies

(e) Implementation strategies to meet housing goals

Related to the Housing Element are the *City of Wenatchee Housing & Community Development Consolidated Plan and the 2019-2024 Chelan/Douglas Homeless Housing Strategic Plan.* The City of Wenatchee Housing & Community Development Consolidated Plan plays a significant role in the City of Wenatchee's community development activities, including housing. Required by the Department of Housing and Urban Development (HUD) as a condition of receiving federal Community Development Block Grant (CDBG) funds, the Plan analyzes factors impacting quality of life for the community's low- and moderate-income residents, including poverty, poor housing quality, overcrowding, scarcity of living wage jobs, low educational achievement, and other social issues. In addition to prioritizing the use of federal funds, the Plan's goals, objectives, and strategies provide a significant component of the City of Wenatchee's housing policy.

RCW 36.22.179 and RCW 36.22.1791 allows local governments to receive revenue from a document record fee assessed by the County Auditor's Office to address the needs of households experiencing homelessness or who are at risk of homelessness. Participating governments must prepare and enact a 5-year Homeless Housing Strategic Plan to set goals, priorities, and metrics for the use of the collected funds. The City of Wenatchee served as the administrator for Chelan/Douglas Homeless Housing Strategic Plan from 2005 – 2021 through an interlocal agreement with Chelan County, Douglas County, and the City of East

Wenatchee. Starting July 1, 2021, the City of Wenatchee and the City of East Wenatchee have partnered through an interlocal agreement to address the needs of homeless households within their boundaries utilizing funding from RCW 36.22.179, RCW 36.22.1791 and RCW 82.14.530.

The new agreement establishes a Homeless Housing Task Force with the City of Wenatchee and East Wenatchee as partners. This group is made up of local agency representatives, government officials, and community members. It meets periodically to direct the City of Wenatchee's implementation of the 5-Year Homeless Housing Strategic Plan. The Task Force reviews the goals, objectives and activities identified in the plan. These priorities guide the semi-annual funding allocation.

REFERENCED PLANS

Plans, documents or studies which have been adopted as a component of this plan or serve as adopted guidance materials are listed in their entirety under the section, Relationship to Other Plans & Studies, in the Wenatchee Urban Area Plan.

BACKGROUND

Wenatchee is a city of neighborhoods with a historical preference for single family detached housing. As Wenatchee has grown and its diversity increased, however, the demand for a wider mix of residential types including multifamily renter- and owner-occupied housing has increased and will continue to do so in the future. Rising home, construction, fuel and social costs combined with a diminishing supply of available land and changing demographics are expected to speed Wenatchee's transition from its historical development patterns to more compact urban forms.

Wenatchee's developable land supply is limited by the Columbia River to the east and the steep topography and constrained access of the foothills to the west, north and south. The current urban growth area (UGA) encompasses nearly all of the developable land contiguous to the existing city limits.

The population of Wenatchee is projected to grow by 6,093 residents over the next 20 years[6]. Based on the average local household size of 2.44 residents per housing unit, this translates into a need for 2,497 new housing units. It should be noted that this is simply the amount needed to maintain the current housing supply as a proportion of the total population. Many more units will be needed to achieve an equitable housing market. The September 2016 Wenatchee Urban Area Housing Needs Assessment cites a need for 252 new multi-family units and 675 new single family homes in the urban area[7] in order to achieve a 5% vacancy rate. These figures do not include any additional units needed to accommodate population growth.

As shown in the Land Capacity Analysis for the Land Use Element, there is capacity for approximately 4,458 housing units in the Urban Growth Area not including existing capacity in commercial zones and the Waterfront

[6] Chelan County Resolution 2015-112

[7] The urban area is a US Census Bureau geography that includes the developed land in the vicinity of Wenatchee and East Wenatchee. This includes some land that is outside the urban growth areas and excludes some land that is inside the urban growth areas.

Mixed Use District. For more details regarding the capacity for residential development, please see the Land Use Element.

Housing Units

According to 2010 Census data, the City of Wenatchee had 13,175 total housing units that year. The Office of Financial Management estimates that in 2015 there were 13,808 Housing Units in the City. Between 2000 and 2010, the total housing stock increased by 1,689 units, an average annual rate of 1.5 percent. Between 2010 and 2015 the housing stock increased by 633 units, an average annual rate of 1.0percent. This rate of growth was a little below Chelan County and Washington State during the 2000-2015 period. During the 2010 to 2015 period, Wenatchee had a higher rate of growth than Chelan County or Washington State.

Table 6 Housing Units by Area 2000-2015; Source: Washington State Office of Financial Management

	2000	2010	2015	Avg Annual Increase 2000-2010 (without annexed HU)	Avg Annual Increase 2010-2015 (without annexed HU)
Washington State	2,451,081	2,885,677	3,008,881	1.8%	0.9%
Wenatchee UGA	22,923	26,689	27,704	1.6%	0.8%
Chelan County	30,407	35,465	36,933	1.7%	0.8%
Chelan County - Unincorporated	14,180	16,858	17,562	1.9%	0.8%
Chelan County - Incorporated	16,227	18,607	19,371	1.5% (1.2%)	0.8% (0.7%)
City of Wenatchee	11,486	13,175	13,808	1.5% (1.2%)	1.0% (0.8%)
City of East Wenatchee	2,429	5,275	5,330	11.7% (4.9%)	0.2%
Note: Housing Counts for Incorporated Areas include increases attributed to annexations, subsequently the numbers are higher than they would be if they only included new construction.					
Source: Washington State Office of Financial Management April 1 Intercensal (2000-2010) and Post Censal (2010-2015) estimates of population and housing					

At the time of the 2010 Census, the US Census Bureau estimates that 0.4% of housing units in the City of Wenatchee were used "For seasonal, recreational, or occasional use" while 15.4% were used for the same purpose in Chelan County as a whole[8]. This indicates that the vast majority of the housing stock in the City of Wenatchee is in active use.

The City facilitated the Chelan/Douglas 2021 Point-In-Time Count of Homelessness. This census found that 246 people were experiencing sheltered homelessness and 99 people were experiencing unsheltered homelessness. The City also coordinated a survey of all available shelter beds, regardless of barriers to entry, and found that between short-term emergency shelter and long-term transitional housing there were a total of 412 shelter beds. It should be noted that not all shelter beds are available to all people, and many shelters reduced their capacity for public health reasons during the COVID-19 pandemic. The discrepancy between the total number of homeless individuals and the number of available shelter beds illustrates the need to lower barriers to access and increase the supply of low-barrier shelter beds until a greater share of the population is in permanent housing.

Housing Tenure

While the majority (56 percent) of households in Wenatchee owned the unit in which they lived during the 2010-2014 period, the percentage of owner-occupied units was lower than in Chelan County, which averaged 65 percent as a whole, and Washington State at 63 percent. Housing tenure, which refers to the financial arrangements under which someone has the right to live in a home, also varied significantly among Wenatchee's neighborhoods. The map below demonstrates that housing tenure varies greatly throughout the Wenatchee Urban Area. In general, the areas that were developed earlier in the city's history have higher shares of renter occupied housing units while the more recently developed areas have higher rates of owner occupied housing units.

[8] US Census Bureau 2010 Decennial Census Summary File 1 Table H5 Vacant Housing Units and H1 Housing Units

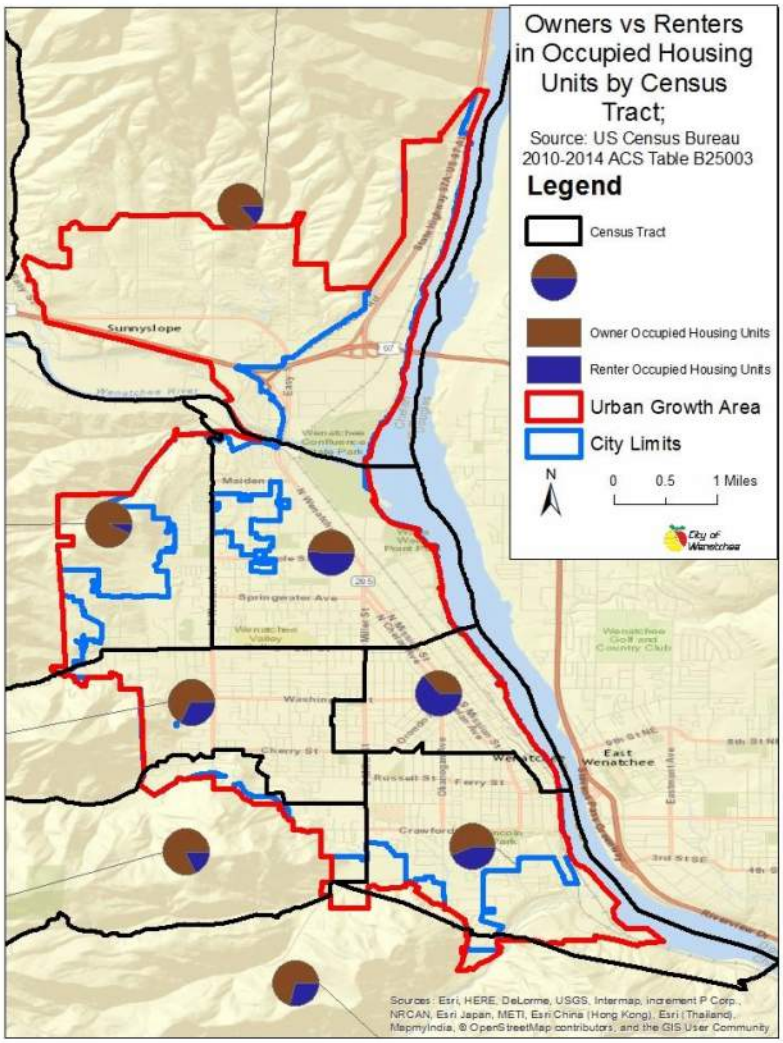


Figure 4 Owners vs Renters in Occupied Housing Units by Census Tract in the vicinity of the Wenatchee Urban Growth Area; Source: US Census Bureau 2010-2014 American Community Survey Table B25003

Housing Types

Single-family housing is the predominant housing type in Wenatchee and represents nearly two-thirds of all housing units. Although Wenatchee's total share of single-family housing units is comparable to state and national averages, the housing type mix varies significantly among Wenatchee's neighborhoods.

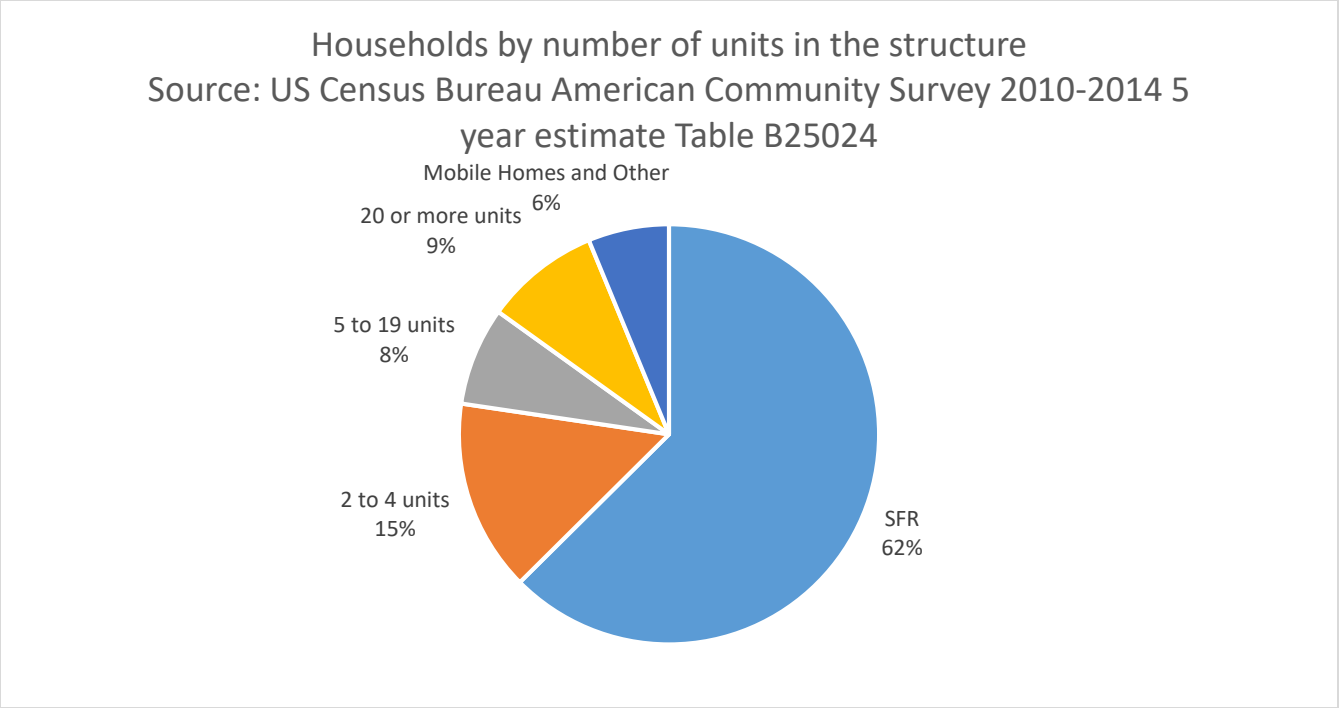


Figure 5 Households by number of units in the structure; Source US Census Bureau 2010-2014 American Community Survey Table B25024

HOUSING AFFORDABILITY

As of the 2010-2014 American Community Survey, the median value of all owner-occupied housing in Wenatchee was $199,200, lower than the median values in both Chelan County and Washington State at $247,800 and $257,200 respectively[9]. The median gross rent in 2010 of $788 was also lower than Washington State ($995), but higher than Chelan County ($785)[10]. Since 2007, however, home prices decreased until about 2012, then have begun climbing again finally reaching and even exceeding their 2007 levels. In calendar year 2015, the median home sales price was $250,000[11]. Rental prices have also risen alongside home prices.

In general, housing is considered to be affordable when it equals no more than 30 percent of household income, including expenditures for utilities. Over the years housing costs have escalated at a significantly higher rate than household incomes. This reduces overall affordability and is especially true for Wenatchee renters. According to the 2010-2014 American Community Survey, 44 percent of renters were paying more than 30 percent of their household income on housing. At the same time, less than 37.6 percent of all home owners were paying that amount[12].

Another measure of owner-occupied housing affordability is the Washington

[9] US Census Bureau American Community Survey 2010-2014 Table B25077
[10] US Census Bureau American Community Survey 2010-2014 Table B25064
[11] Pacific Appraisal Associates, P.L.L.C. (December & EOY 2015). *Snapshot.*
[12] US Census Bureau American Community Survey 2010-2014 Table GCT2515

State Center for Real Estate Research (WCRER) housing affordability index (HAI). HAI measures whether or not a typical family could qualify for a mortgage loan on a typical home. A typical home is defined as the median-priced single-family home. The typical family is defined as one earning the median family income as reported by the U.S. Census Bureau. The formula assumes a 20% down-payment, a 30 year fixed mortgage, and a household will not spend more than 25% of their income on principal and interest payments. In the case of the First Time Homebuyer's Affordability Index, mentioned below, the assumption is a home that is 85% of median price, 10% down payment, 30-year fixed mortgage, and mortgage costs that are less than 25% of household income.

As of Quarter 3 of 2015, a family in Chelan County earning the median family income had 131 percent of the income necessary to qualify for a conventional loan covering 80 percent of a median-priced existing single-family home. First-time homebuyers on the other hand are in a much different situation with 73.8 percent of the income required to make payments on a median price resale home.

The growing disconnect between both housing prices and household income and also housing supply and population growth can negatively impact the community in a number of ways. Young companies, professionals, and couples who once moved to Wenatchee for its affordability or quality of life may choose to live elsewhere or not be able to find housing at all. In some cases, families may continue to move further and further away from the traditional downtown to afford a home, thereby increasing traffic congestion and degrading air quality. In other cases, certain households may end up living in a space that is below the standard they would otherwise live at and therefore displace lower income households that would have otherwise lived there. The current housing crisis is impacting the Wenatchee area in many different ways including making it difficult for local employers to hire out-of-town job candidates for living wage jobs and adding additional financial stress to households overly burdened by their housing costs.

The Wenatchee Urban Area Housing Needs Assessment & Market Demand Study of September 2016 produced by BERK showed that many different factors are contributing to the city's current housing crisis. Some of these include rising housing costs, low vacancy rates, high rate of cost burdened households, a mismatch between household size and housing stock, inadequate supply of subsidized units, and an ongoing increase of senior residents. The housing policies contained in this element and related policies in other elements of the plan are directed at addressing these identified issues and trends.

HOUSING EQUITY

Housing equity is related to affordable housing and describes the fair distribution of housing types throughout a community. Mixed-income neighborhoods promote equity by providing safe housing environments and equal opportunities for upward mobility. The City must seek to affect the housing market in such a way that households of all income classes have equal access to education, employment, and social interaction opportunities. Neighborhoods with different housing types for different income groups also

allow residents to remain in their community or "age in place." That is, residents are able to stay close to friends and family regardless of their age or economic status by transitioning from different housing types in the same neighborhood.

The typical suburban land use/housing patterns that characterize most of Wenatchee require the use of an automobile to reach services and amenities. A lack of pedestrian and bicycle infrastructure further aggravate an already challenging situation for residents without access to an automobile. This is something that is addressed in greater detail in the Transportation Element but the relevant topic here is that some housing is located adjacent to complete, or nearly complete, transportation facilities (including facilities to safely accommodate pedestrians, bicycles, and automobiles) while other housing is only safely accessible by automobile. All residents need access to housing that matches the transportation needs of all members of their household. Some of the groups that are affected by this issue include the young (under 16years), the elderly (no longer able to drive), the disabled, and those that for financial or other reasons do not have access to an automobile. According to the US Census Bureau's 2010-2014 American Community Survey, 12.2% of the population of the City of Wenatchee had some type of disability[13]. In the same survey it was determined that 90% of households have access to one or more vehicles[14].

Concentrated affordable housing, on the other hand, can inequitably result in overcrowding, segregation, and the social isolation of lower income and special needs populations. Many of these neighborhoods do not have equal access to employment centers, public and cultural facilities, or important middle class social networks.

Development standards and practices that inhibit the development of mixed-income communities are often called "exclusionary zoning." In contrast, "inclusionary zoning," actively promotes a mix of housing options within communities. In addition to creating incentives or requirements for mixed-income housing, this strategy promotes more flexible design standards (e.g. narrow lots) within residential neighborhoods.

Narrow Lot Sizes

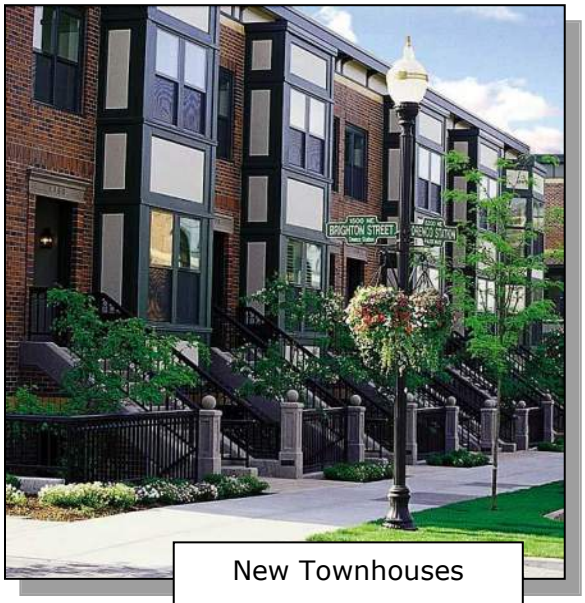
HOUSING MIX & DENSITY

A number of factors are converging in Wenatchee to warrant the provision of more compact residential neighborhoods and housing types. Wenatchee's supply of buildable land has decreased significantly as many former orchards have been sold and developed. Combined with rising construction costs and historically low

[13] Table DP02

[14] Table B25045

interest rates, the scarcity of land has driven up home prices and rents.



New Townhouses

(Hillsboro, OR)

It is no coincidence that scarce land availability and the decreasing affordability of traditional single family homes have resulted in a growing number of smaller households. These smaller households are primarily used by the elderly, active retirees, empty nesters, childless couples, single parents, and singles, for whom housing preferences and demands are different. Whereas families with school-age children tend to favor traditional single-family housing arrangements. During the 2010-2014 period, the Census Bureau estimates that only 21.6% of households include both a married couple and at least one child under the age of 18[15]. In the same survey, it was found that 60% of households were made up of just one or two people[16]. This new majority[17] of households are smaller with different needs. Subsequently they are more likely to prefer the affordability, access, convenience, and lower maintenance associated with multifamily renter- and owner-occupied units.

Between January 2010 and December 2016, the City of Wenatchee issued building permits for 669 dwelling units. During this timeframe, 305 units (46 percent) of all residential units permitted were single-family structures and 360 units (54 percent) were in structures that had two or more dwelling units. It should be noted that if the 312 unit Riverside9 apartment complex is excluded from the figures, single family residences make up 85% of the new dwelling units permitted during this time period. A wider assortment of housing types including cottage housing, townhouses, condominiums, and accessory dwelling units (ADUs) would be more responsive to market dynamics, help increase affordability, expand home ownership, conserve space, and yield cost efficiencies for both the private and public sectors.

[15] US Census Bureau 2010-2014 American Community Survey Table S1101

[16] US Census Bureau 2010-2014 American Community Survey Table B11016

[17] According to the US Census Bureau's 2010-2014 American Community Survey (Table S1101), 21.6% of households in the City of Wenatchee included a married couple and at least one child under 18 years of age.

HOUSING MAINTENANCE & PRESERVATION

Whereas well-maintained historic homes and districts can significantly increase property values, tourism, affordable housing opportunities and neighborhood cohesiveness, poorly maintained older housing can depreciate property values while proving dangerous and unsightly. Although many of Wenatchee's historic homes and neighborhoods, including the Grandview Historic District, have been well preserved over the years, many others have been neglected. In 2002, a visual assessment of the South Wenatchee neighborhood (south of downtown, east of Okanogan Street, west of Chelan/Mission Street, and north of Crawford Street) found that an estimated 50 percent of homes required rehabilitation.

The easiest way to provide housing and make it affordable is to preserve the existing stock. Construction of new real estate expands the available building stock and generally induces movement toward newer housing products. Upward movement to higher-valued real estate parallels the downward "filtering" of existing real estate. As most structures age, wear, and become obsolete, they filter down to lower-income occupants[18]. The process enables lower income households to move up as well, and to occupy units that at one time had been the preserve of middle- or even upper-income households.

This natural recycling or "filtering" of previously owned housing relies on private maintenance and investment. If homes are allowed to deteriorate beyond the point of safe habitability,

the supply of affordable housing is diminished. Communities whose officials recognize this and take timely actions are most likely to preserve historic housing stock. With public and private resolve to maintain homes and neighborhoods, buildings can last hundreds of years.

In addition to adopting its first historic district, Wenatchee has begun to address housing preservation by utilizing the special property valuation for historic structures. This program allows historic property owners that make qualified improvements to designated structures to deduct the cost of making the improvements from the assessed value of the home for a period of 10 years if the cost of the qualified work exceeds 25% of the current assessed value.

Generational Trends

[18]Bear, William C. and Christopher B. Williamson, "The Filtering of Households and Housing Units." *Journal of Planning Literature* 3:2 (1988), 127-152.

There are shifts occurring and projected between the housing preferences of the various generations currently in the housing market. Millennials, who are typically defined as those born between 1980 and 2000, have so far demonstrated a preference to live in large urban centers as they get their education and start their careers. However, as they enter into a phase of life where they consider starting families, that preference is changing. While some will stay in dense urban areas, many are seeking a version of the suburban setting and lifestyle that they may have experienced growing up. That setting and lifestyle however, will have some distinct differences. Millennials are seeking some urban amenities while still having the benefits of a single-family home with a yard. Many desire walkable neighborhoods with reasonable pedestrian access to basic services such as a grocery store or school. Many invite greater diversity and variety in their surroundings, eschewing the "cookie cutter" subdivisions that they may have grown up in. In many cases this might mean that they end up purchasing a higher-density form of housing such as a townhouse or even a condominium if needed to allow them access to the lifestyle they desire. Furthermore, given the substantial student debt many carry as well as the lower wages many are earning, millennials are generally apprehensive or unable to take on a mortgage. Having watched, and in some cases experienced, the housing crisis during their formative years, millennials are expected to take a different approach to housing than previous generations. Affordable units for both rent and sale will be necessary.

Baby Boomers, who were born between 1943 and 1964, are in the process of entering retirement. Many are preparing for the time when they will have diminished mobility. Some are retrofitting their suburban homes to accommodate wheelchairs and live-in caretakers while others are moving to appropriately designed units in urban areas where they can age in place even after they have to give up driving. Nearly all will need to give up driving at some point in the coming decades. For those living in suburban homes far from services, this will likely require them to sell their home at some point if they don't have access to or can't afford the services they need at that location.

Due to the situations described above, as well as other situations described in this element, it is important for regulations to be adopted that will allow existing housing stock to be retrofitted, and new appropriately designed housing, to be constructed to meet current and future demands. This might include accessory dwelling units, conversion of large homes to include multiple living units, small infill projects such as small multi-unit or multifamily structures, or conversion to a coliving scenario or group home.

The two charts below demonstrate that the age makeup of the City of Wenatchee has some of the same general characteristics as the nation as a whole with definable generational groupings for baby boomers and millennials.

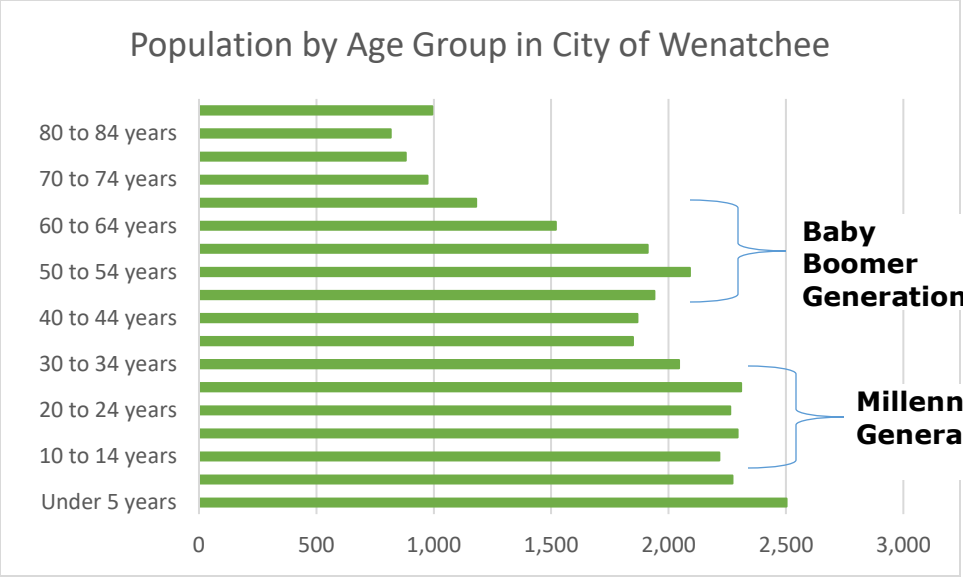


Figure 6 Population by Age Group in City of Wenatchee; Source US Census Bureau 2010 Decennial Census SF1 Table DP-1

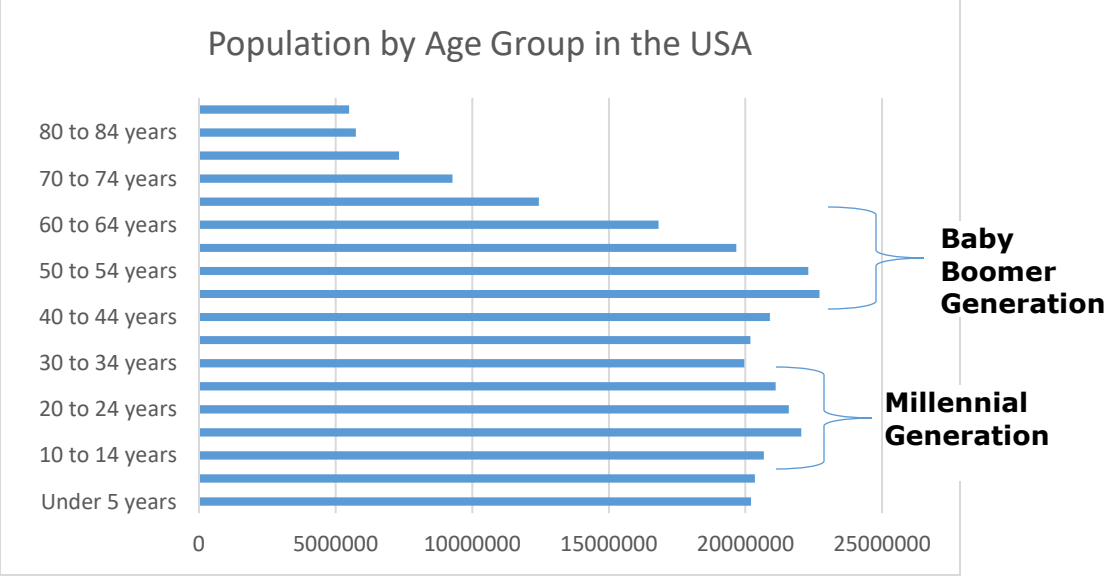


Figure 7 Population by Age Group in the USA; Source US Census Bureau 2010 Decennial Census SF1 Table DP-1

Source: US Census Bureau 2010 Decennial Census Table Summary File 1 Table DP-1

The chart below demonstrates that residents age 65+ make up a significantly higher share of the population in Chelan County than in the state as a whole. Residents age 20-39 make up a significantly lower share of the population than the state as a whole. Residents 40-64 and 0-19 make up very similar shares when Washington State and Chelan County are compared. It should also be noted that the shares of 0-19 and 20-39 age groups, which include millennials, decreased over the 15 year period

shown while the 40-64 and 65+ age groups increased. This chart demonstrates that elderly residents will likely continue to make up an increasing share of the population and the built environment, including residential development, should be built and/or retrofitted to meet their needs.

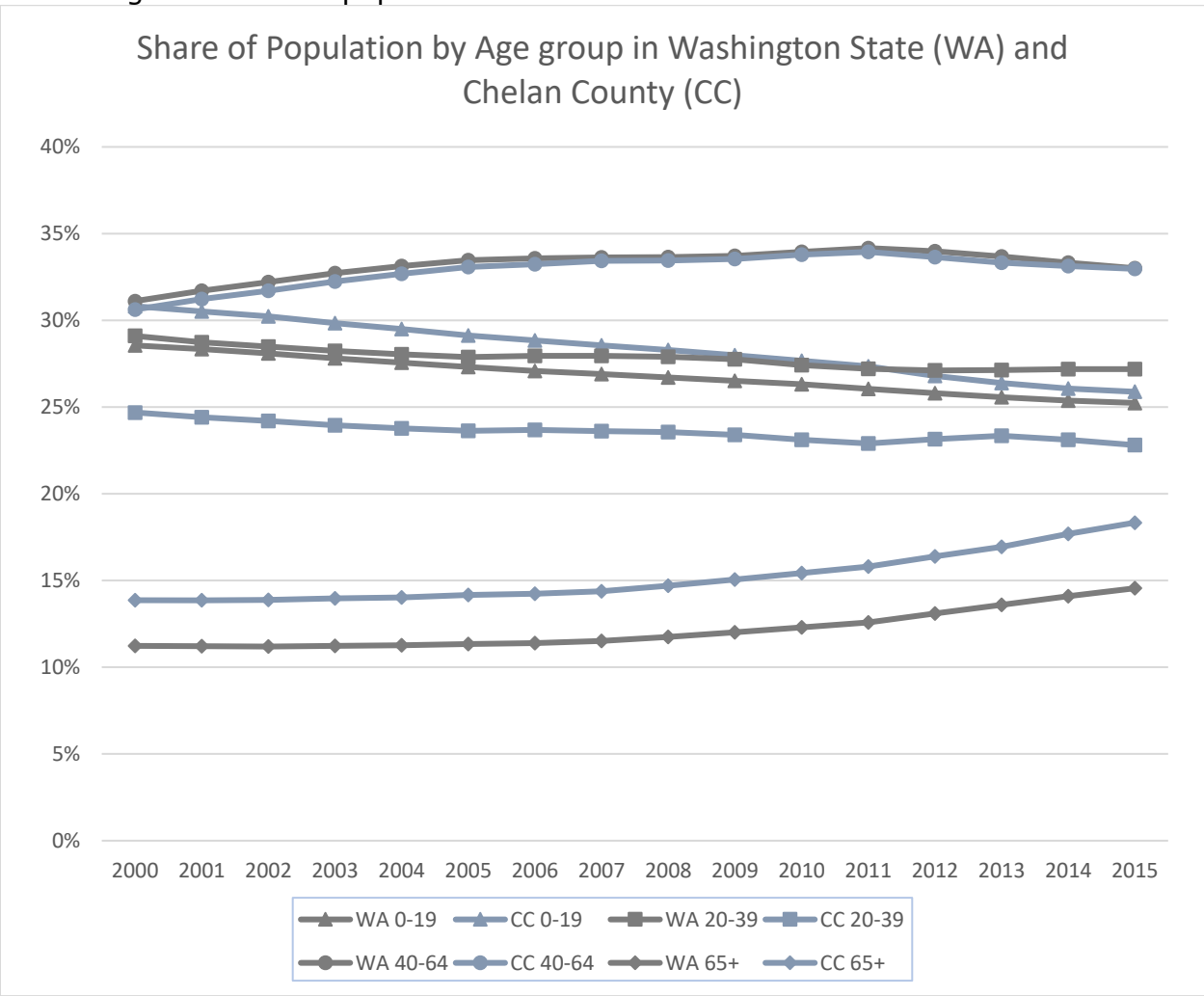


Figure 8 Share of population by age group in Washington State (WA) and Chelan County (CC); Source: Washington State Office of Financial Management Intercensal Estimates of April 1 Population by Age and Sex: 2000-2010 and Small Area Demographic Estimates 2000-2015

GOALS AND POLICIES

GOAL 1: HOUSING AFFORDABILITY - *Encourage the availability of affordable housing to all economic segments of the population.*

Policy 1: Develop and implement regulations that allow targeted densities to be achieved with reasonable likelihood while mitigating potential negative impacts.

Policy 2: Provide incentives including density bonuses, parking reductions, and flexible design standards to developments that include a percentage of affordable units to households at 30%, 50%, and 80% of median income. Said incentives should be regularly reevaluated to ensure that they target specific burdens to development that are hindering production of new units.

Policy 3: Promote residential development of infill sites throughout the urban area by increasing densities where appropriate.

Policy 4: Work in concert with private and nonprofit developers to facilitate the provision of new affordable rental and owner-occupied housing. Expand outreach and marketing to both local and non-local housing developers to ensure that a diverse group of potential developers are aware of the many opportunities and benefits of building in the Wenatchee Valley.

Policy 5: Develop and implement regulations that encourage transit oriented development in select areas such as in the vicinity of Columbia Station.

Policy 6: Study the need for additional standards to accommodate and/or regulate alternative housing situations such as co-housing, co-living, and transient rentals (vacation rentals, Airbnb, etc).

Policy 7: Review parking standards for multi-family developments to ensure they match typical demand. Collection of parking data at multi-family residential sites is likely necessary to complete this task.

Policy 8: Work to inform the development community about opportunities for assistance with building affordable and/or high density housing. These opportunities may include but not be limited to tax credits, low interest loans, development incentives, etc.

Policy 9: Increase market rate housing supply in order to meet the housing needs for local employers and employees and reducing the number of affordable units occupied by households with moderate to high incomes.

GOAL 2: HOUSING EQUITY – *Promote diversity in neighborhoods throughout the urban area. The types of diversity should include, but are not limited to, mixed-income, mixed-generational, mixed-race, mixed-ethnicity, and mixed-physical-ability populations. Seek to develop a built environment that affords all residents equal access to civic, educational, economic, and social opportunities.*

Policy 1: Strive to increase class, race, and age integration by equitably dispersing affordable housing opportunities. Discourage

neighborhood segregation and the isolation of special needs populations.

Policy 2: Facilitate lifecycle or "cradle to grave" neighborhoods and community stability by promoting alternative living arrangements such as accessory dwelling units (ADUs), shared housing, co-housing, and smaller housing types.

Policy 3: Support variable lot sizes in new subdivisions and housing type diversity within development projects.

Policy 4: The installation of an accessory dwelling unit in new and existing single-family dwellings shall be allowed in residential zones subject to specific development, design and owner-occupancy standards.

Policy 5: Study options or tools available for regulating the conversion of multi-family housing to condominium conversions to have a no net loss of affordable rental housing stock.

Policy 6: Continue to study and monitor opportunities for accommodating national trends in alternative and affordable housing.

Policy 7: Accommodate the housing needs of baby boomers and senior households as this demographic increases their share of new housing demand.

GOAL 3: HOUSING MIX & DENSITY ***– Provide an adequate distribution of housing types consistent with land constraints and changing market demographics and preferences.***

Policy 1: Expand housing options to better reflect changing market demographics. This may include, but not be limited to, additional studio or one bedroom rental units.

Policy 2: Adopt more flexible design standards that permit the construction of different housing types (e.g. narrow lots) compatible with surrounding neighborhoods.

Policy 3: Facilitate housing development in the Central Business District and other mixed use areas close to employment, cultural and shopping opportunities.

Policy 4: Explore and support tax exemptions for new and rehabilitated housing units that provide certain kinds of public benefits.

Policy 5: The city may not enact any statute or ordinance that has the effect, directly or indirectly, of discriminating against consumers' choices in the placement or use of a home in such a manner that is not equally applicable to all homes, except as allowed by RCW 35A.21.312 as now or hereafter amended. This speaks directly to manufactured homes and group homes.

Policy 6: In low to moderate density neighborhoods, seek to accommodate a range of multi-unit housing types compatible in scale with single family homes that help meet the growing demand for walkable urban living. These building types referred to as "Missing Middle Housing", help bring together the walkable streetscape as they diversify the choices available to boarders of different age, size and income. These units may include but not be limited to:

- The size and shape of stacked duplexes
- Bungalow courts
- Carriage houses

- Four-plexes
- Small multi-plexes
- Townhomes
- Live-work units
- Courtyard apartments.

Policy 7: Two thirds of the housing units in the Wenatchee area have three or more bedrooms while 60% of Wenatchee's households only have one or two members. Increase housing opportunity from the current 11% of supply for single bedroom or studio units to better meet the needs of the majority of Wenatchee's households.

Policy 8: Evaluate and determine appropriate corridors and standards in the Central Business District designation and it's associated overlays where new or converted multi-family residential units which include ground floor units, would be beneficial to the District. Adding population within the District can provide activities and new uses of the spaces in the downtown on weekends and evenings in addition to needed multi-family housing units. Corridors chosen must be sensitive to maintaining and supporting Wenatchee's historic mainstreet emphasis and recognize opportunities with changing demands in retail markets by providing additional support for downtown businesses with a mixed use approach.

GOAL 4: MAINTENANCE & PRESERVATION – ***Preserve and enhance the value and character of neighborhoods by improving and extending the life of the existing housing inventory. Give special priority to the maintenance of historic properties and the retention of existing affordable housing stock.***

Policy 1: Preserve and protect older neighborhoods that demonstrate continuing residential viability.

Policy 2: Encourage private reinvestment in homes and neighborhoods by providing information, technical assistance, and referrals to appropriate agencies and organizations.

Policy 3: Encourage homeowners to take advantage of existing maintenance and preservation programs, services, and resources including the Historic Preservation Tax Credit.

Policy 4: Leverage private investment in distressed neighborhoods through strategic infrastructure and service improvements.

Policy 5: Support the creation and preservation of manufactured home parks as an important source of affordable housing in the city.

Policy 6: Raise awareness of available incentives for the creation of or conversion to multi-family housing such as the multi-family tax exemption

Policy 7: Partner with landlords to investigate a rental registration program with the goal of promoting crime-free housing and improved neighborhood living conditions.

Policy 8: Preserve the local rental inventory through local code enforcement efforts to promote the safety and quality of rental housing and to encourage landlord compliance.

Policy 9: Single family homes in commercial and mixed use designations continue to serve a role in providing affordable housing units in the city. Evaluate non-conforming

standards and determine if changes should be incorporated which accommodate minor additions and renovation of structures as an existing permitted use, prior to the site or structure converting to intended uses of the specific land use designation

GOAL 5: COORDINATION – Work cooperatively with other agencies, non-profits and housing advocates to address housing availability to all economic segments of the population.

Policy 1:

Land availability and the cost of property for market rate and affordable housing has been identified as a barrier to the development of new units. The city should encourage creative solutions to securing land for desired housing outcomes including but not limited to securing abatement and foreclosure properties, establishing a housing land trust, and working with housing providers to capitalize on land purchase opportunities.

Policy 2: Work cooperatively with Chelan and Douglas counties, and the cities within, to address regional housing issues, including homelessness and farm worker housing.

Policy 3: Coordinate with the Homeless Housing Task Force to develop and implement priorities identified in the Five-Year Homeless Housing Strategic Plan.

Policy 4: Coordinate with regional agencies to stay abreast of and share in the responsibility for achieving a reasonable and equitable distribution of affordable housing to meet the needs of middle and lower income persons.

Policy 5: Create and maintain an economic analysis to determine baseline development costs and financial returns for various housing types. This analysis should be created and maintained with input from developers with local experience. The results should be used to inform regulatory and policy decisions.

Policy 6: Work with homeless service providers in the continuum of care to pursue homeless outreach efforts and services adequate to ensure all unsheltered homeless individuals have access to low-barrier shelter beds and wrap around services.

GOAL 6: – Seek to remove identified impediments to fair housing.

Impediment 1: Lack of access to permanent housing with supportive services for persons with disabilities, including persons with development disabilities, mental illness, and chronic substance abuse

Policy 1: Support permanent supportive housing and associated services for the disabled and special need populations. Seek cooperative efforts of local government, local lenders, landlords, realtors, legal assistance, counseling programs and the state to expand the set of educational and support tools for targeted populations.

Impediment 2: Disadvantaged populations often lack the necessary skills and knowledge to obtain and remain in affordable housing

Policy 2: Support community organization efforts to provide low-and moderate income persons with tools

and understanding to prevent poor credit and rent histories. Focus on improving skills and knowledge of budgeting, home maintenance, credit management, loan terminology and financing, real estate transactions, tenant/landlord relations, and the dangers of predatory lending. Encourage bi-lingual instruction and support local banking and real estate efforts to provide culturally sensitive, bi-lingual assistance to homebuyers, renters and borrowers. Continuing to support English as a second language classes is also encouraged.

Impediment 3: Disadvantaged populations often lack the necessary skills and knowledge to obtain and remain in affordable housing

Policy 3: Maintain and expand as feasible the dissemination of information and education on Fair Housing rights and obligations of tenants, homebuyers, lenders, and landlords. Maintain and update fair housing information on the City's website; encourage key community agencies to include similar information on their websites. Support efforts for conducting bi-lingual workshops and informational meetings targeting low- and moderate income persons, the disabled, landlords, Hispanics and other linguistic minorities as well as protected groups.

ECONOMIC DEVELOPMENT

TOPICS

- **Introduction**
  - Vision Statement
  - Purpose
  - Key Strategies
- **Economic Data / Overview**
  - Location / Land use
  - Demographic Profile
  - Economic Profile
    - Household Income Distribution
    - Workforce Profile
    - Economic Sectors
    - Gross Domestic Product (GDP)
    - Sources of Revenue
- **Facilities and Infrastructure**
- **Quality of Life**
- **Goals & Policies**

INTRODUCTION

The economy of the Nation, World and right here in Wenatchee is in a period of dynamic change that will likely be on par or exceed the impacts of the industrial revolution. The technology revolution is changing everyday life and is fundamentally changing the basis for our economy. Enabled by high power communication and technology, the future economy will likely be based on creativity rather than knowledge. The rate of change is exponential as value is being developed on a daily basis through fundamentally new ways of doing business.

Cities are where over 75% of all economic activity occurs and it is growing tremendously as urbanization will likely continue as a major social change. Given these changes, cities have exciting opportunities along with challenges to: facilitate or remove barriers to technological advances that improve the economy and quality of life and two adapt to new ways of business while providing effective governance. Cities are engaging in economic development to help address these opportunities and challenges. Public-Private partnerships are becoming more commonplace in addition to the need to facilitate economic development to create a sustainable revenue stream such that all government services can keep up with the demands of a new economy.

It is the objective of the City to engage staff in economic development to help the symbiotic relationship of government and private business. Both require each other in a balance to sustain a healthy economy. A healthy economy where there are ladders of opportunities for all to maximize their life outcomes is the intended outcome. This element of the Comprehensive Plan is intended to bridge many other elements as they relate to economic development.

VISION STATEMENT

Wenatchee's economy will be the vibrant foundation of North Central Washington and serve as the bridge between the technology industries of Western Washington and the agricultural industries of Eastern Washington. Businesses will have access to a wide array of support services and will enjoy

positive relationships with Wenatchee residents, officials, and City staff. The needs of residents and businesses will be enhanced making Wenatchee a great place to live, work, play, and visit. The local economy will thrive, and a diverse array of goods and services will be provided to Wenatchee consumers. Development will be encouraged and will occur within building Wenatchee's character as outlined in this Plan.

PURPOSE

The Economic Element addresses business and community development policy issues at the regional, citywide, and district levels. This Element has been prepared to emphasize compatibility, diversity, growth, and flexibility. Implementation of this Element will take place over time and will require the coordination with other local agencies including East Wenatchee, Douglas and Chelan County, the Port Districts of Chelan and Douglas Counties, the Wenatchee School District, and the Chelan County Public Utility District. The City of Wenatchee government will promote efficient and streamlined services while building and maintaining critical infrastructure necessary for growth. Partnerships will be a key to maximizing the efficacy of Economic Development efforts as outlined in the 2016 Our Valley Our Future Action Plan. Some of the key elements of this plan for our valley are a continuation of the 2000 Center for New West Study; A High Performance Strategy. Much progress has been made and much more is necessary.

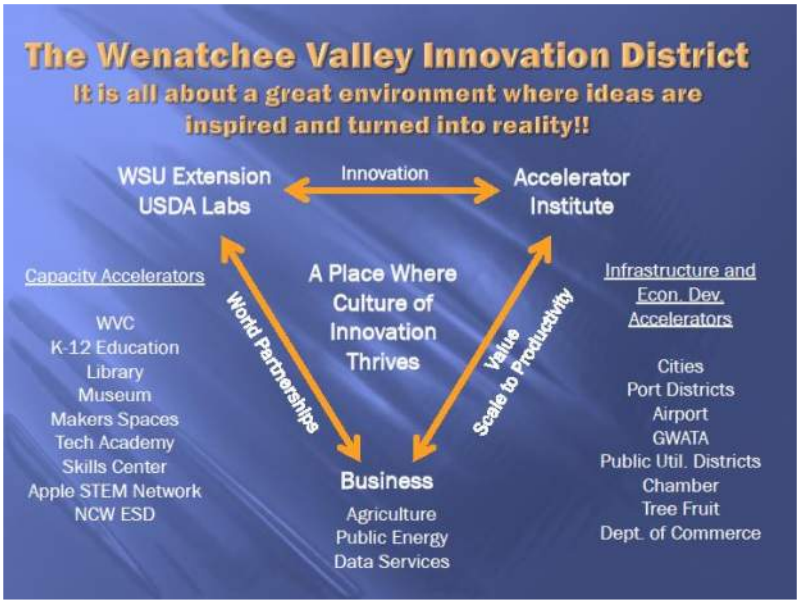
KEY STRATEGIES:

A number of high-level key strategies are identified below as methods to measurable outcomes of economic growth. These strategies are also identified in the Our Valley Our Future plan. The reader is referred to that plan for a more comprehensive list of strategies at the local and regional level. As discussed later in this Chapter, the area's gross domestic product (GDP) and income levels in the urban area have stabilized over the past five years, although there is room for improvement. Expanding economic opportunities for all increases the overall well-being of the community in terms of living wage jobs with purpose, lowering health and social burdens, and increasing incomes in families. This results in increased revenues for governmental services necessary to support a community's overall well- being.

1. Improve K-12 Education. A high quality K-12 education system that is adapted for a future economy while providing all children to learn in a manner with the greatest opportunity to succeed is the number one requirement for successful economic development. Without an effective K-12 education system, gentrification results as students fall further behind. This is Wenatchee's current situation with over 60% of the school district students qualifying for free and reduced lunches. This combined with many students dropping out of school early sets the region up for a poor outcome as these students enter young adulthood. In addition, K-12 education system ratings are a must for attracting new talent to move to the city. This is especially important as the millennial generation bubble is starting to have children who will be entering the school system.

2. Develop a technical STEM High School combined with Skills training. Innovation high schools are being developed as an efficient method of providing relevant educational opportunities to high school aged students with a focus of preparing them

for the highly technical career opportunities that exist today. A third high school is needed in the Valley to take the growth burden off of both Eastmont and Wenatchee High Schools. A technical school could be constructed next to the Skills Center in Olds Station as part of the ESD to serve multiple high schools. Collaboration between the School Districts is essential. The cost of a new technical focused facility would likely be much lower due to the lack of costly athletic facilities.



3. Continue work to develop 'Maker' opportunities for both youth and adults. Engaging the creative human spirit to develop economic value is the basis for today's economy. Continue developing the Maker community initiated by the Mayor's Maker Challenge. Makerspaces can be developed in various fashions to serve youth, adults, college level, visitors, and underserved folks.

4. Develop an innovation district that is well suited for our region based on our assets of agriculture, energy production, water, and environmental stewardship. Energy research is also an opportunity to find ways to save energy with more efficient equipment such as data farms. An innovation district helps develop a culture of innovation that values education and skills development. Successful innovation districts are carefully developed blending University research with specific innovation development combined with scaling its use in the private sector. An innovation district is also characterized by a very special place where people want to be to collaborate and share ideas in the open source based economy.

5. Foster and develop a startup community. Startups are where most of the economic growth can be expected in today's economy. Supporting a venture capital or angel investor network is an important element to a startup supportive culture. In addition, support services and mentorship increase the likelihood of success. The Okanagan Innovation Center in Kelowna BC is a great example of a facility and a community highly invested into startup based economic growth.

6. Support Wenatchee Valley College entrepreneur programs and economic gardening. This program is designed to scale businesses to the next step by growing existing businesses. Economic gardening is one of the fastest ways to see economic growth.

7. Support and improve tourism. Tourism not only provides direct economic benefit, but also provides a high degree of exposure to a community. Making sure visitors experience is exemplary is a key. This includes making sure that the community is clean and attractive in terms of aesthetics of both public and private infrastructure. Some would argue the

most important city job is street sweeping because nothing says more about a city than how the streets appear.

8. Work to develop additive manufacturing opportunities. Since this region does not have large expanses of land or freeway freight access, additive manufacturing could take advantage of reliable hydropower to provide high paying technology based manufacturing jobs.

9. Pursue being part of the Seattle and Bay Area (San Francisco) super economies. Connections to both areas are prevalent due to data farms and the recreational proximity of Wenatchee to Seattle. Understanding where support services or business expansion can occur to take advantage of Wenatchee's more affordable cost of living is a key strategy to bringing talent Wenatchee. This strategy involves making Pangborn Airport the absolute best and most reliable small city airport with non-stop service to the Bay area.

10. Pursue data farm development. Data services is one of the critical legs to the technology based economy. Data farms provide a tremendous economic impact in terms of construction and then operations as well as equipment upgrades. Selling reliable hydropower at market prices provides an amazing economic impact in terms of tax revenues to the schools and other governmental services. The direct jobs and supporting contracted services are also high paying jobs. Selling the power allocated to Alcoa to a fortune 500 data company would produce a positive impact to the community. Given space is limited, there is not much opportunity for large data farms and thus it is recommended to work with the PUD to free up power sooner than later which will help our K-12 system dramatically.

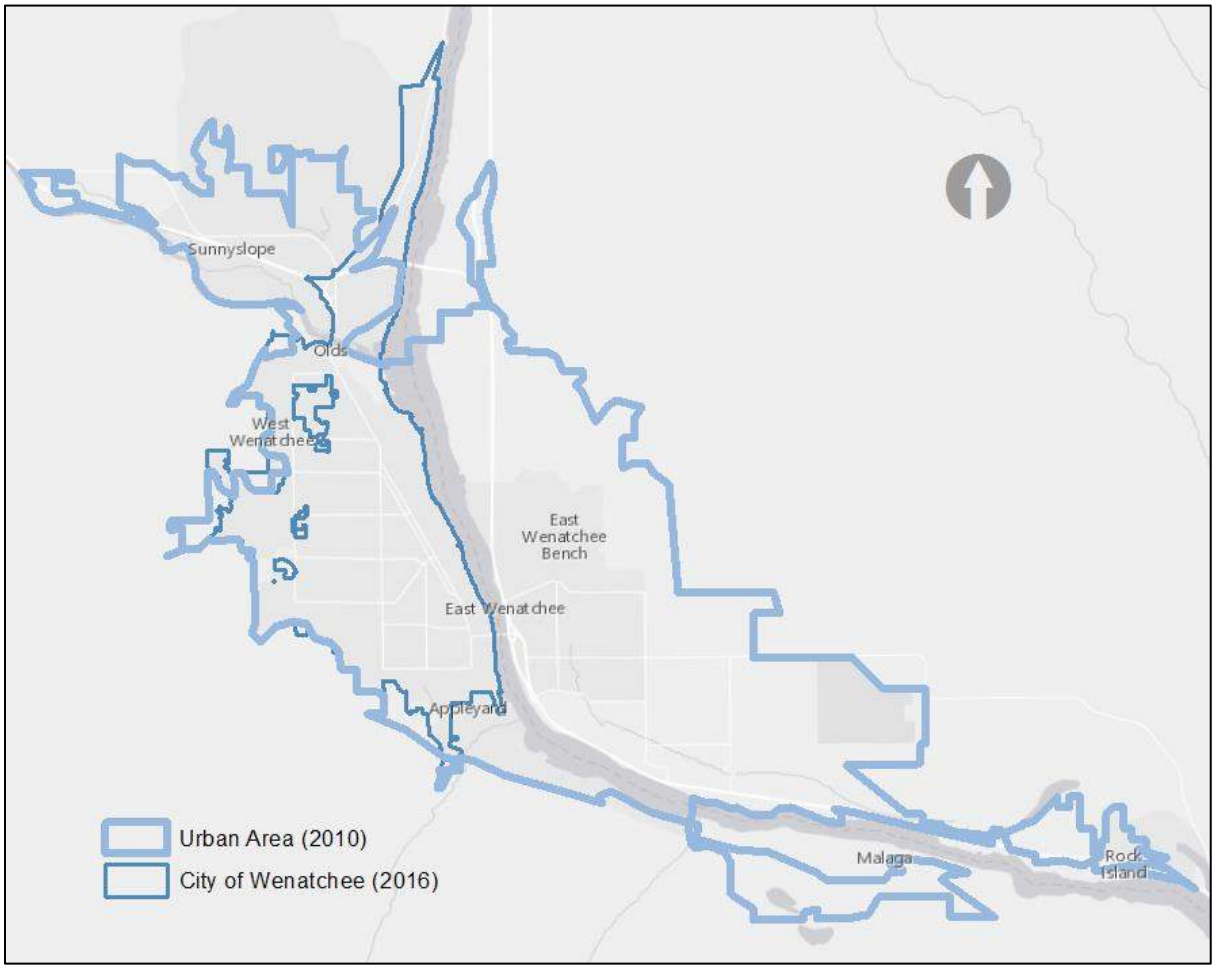
11. Recruit wealth. Many people are moving to Eastern Washington to take advantage of the lifestyle and sunshine. Importing wealth from the Seattle area helps local business and provides an opportunity for investment in private infrastructure, which carries forward to the next generation.

12. Recruiting new businesses is extremely difficult unless a niche is identified. However, targeting businesses that need clean and reliable hydropower and a place for their employees to live that is unparalleled in the Northwest is becoming easier due to the high cost of living and business operations in major metropolitan areas. Recruiting business also require an in depth knowledge of our economy and how specific businesses fit. Recruitment should be performed on a Valley wide basis.

13. Recognize, support, and promote recreation as an asset within the region. Wenatchee’s access to numerous recreational activities distinguishes this area from many other communities. Recreation is also significant in its capacity to attract new residents and visitors to the area, promote health within the local population, and enhance the area’s overall quality of life.

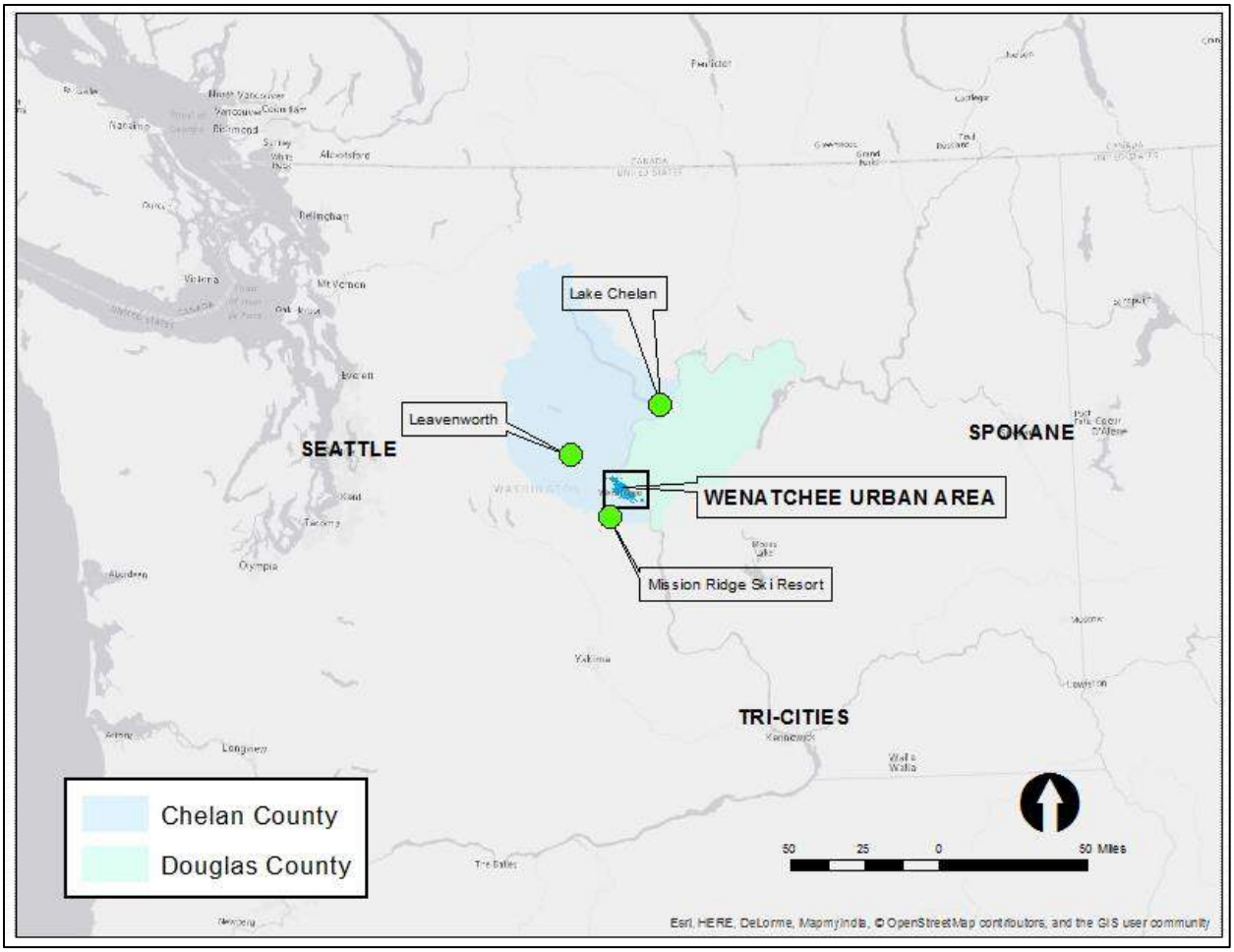
ECONOMIC DATA / OVERVIEW

LOCATION / LAND USE



The Wenatchee Urban Area (US Census Bureau designation) is located within both Chelan and Douglas Counties and comprises the cities of Wenatchee, East Wenatchee, portions of Malaga, and Rock Island. The map below shows the central location within the state and relative location to the larger regional economies of Seattle/Tacoma, Spokane, and the Tri-Cities.

The Mission Ridge Ski Resort and the cities of Leavenworth and Chelan are recognized as major attractions within a larger regional tourism area that draws thousands of outside visitors annually.



LAND USE

Many of Wenatchee's commercial districts have naturally evolved and expanded over the past half century. Revitalization planning efforts within these areas can result in many benefits, including increased tax revenues, local job opportunities, diversity, and visual/physical improvements. To this end, the City has undertaken cohesive and defined planning efforts within these areas to promote development, reinvestment, and business growth.

- The **North Wenatchee Business District** is characterized by a concentration of national chain store brands and auto-oriented businesses such as drive through restaurants, car dealerships, and grocery stores. This area currently generates the highest sales tax revenue in the City. Opportunities for additional growth in serving Highway 2 traffic and Upper Valley residents will expand with efforts to improve the aesthetics of the Arterial street system in North Wenatchee and adapt to a more favorable business district and gateway to the city.

Redevelopment planning within the area of commercial and industrial uses near McKittrick Street are designed to mitigate the existing north-south auto corridor development pattern. This plan identifies a new vision of coordinated retail, office, residential, and light industrial land uses.

Together these uses establish a complete neighborhood and new east-west gateway connection to the Waterfront.

Completion of the annexation of Olds Station, north of the Wenatchee River, presents an opportunity to coordinate, compliment, and expand new growth. The Olds Station area is identified as an area well suited for a Sub-Area Planning process. The goal of this effort should be to identify opportunities that complement the North Wenatchee Avenue sub-area planning process as its build out occurs.

- The **South Wenatchee Business District** contains a broad range of locally owned businesses and services ranging from pedestrian accessible to auto oriented. The physical characteristics of the area include elements of Historic Downtown along South Wenatchee Avenue where buildings have direct presence and frontage along the sidewalk.

The 2016 South Wenatchee Sub-Area Plan identified that this area's cultural diversity as a key asset that should be utilized to stimulate opportunities for expanded growth. As a district of opportunity, lower rents and property values are an incentive to reinvestment that will allow the area's entrepreneurial spirit to flourish.

- The **Central Business District** (Downtown) is the living and physical connection to Wenatchee's economic and cultural history. Architecturally notable brick buildings, pedestrian friendly streetscapes, and variety of local retailers, restaurants, and professional services create a unique sense of place that serves as the City's 'experience retail' center. Analysis of the current businesses identifies there is room for additional retail activity. Doubling the annual gross revenues to achieve 100 million in gross revenue over the next 20 years is a quantifiable target. Increasing entertainment and nightlife attractions is an opportunity to increase gross sales within existing spaces.

New multi-family development should be incentivized through expanding the City's Multi-Family Tax Exemption Program and public private partnerships. Increasing the number of dwelling units and residents within the downtown would add

to a greater sense of the area's vibrancy. Vacant upper stories are recognized as an opportunity to assist in this effort.

Implementing strategies aimed at increasing business efficiencies and sustainability are key to continued growth within Downtown. The City's recently completed Downtown parking study is an example of this effort. The study identifies there is significant availability and capacity although parking is underutilized. To increase efficiency, removing parking requirements for existing buildings is a recommended strategy. Structured public parking is a long term means to parking sustainability and should be evaluated for funding opportunities. To this end, public-private partnerships are a potential opportunity for creating structured parking.

- The **Waterfront Mixed Use District** is an example of the City's successful joint planning efforts with the Chelan County PUD to revitalize an area previously characterized by industrial uses. The composition of recreational opportunities, pedestrian streetscapes, new multi-family residential, and proximity to the waterfront PUD park system distinguishes this area. The Regional Events Center also established a large-scale venue for performing artists and community events that was not previously available within the region.

Community gathering spaces such as the Pybus Public Market exemplify the momentum and character that high quality redevelopment can carry throughout an entire district. The Wenatchee Waterfront Sub-Area Plan implementation has resulted substantial positive change, establishing new businesses including hotels, restaurants, craft breweries, recreational services and needed multi-family housing units. Continued development will result in hundreds of additional housing units, retail, office, and service businesses that will serve to increase the City's employment base.

Notably, in 2009, the City of Wenatchee became a participant in the State program known as Local Revitalization Financing (LRF). The LRF program provides an annual state sales tax credit of up to $500,000 (resulting from increased sales tax generation in the district) to pay for bonds that are used to finance district public improvements. To date, the Waterfront LRF District has increased recurring annual gross sales from roughly 9 million dollars in 2009 to over 23 million dollars in 2016; new construction has increased the taxable assessed value within the district by more than 33 million dollars.

The Port of Chelan County and Library District collaborated in the LRF District to allocate a portion of their annual property tax collections from new development for use toward revitalization efforts. The coordination of agency resources continues to be instrumental in achieving the full potential of the planned Waterfront.

- The **Office Mixed Use and Residential Mixed Use Zoning Districts** serve as transition areas between residential neighborhoods and commercial areas. These mixed-used districts offer a variety of uses that have seen successful redevelopment of residential structures into new services such as professional offices and services. Additional growth within these areas is likely as the adjoining commercial districts evolve.

- Wenatchee's **Industrial Zoning Districts** are an important component of the local economy and provide capacity for current and future industry needs. Relative to Wenatchee's total land area,

industrial properties and uses were once a much larger proportion of the City's land area; especially along the waterfront.

Changes in technology, global markets, and environmental practices have resulted many local industries relocating outside of the city limits to regional industrial parks. This trend has been met by the planned transition of former waterfront industrial properties into productive commercial and residential uses and a world-class riverfront park system.

The City's current industrial properties meet today's need for uses that would, by nature, not be compatible in other districts. These uses include warehousing, storage, service, and manufacturing operations.

As future industrial needs change with technology advancement, the current industrial land capacity is well suited for adaption to meeting new demand. The region's hydropower and ample water resources are an incentive and opportunity to realize growth in many existing and underutilized industrial areas.

Expansion of the City limits into the commercial and industrial areas north of the Wenatchee River (Olds Station) has provided additional capacity and opportunities for this growth.

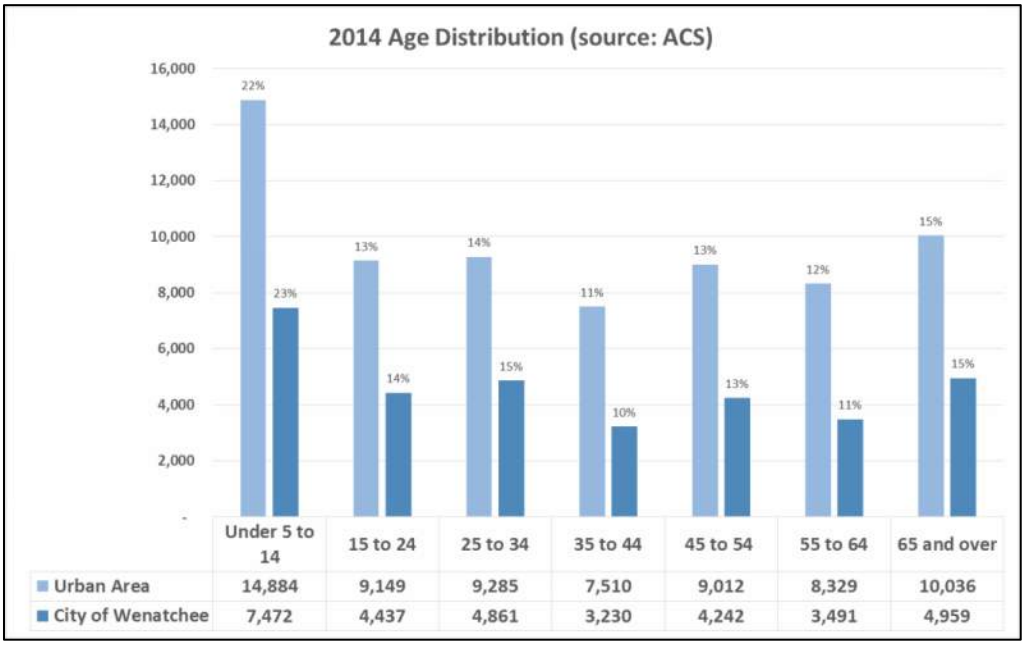
- **Residential Zoning Districts** – Wenatchee's business license data indentifies that a substanital number of home based businesse are found thoughout the residential districts. Many of these home based businesses are individuals and professionals that require low overhead. Home based businesses are recognized as a potential growth oppurtunity that will expand with advancements in information technology; allowing individuals to work fully in a mobile evironment.

District	Gross Acreage (excluding ROW)	Area Percentage	Private Acreage (Excludes Public)	2015-16 Gross Taxable Sales (millions)	Taxable Sales Per Acre	Taxable Sales Per Land Area Sq. Ft.	Estimated Number of Individual Businesses (source city business license)
Central Business District	118	1.57%	90	40.6	$451,111	$10.36	419
North Wenatchee Business District	388	5.17%	375	320	$853,333	$19.59	363
South Wenatchee Business District	83	1.11%	80	32.2	$402,500	$9.24	154
Waterfront Mixed Use	446	5.94%	152	58.5	$384,868	$8.84	62
Residential Mixed Use	39	0.53%	35	2	$57,143	$1.31	33
Office Mixed Use	106	1.42%	101	0.82	$8,119	$0.19	12
Industrial	783	10.43%	732	23.8	$32,514	$0.75	76
Neighborhood Commercial	18	0.24%	17	2.3	$135,294	$3.11	23
All Other (contractors,, etc...				127.08			1200
Total	1981	26%	1582	607.3			2342

Shown above are the Wenatchee Urban Growth Area land use designations, area percentages, and 2015 gross sales by District within the city. *Not included in the table, is residential zoned property; 74 percent of the total land area and location of the bulk of home based businesses.*

DEMOGRAPHIC PROFILE

The 2014 Wenatchee Urban Area (cities of Wenatchee, East Wenatchee, portions of Malaga, and Rock Island) population is 68,205 people. Wenatchee is the largest concentration of this area's overall population at 32,692 people. Age distribution shows a significant percentage of this population is under the age of 14 and over 55. It is important to recognize that many of these younger individuals will soon be of age to enter the workforce. Advancements in technology and modernization will create new demands for a dynamic labor force. Enhanced K-12 education, including skills training in later years, is critical to ensuring a solid foundation to meeting this demand.



	Wenatchee	Urban Area
Total households	11,586	24,569
Households with one or more people under 18 years	35.00%	34.20%
Households with one or more people 60 years and over	38.90%	38.40%
Householder living alone	29.70%	23.90%
65 years and over	14.10%	10.90%
FAMILIES		
Total families	7,599	17,437

Of individuals that are over age 25, 83 percent have a high school or equivalent education. 30 percent have an associate's degree or some college, 16 percent have a bachelor's degree, and 8 percent have a graduate or professional degree (2014 ACS).

ECONOMIC PROFILE

Available data show that the over past two and half decades, Chelan County's economy has expanded with steady employment growth. Between 1990 and 2014 total employment increased by 11,570 jobs to 41,345; a 39 percent increase. Wenatchee's employment growth has paralleled this trend.

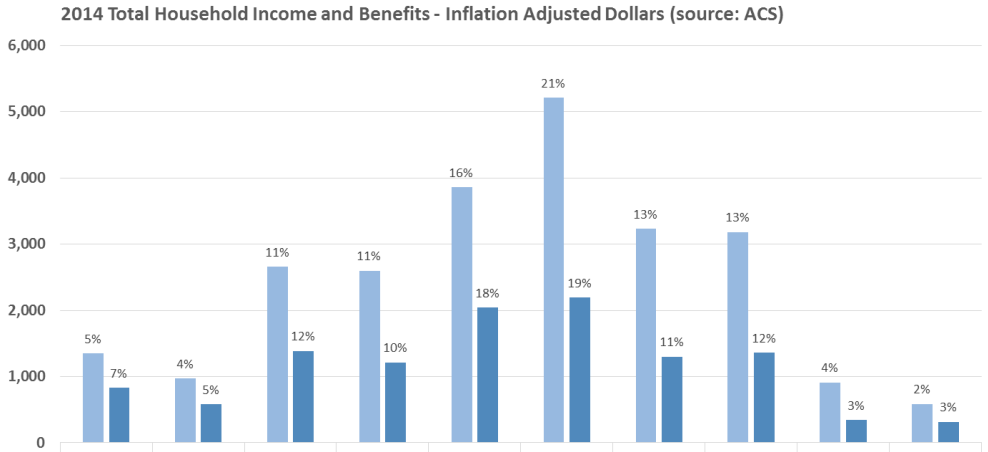
Income distribution for the area shows that a large percentage of the population is within the range of property. A fundamental goal of this plan is to ensure a high quality of life for all citizens of Wenatchee. This entails addressing poverty and income divide. Increasing the area's quality of life and growing the local job market requires access to higher wage jobs for individuals and families.

The Housing Chapter of this plan identifies access to market rate and affordable housing is a growing problem. The price of housing is outpacing incomes, resulting in families and individuals spending a greater portion of the earnings toward rent or a mortgage while decreasing spending in other areas. Compounding this program is a lack of existing inventory within existing residential properties. Attracting workers from outside the area will become an increasing challenge if housing supply is not addressed. Targeting a five percent vacancy rate through increased supply would assist in curbing rising prices resulting from lack of inventory.

Location	Median Income	Median Home Value	Ratio - Median Home Value to Median Income	Average Income	Average Home Value	Ratio - Average Home Value to Average Income
Chelan	$51,159	$389,113	7.61	$72,176	$427,538	5.92
Leavenworth	$53,980	$356,325	6.60	$84,836	$400,832	4.72
Wenatchee	$47,168	$218,833	4.64	$63,496	$261,168	4.11
Sunnyslope	$84,390	$364,915	4.32	$110,289	$437,465	3.97
East Wenatchee	$52,569	$229,862	4.37	$65,702	$251,843	3.83
Moses Lake	$49,481	$158,387	3.20	$61,653	$187,487	3.04

Household Income Distribution

2014 ACS Estimate	Wenatchee	Urban Area
Mean Household Income	$63,496	$66,323
Median Household Income	$47,168	$52,824
Mean Non-Family Income	$41,378	$45,765
Mean Family Household Income	$73,943	$72,918



	Less than $10,000	$10,000 to $14,999	$15,000 to $24,999	$25,000 to $34,999	$35,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 to $149,999	$150,000 to $199,999	$200,000 or more
Urban Area	1,349	973	2,661	2,600	3,858	5,212	3,233	3,184	912	587
City of Wenatchee	835	583	1,389	1,215	2,046	2,197	1,301	1,360	342	318

Wenatchee:

- 35% of households have annual incomes less than $35,000
- 37% between $35,000 and $75,000
- 29% greater than $75,000

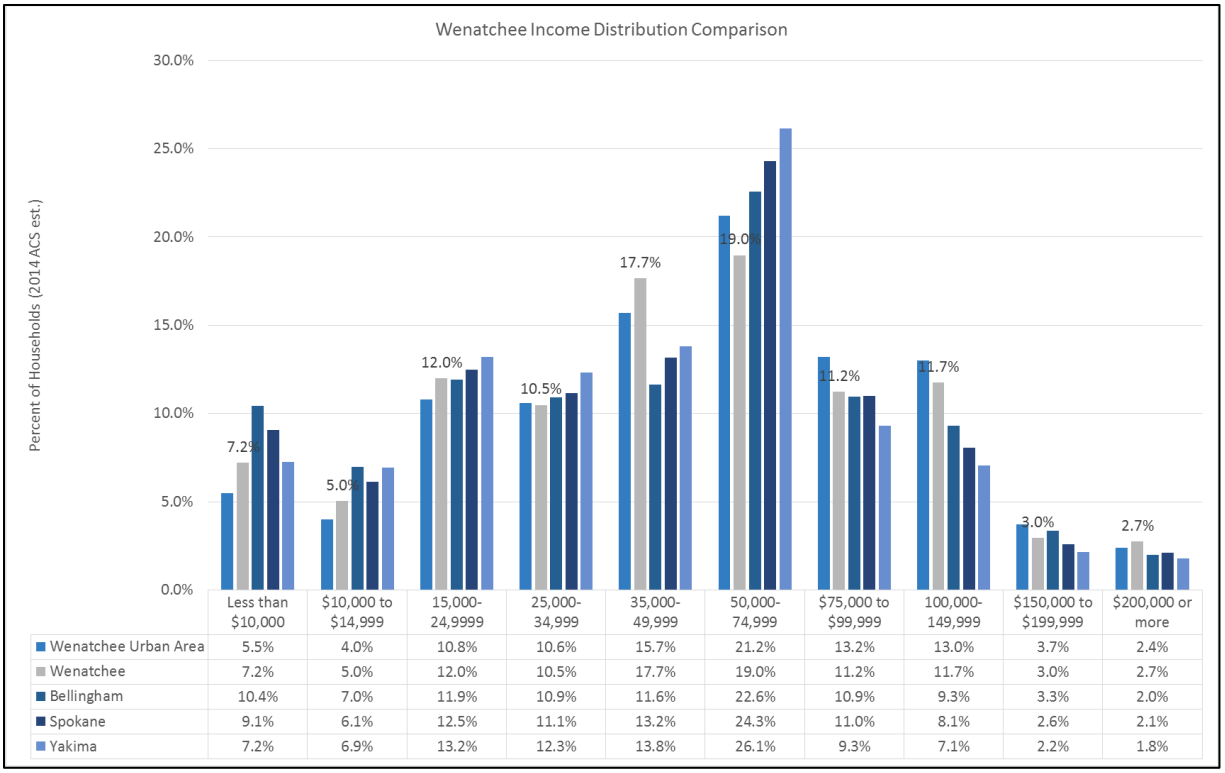
Urban Area:

- 31% of households have annual incomes less than $35,000;
- 37% between $35,000 and $75,000
- 32% greater than $75,000

Comparing Wenatchee's income distribution with other Washington cities

shows Wenatchee has a relative smaller percentage of very low income households and larger percentage of upper income households. Reducing the percentage of households in the very low income range and increasing the percentage of middle income households is not unique to the Wenatchee area.

Support within the middle income range could come from new cconnections with the Seattle metro area. Opportunities for expanding Wenatchee's economy by attracting growth in technology and energy sectors could support new middle-income job opportunities.



	Less than $10,000	$10,000 to $14,999	15,000-24,9999	25,000-34,999	35,000-49,999	50,000-74,999	$75,000 to $99,999	100,000-149,999	$150,000 to $199,999	$200,000 or more
Wenatchee Urban Area	5.5%	4.0%	10.8%	10.6%	15.7%	21.2%	13.2%	13.0%	3.7%	2.4%
Wenatchee	7.2%	5.0%	12.0%	10.5%	17.7%	19.0%	11.2%	11.7%	3.0%	2.7%
Bellingham	10.4%	7.0%	11.9%	10.9%	11.6%	22.6%	10.9%	9.3%	3.3%	2.0%
Spokane	9.1%	6.1%	12.5%	11.1%	13.2%	24.3%	11.0%	8.1%	2.6%	2.1%
Yakima	7.2%	6.9%	13.2%	12.3%	13.8%	26.1%	9.3%	7.1%	2.2%	1.8%

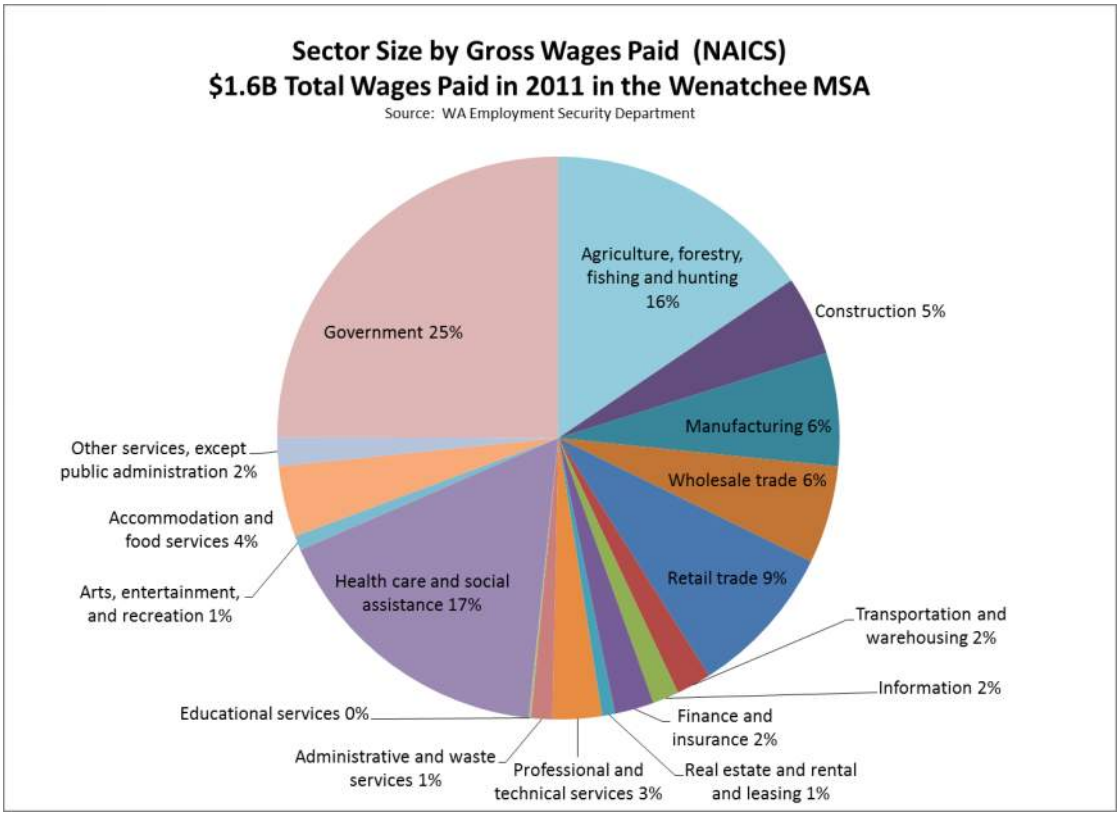
Workforce Profile – Non Farm

Jobs by Worker Age				
	Wen	**Percent**	**UA**	**Percent**
Age 29 or younger	4,442	19.6%	5,941	20.3%
Age 30 to 54	12,842	54.9%	15,885	54.4%
Age 55 or older	5,797	25.5%	7,373	25.3%
Jobs by Earnings				
	Wen	**Percent**	**UA**	**Percent**
$1,250 per month or less	5,382	23.7%	7,554	25.9%
$1,251 to $3,333 per month	9,247	40.7%	11,663	39.9%
More than $3,333 per month	8,090	35.6%	9,982	34.2%
Jobs by Worker Race				
	Wen	**Percent**	**UA**	**Percent**
White Alone	21,100	92.9%	27,197	93.1%

Black or African American Alone	387	1.7%	480	1.6%
American Indian or Alaska Native Alone	271	1.2%	329	1.1%
Asian Alone	597	2.6%	735	2.5%
Native Hawaiian or Other Pacific Islander Alone	52	0.2%	62	0.2%
Two or More Race Groups	312	1.4%	396	1.4%
Jobs by Worker Ethnicity				
	Wen	**Percent**	**UA**	**Percent**
Not Hispanic or Latino	18,330	80.7%	23,747	81.3%
Hispanic or Latino	4,389	19.3%	5,452	18.7%
Jobs by Worker Educational Attainment				
	Wen	**Percent**	**UA**	**Percent**
Less than high school	2,998	13.2%	3,821	13.1%
High school or equivalent, no college	5,101	22.5%	6,612	22.6%
Some college or Associate degree	6,070	26.7%	7,642	26.2%
Bachelor's degree or advanced degree	4,108	18.1%	5,183	17.8%
Educational attainment not available (workers aged 29 or younger)	4,442	19.6%	5,941	20.3%
Jobs by Worker Sex				
	Wen	**Percent**	**UA**	**Percent**
Male	10,580	46.6	13,610	46.6%
Female	12,139	53.4	15,589	53.4%

Employment Sectors

Wenatchee's major employment sectors include agriculture, healthcare, government, retail trade. Tourism, recreation, and associated small businesses are supplemental sectors that also support a growing employment base within this area. Continued growth within each of these sectors is essential to sustaining the local economy.



The top five Chelan County sectors in 2015 in terms of employment are:

Sector	Number of jobs	Share of employment
1. Agriculture, forestry and fishing	10,267	24.0%
2. Health services	5,763	13.5%
3. Local government	4,959	11.6%
4. Retail trade	4,505	10.5%
5. Accommodation and food services	4,310	10.1%
All other industries	13,030	30.4%
Total covered employment	42,834	100%

The top five Chelan County industries in Chelan County in 2015 terms of payrolls were:

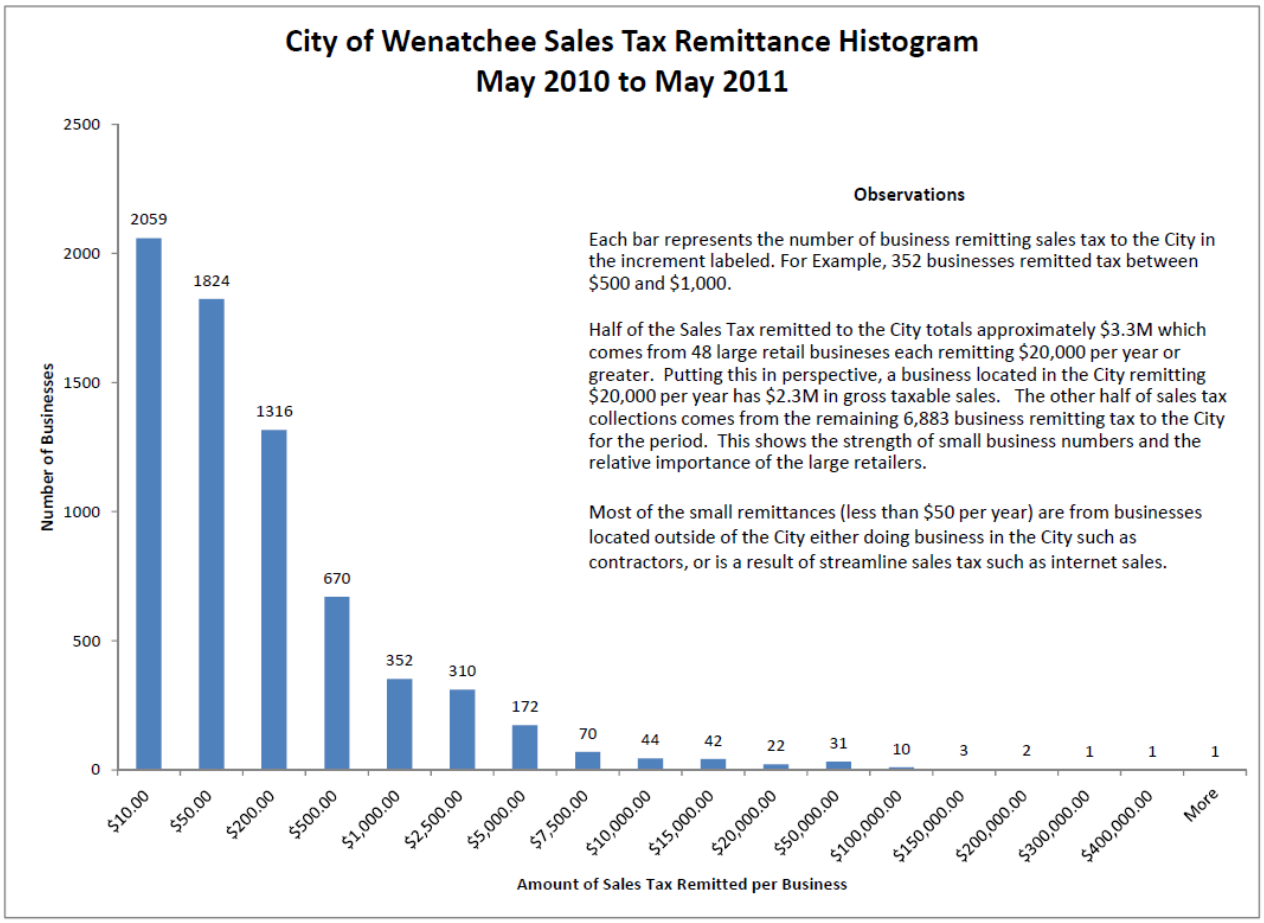
Sector	Payroll	Share of payrolls
1. Health services	$328,865,093	20.9%
2. Local government	$250,108,915	15.9%
3. Agriculture, forestry and fishing	$239,911,393	15.2%
4. Retail trade	$123,976,698	7.9%
5. Wholesale trade	$112,818,865	7.2%
All other industries	$519,090,732	33.0%
Total covered payrolls	$1,574,771,696	100%

Small Business: Wenatchee recognizes small businesses are fundamental to the local economy for

providing goods and services, employment, and tax revenue.

Supporting this sector requires increased access to working capital and commitment from local support agencies and financial institutions. Providing accessible, clear, and concise information regarding permitting requirements allows businesses to avoid startup delays and develop well manage business plans. Ensuring Wenatchee's commitment to supporting new startups and existing small business promotes a stable economic base in a dynamic business climate.

The significance of small business as a component within the Wenatchee economy is displayed in the following graphic.



Agriculture:

Agriculture is a major employment sector within the Wenatchee Urban Area and serves as the cornerstone of the local economy. This sector's wages tend to be below the area median income due to the seasonal nature of the industry.

Several regional fruit producer's corporate offices are located in Wenatchee, including global fruit producers such as Stemilt Fruit Growers, Blue Bird, McDougal and Sons, and Oneonta Starr Ranch. These companies also own and operate large processing and warehousing facilities within the industrial zoning districts.

Industry advancements in technology and automation are shifting requirements

for skilled labor toward higher paying employment opportunities. As the agricultural industry advances with new technologies, the potential for additional growth in supportive businesses will result in economic benefits. Supportive agricultural services such as chemical supply, irrigation supply, transportation / shipping services, equipment sales, and marketing companies are all integral to the agricultural business.

As an industry cluster, agriculture includes a significant connection with local manufacturing businesses. Keyes Packing Group and Dolco Packing are local businesses that produce packaging products directly to fruit storage and shipping. The Fibro Corp, located in Olds Station, manufactures egg cartons for retailers such as Costco, QFC, and Fred Meyer. PA&E, Inc. is also located in Olds Station manufactures hermetic connectors and advanced micro-electronic hermetic packaging for defense, space, medical and commercial industries.

Supportive Agriculture Opportunities

New research and product development opportunities have potential for attracting professionals to Wenatchee. Supporting creation of a new research facility, in cooperation with Washington State University, is a direct path to achieving this goal. The current location and availability of land near the Washington State Extension Office is well-suited development of a master plan to establish an expanded campus area for this purpose.

Manufacturing:

"During the last 20 years, globalization has drastically changed the manufacturing world. No longer bound by geography, many companies moved their production elsewhere solely based on the reduction in labor costs. As a result, more-developed countries lost their manufacturing industry, and with it a significant share of jobs. Today, this trend is slowly reversing, due in part to the increase in the labor costs in many emerging economies, as well as to a revisiting of the factors that originally led to relocation.

Businesses must now strategically pursue a series of changes, both from an organizational productivity point of view as well as from a technological support point of view. The game is now being played on the basis of agility, responsiveness and innovation, with the fundamental support of technology and people skills. Workers who are prepared and informed will be at the center of the businesses of the future. They will provide the level of flexibility needed to meet the increasing demand for customized products." – source: http://www.automationworld.com/role-manufacturing-economic-development

Locally, the closure of the Alcoa aluminum smelter near Malaga is a very real example of effect globalization can have on a local economy. The loss of 500 well-paying jobs has affected the regional economy and will continue to do so if new opportunities are not explored. Technology based manufacturing utilizing reliable hydropower should be at the

forefront of attracting new business to the area in support of this effort.

Health Care:

Confluence Health (formerly Central Washington Hospital and Wenatchee Valley Medical Center) is the region's largest medical service provider and employs a large number of medical professionals in varying practices and specialties. In addition, Columbia Valley Community Health (CVCH) provides family, behavioral, and dental services on an outpatient basis. Additional supportive medical industry services including practitioners, nursing homes, pharmacies, medical equipment rental, and ambulance services provide local jobs.

Increases in the population segment nearing retirement over the next 20 years will require increases in the availability of high quality medical services to meet demand. Ensuring quality medical services are available in the future is a significant factor in quality of life for the community. Commercial businesses considering relocation or expansion tend to evaluate areas with quality medical services to ensure continued productivity through good health of their labor force.

Health Care Opportunities

A defined medical campus / planning area should be explored to ensure future land and entitlements are available to support medical industry growth needs. Expansion of education opportunities for health care in coordination with Wenatchee Valley College, University of Washington Medical School, and the new Washington State University Medical School should be explored.

Government:

A key principle of Economic Development is the symbiotic relationship between government and private business. Private business needs the services government provides in order to be prosperous. For example, business relies on the public transportation systems, utilities, and education systems. Similarly, government relies on the tax revenue generated from private business to provide services needed by business. Hence, Economic Development strives to grow tax revenue with this challenging balance in mind in an attempt to minimize tax burden and grow economy to ensure quality public services are provided.

Government in Wenatchee ranks in the top five employment sectors for total number of jobs. Although this is not uncommon for similar sized communities that are regional hubs, the local diversification of federal, state, and local government agencies provides a basis for economic stability.

The brief list of government agencies located in the Wenatchee Urban Area includes:

- Chelan and Douglas County Public Utility Districts,
- Cities of Wenatchee and East Wenatchee,
- Chelan and Douglas Counties,
- Chelan and Douglas Port Districts,
- Wenatchee and East Wenatchee School Districts and the Educational Service District (ESD),
- United States Forrest Service

- United States Department of Agriculture
- WA St. Department of Natural Resources
- WA St. Department of Ecology
- WA St. Department of Fish and Wildlife
- Army Corp of Engineers
- Wenatchee Valley College
- Washington State University and the Extension Center
- Washington State Department of Transportation
- Chelan Douglas Transportation Council
- Chelan-Douglas Health District
- Link Transit

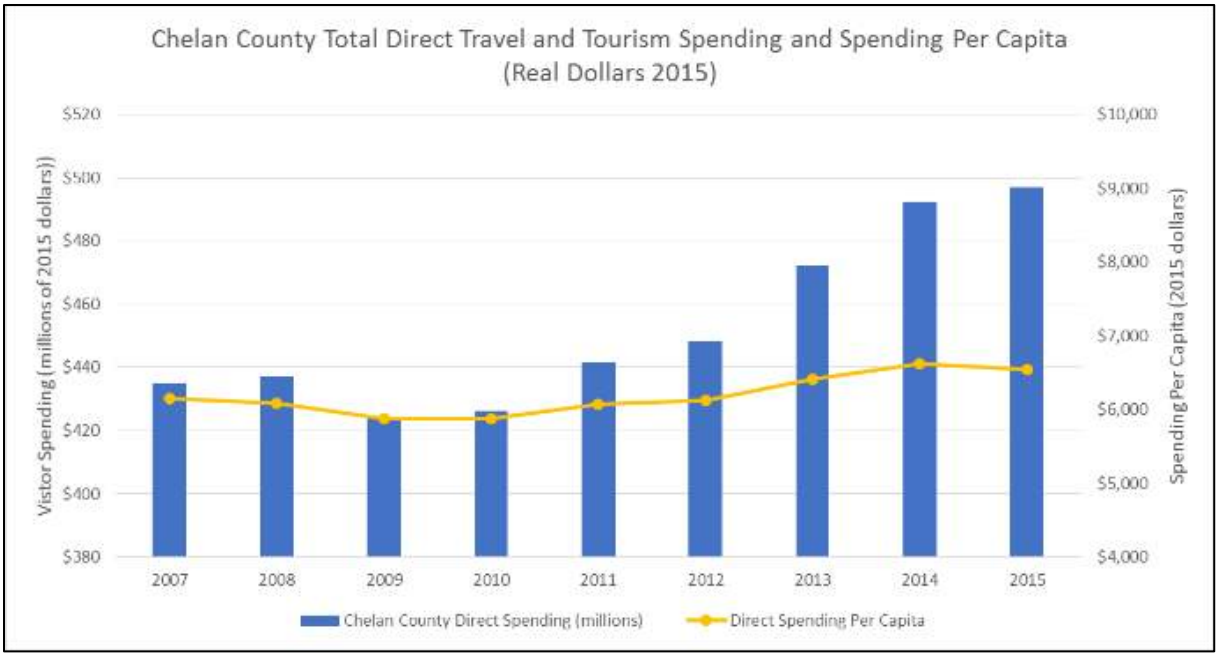
Government Opportunities

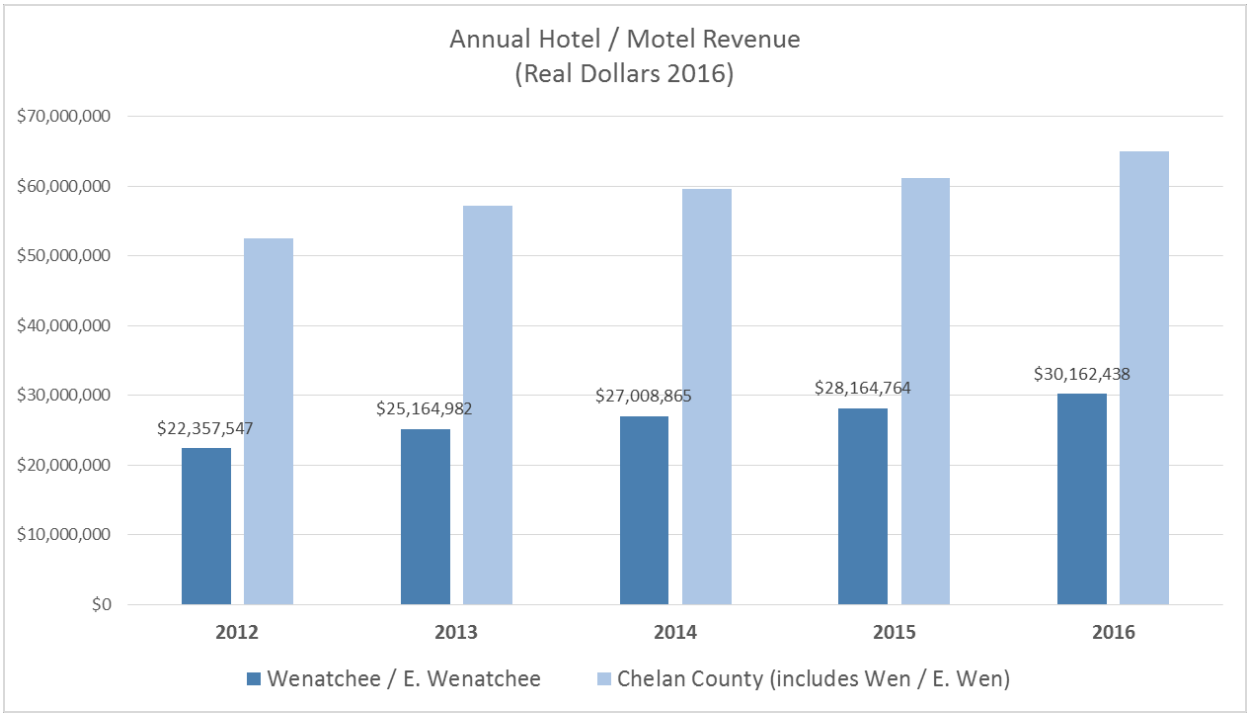
Establishing a formalized governmental campus on the periphery of the Central Business District should be explored in coordination with the Downtown Sub-Area Plan. The aim of this concept is a centralized location that is convenient for citizens and not having multiple government buildings located within commercial areas.

Tourism:

Within the Wenatchee Valley, tourism may be one of the industries with the greatest opportunity for near term growth as the assets of the valley become better developed and marketed. The impact of tourism on a local economy is substantial as dollars are imported into the region. The challenge with tourism is to develop the industry in balance with other sectors of the economy to improve diversification. A great example of diversification is growth of ag-tourism within the historically dominant apple production industry.

Wineries have are growing quickly in the region adding a new asset based industry to the region. Target tourism markets commonly include Western Washington, North Central Washington, and British Columbia. The good weather and natural amenities make the region attractive to recreationalists especially desiring to escape the wet weather of the major metropolitan areas of Seattle, Tacoma, Bellingham, Olympia, and Portland. Visitors from North Central Washington and even South Central Washington often make the Wenatchee Valley a destination for shopping and organized sporting events whether it is a softball tournament or a bike ride. Anecdotally, there is a general understanding that considerable numbers of people from British Columbia either come to the Wenatchee Valley to shop or stop here for further travels originating from the Highway 97 corridor.

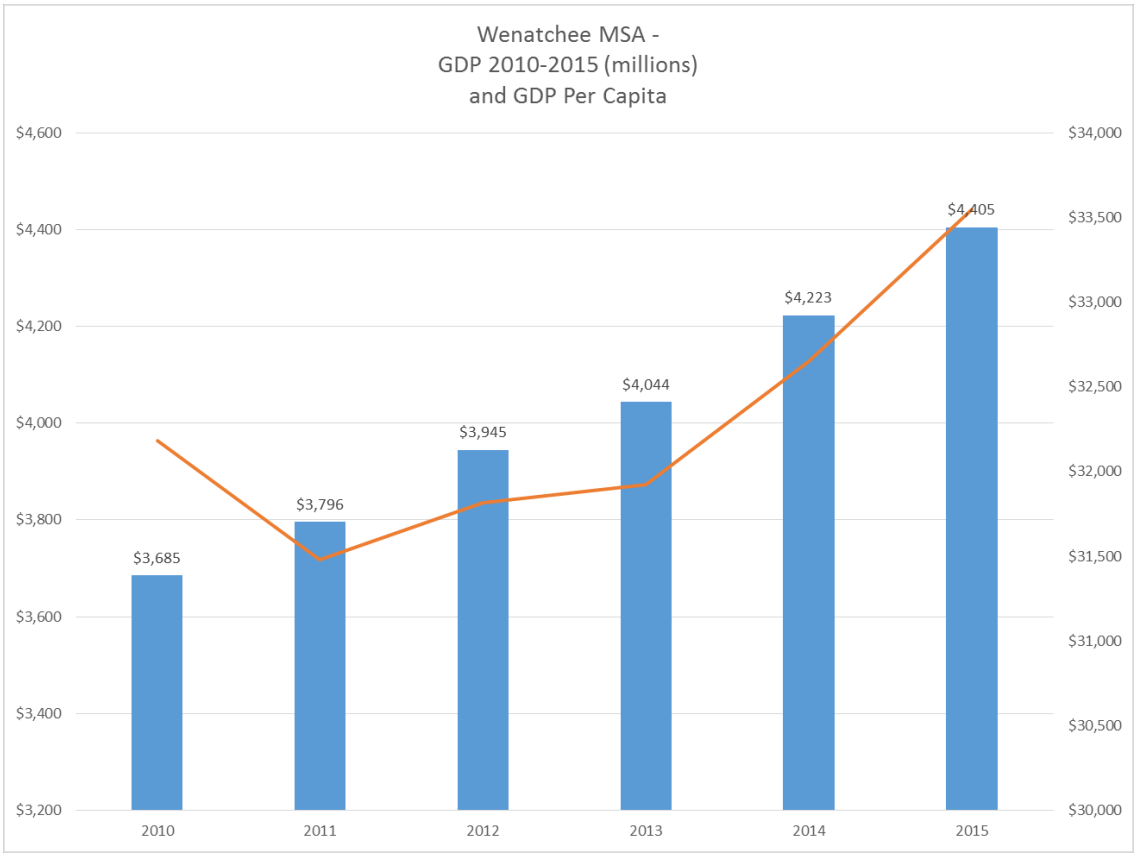


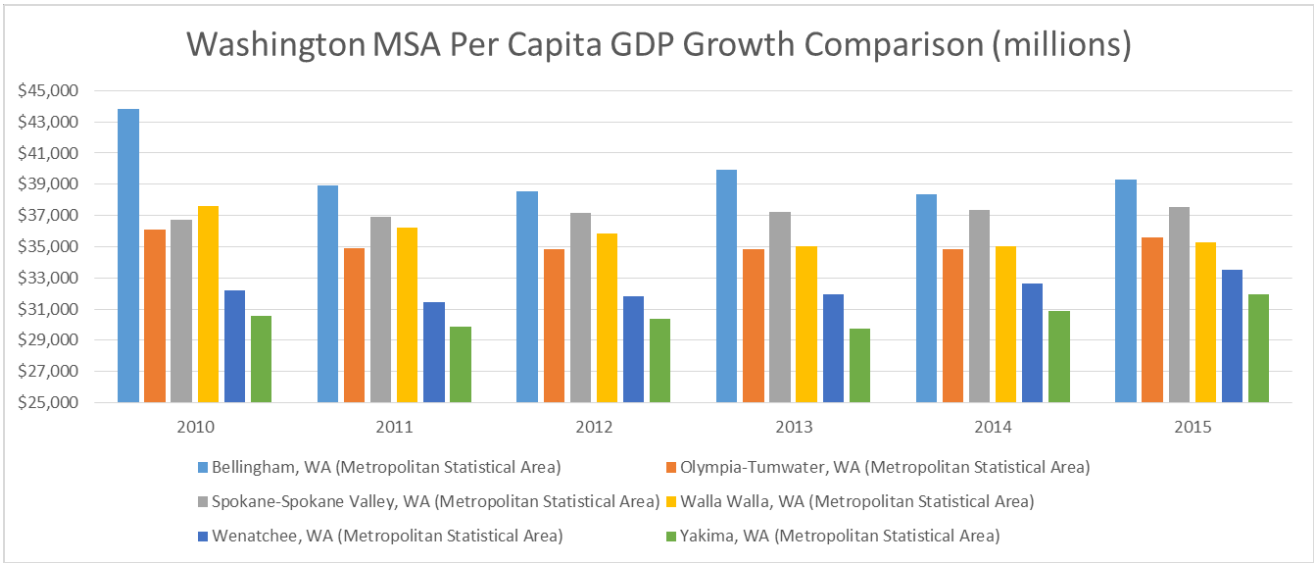


Gross Domestic Product

Gross domestic product (GDP) is the monetary value of all the finished goods and services produced within defined area over a specific length of time. The following chart shows the Wenatchee MSA GDP has increased nearly 20 percent between 2010 and 2015; outpacing GDP growth amongst other

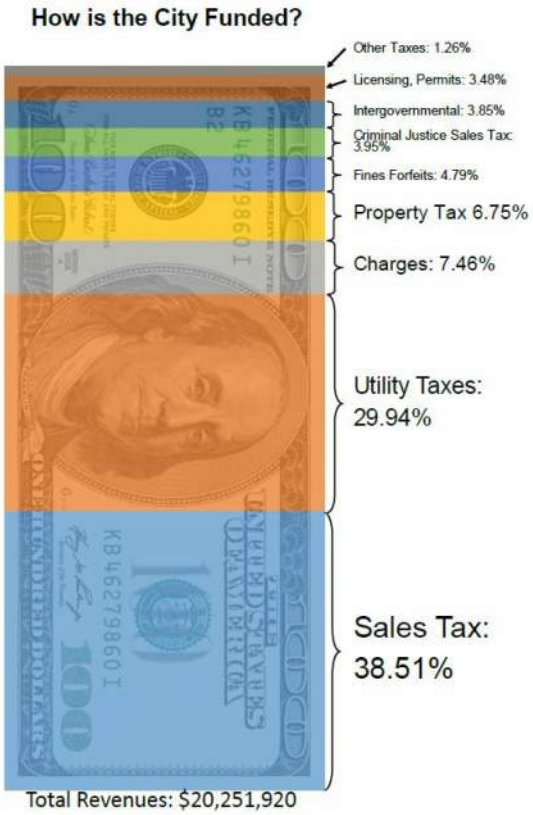
relative MSAs within Washington. Moreover, per capita GDP has increased by roughly 4 percent, second only to Yakima during the same time. Detailed description of the composition of GDP for the Wenatchee is available within the Consolidated Plan.

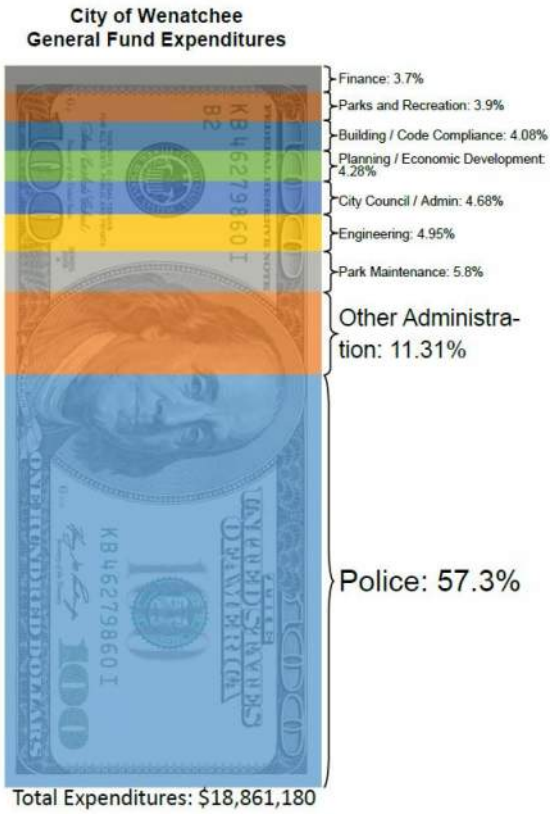


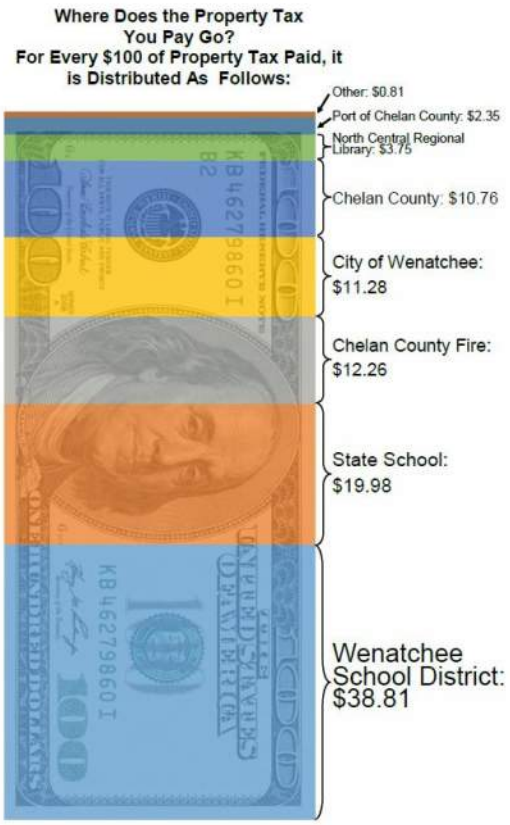


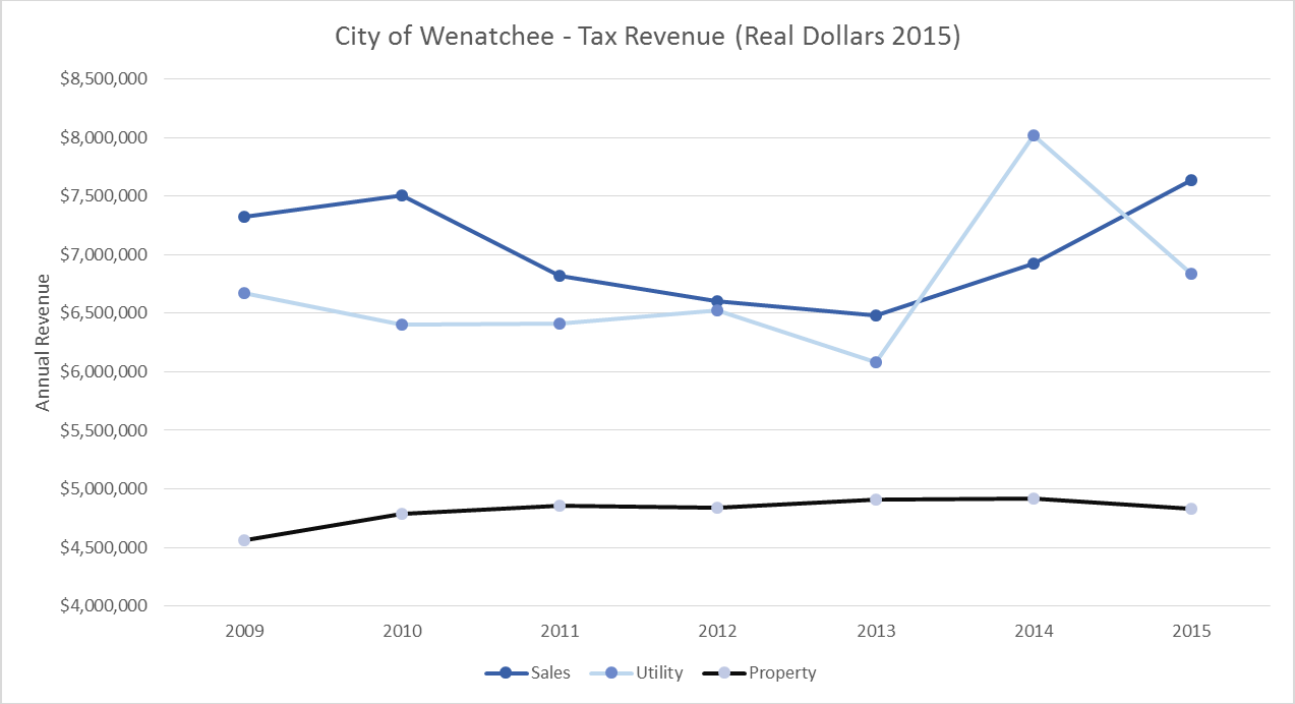
Sources of Revenue

The following graphics display the City's annual revenues and expenditures for 2016. Additionally, the five-year trend for City sales, utility, and property tax are provided.









**2014 utility tax reflects a one-time collection calculation change*

Sales Tax

Sales tax is the largest income stream for providing general City services and most influenced by external economic conditions that can be volatile.

In terms of businesses activity, Wenatchee's capture area is much larger than typically expected in marketing analysis within a metropolitan area. Typically site selectors us a 5-10 minute drive time to define capture areas. However, the Wenatchee Valley is unique due to its density and topographical constraints. Since urban sprawl is virtually non-existent, capture areas defined by a 15-minute drive time generally describes the entire urban area of 67,800 people. Furthermore, given that Wenatchee the Wenatchee Valley is the only urban area within North Central Washington, capture areas often extend to a 60-minute drive time that includes a population base of 155,000.

Businesses serving all of North Central Washington including Chelan, Douglas, Okanogan, and Grant Counties address a population base of 242,000 people. This region is generally defined by a 2-hour drive time. Finally, extended capture areas include the Okanagan Valley of British Columbia with a population base of 350,000 and the Seattle Metro area with a population base of 3.5 Million people.

Pull factors compare the local per capita annual taxable sales to a larger area. In 2015, the City of Wenatchee's pull factor compared to the state was 1.37, which indicates Wenatchee is drawing people from outside the Urban Area the area for goods and services.

Streamlined Sales and Use Tax

In 2008, the Streamlined Sales and Use Tax went into effect statewide that codes tax based on where a customer receives goods and services and not the point of sale. Local businesses such as furniture sales, appliance sales, and construction materials contribute sales tax to their delivery destinations. Conversely, online sales from Washington based businesses that are delivered within the city are subject to the local sales tax. As more companies move toward offering internet-based sales, it is likely the city will see an increase in this form of sales tax revenue.

Utility Tax

Utility tax is paid by utility providers within the city limits such as telephone, cable TV, electricity, and city / PUD operated utilities for water and sewer.

Property Tax

Property tax, although relatively more stable than sales tax a revenue source, is largely limited to annual growth resulting from new construction and annexation*. In particular, School District levies tied to assessed property values are reflected in the amount of money available for educational services and facilities. In the case of the Wenatchee School District,

the locally collected property tax per student is lower than surrounding school districts. Increasing assessed values and property tax collections per student requires balance and community support in the likely form of voter approved bonding.

**Property tax is calculated on the value of real estate determined locally by the Chelan Assessor and collected by the County Treasurer. In Washington State, property tax increases are not based on the increasing value of properties. Increases in property tax are based on last year's property tax levy, which is the amount of the property taxes that were assessed in the prior year. Each year's levy may be increased by no more than*

one (1) percent unless the public votes for a greater increase or the jurisdiction uses banked capacity. An exception to the one percent annual increase is the addition of new construction to the property tax rolls.

School District	District Assessed Value	Number of Students	Assessed Value Per Student	Property Tax Per Student
Wenatchee	$3,625,209,721	7957	$455,600	$2,124
Cashmere	$637,376,421	1549	$411,476	$2,428
Eastmont	$3,411,995,852	5848	$583,446	$2,462
Waterville	$184,243,561	281	$655,671	$2,846
Lake Chelan	$1,756,853,393	1433	$1,225,996	$2,833
Moses Lake	$3,857,676,574	8336	$462,773	$2,371
Quincy	$3,145,571,220	2876	$1,093,731	$2,909

Values shown are for the year 2015

Tax Increment Financing

Tax increment financing is a method of financing public infrastructure improvements from new sales and property tax generated by development in an area benefitting from the improvements.

Additional Tax Increment Financing opportunities should be explored whenever possible for incentivizing new development and affordable housing. Allocating one-time sales tax collections on targeted construction activities is a potential opportunity to fund additional economic development resources to stimulate additional growth.

FACILITIES & INFRASTRUCTURE – *Coordinates with Public Facilities and Services, Utilities, Transportation, and Capital Facilities Chapters*

The City of Wenatchee, City of East Wenatchee, Chelan County, Douglas County, and the respective Port Districts the all share in the responsibility for providing facilities of regional significance that contribute to economic development. Local infrastructure includes water (potable and irrigation), sewer, and storm systems, transportation network (including the airport, street system, interstate highway system, and rail system), communications (including, telephone, cable, and fiber infrastructure), natural gas, and hydro power.

In recent years, several multi-jurisdictional organizations have come together to work on shared needs: Rivercom coordinates 911 responsibilities for all jurisdictions, the Chelan-Douglas Transportation Council coordinates regional transportation needs, and the North Central Economic Development District works on economic development projects that have importance to a three county area: Chelan, Douglas and Okanogan counties. Fire service has been consolidated to include the City of Wenatchee within Chelan County Fire District No. 1.

The only way to achieve maximum efficiency in the delivery of City services is to collaborate with other jurisdictions,

avoid duplication of efforts, build coalitions with the Wenatchee School District, and enlist the assistance of businesses and volunteers to supplement City resources. Coordination of efforts with other public agencies, nonprofits, and the private sector to reduce overlap and maximize the use of resources is essential to providing the most efficient and cost-effective services possible.

QUALITY OF LIFE – *Coordinates with Cultural and Historic Resources, Community Design Chapters, and Parks and Recreation Chapters.*

Economic development and community development share an equally important role and responsibility in establishing, sustaining, and enhancing the quality of life for all residents. Among the many factors that contribute to the quality of life for an area, major elements often include an area's economy, built and natural environments, community engagement, and 'giving back'.

Wenatchee's economy is on a solid foundation ready to be built upon. As a community, the people here have never been adverse to working hard to improve their quality of life. From harnessing the power of the Columbia River in producing electricity to growing a world-class agricultural industry out of an arid landscape, hard work has seen many dreams become reality. Looking to the future, the ways in which people work and interact are changing with new technology and growth in alternative energy sources. Wenatchee is in great position to realize the future with its numerous assets and high quality of life.

Wenatchee's built environment includes features typically found in larger cities. Established neighborhoods, a vibrant historic downtown, libraries, riverfront park system and neighborhood parks, community facilities, sports and performing arts venues, and museums are community assets within the Wenatchee area. Access to quality education and health care services, cultural amenities and events, and recreational opportunities, all enhance Wenatchee's quality of life.

In combination with Wenatchee's built environment, our natural environment is a unique quality that establishes a sense of place and community. Surrounding foothills to the west, Wenatchee River to the north, and Columbia River to the east, frame the valley in a picturesque setting worthy of admiration. Recognizing the finite availability of these assets, a number of protections have been put in place through grants and community fundraising efforts. This has been done to ensure these features will always be available to future generations.

Community pride and social investment plays a major role in Wenatchee's quality of life. Civic contributions from volunteers, local churches, businesses, service clubs, and non-profit organizations greatly benefit this area. The community benefits provided by these groups are wide ranging and include addressing homelessness, providing scholarships, assisting business startups, and fostering education. Local philanthropy, to this end, has also greatly given back to the community; often in recognition of role

the community has had in achieving their success.

It is an implied intent of this Comprehensive Plan, in the consideration of all its various elements, to enhance the quality of life within the Wenatchee area. Economic Development is one of greater aspects of achieving a high quality, while recognizing that at the same time, quality of life stimulates economic development.

GOALS AND POLICIES

GOAL ED 1: ***Develop and maintain a strong, diversified and sustainable regional economy, while enhancing Wenatchee's presence as a regional center.***

Policy 1: **Implement Key Strategies 1 through 13 identified at the beginning of this plan.**

Policy 2: Work with regional partners toward the development of regional policies and regulations that support a higher-density, clustered, transit-oriented development pattern consistent with the Comprehensive Plan vision and policies***.***

Policy 3: Support the recruitment and development of regional facilities (e.g. recreation, health, arts, education) that further solidify Wenatchee's place in the region.

Policy 4: Support regional partners in the location of needed industry to further enhance the region.

Policy 5: Merge local governments, public agencies, and other public institutions where duplication of purpose exists and greater efficiencies can be achieved through consolidation or integration of functions.

Policy 6: Expand retail sector in order to elevate the experience and enhance status as North Central Washington's largest commercial hub.

GOAL ED 2: ***Expand and improve educational facilities and opportunities to increase skilled labor, research, basic and higher education.***

Policy 1: Establish a technology institute to provide technical training and career pathways for high school students not on an associate degree or four-year track.

Policy 2: Work with local K-12 schools, Wenatchee Valley College, job training programs and other organizations to expand and strengthen career and technical education opportunities.

Policy 3: Support and partner with higher education, skills training programs, to increase post-secondary education attainment.

Policy 4: Support and partner with WSU Treefruit Research Center to grow employment, campus facilities, and to support the fruit industry.

Policy 5: Support and partner with Wenatchee Valley College to improve enrollment and grow the campus and program offerings.

Policy 6: Develop a local institution of higher education to help set up Our Valley for the future economy and to instill a value of education in the region.

Policy 7: Partner with educational, civic, labor, and business institutions to provide job training programs which meet the needs of business and industry, including programs that enable the unemployed, under-employed, or economically or socially disadvantaged to enter or move up in the labor force.

Policy 8: Pursue the development of an innovation district for needed research associated with water conservation, agriculture, and energy along the Columbia River.

GOAL ED 3: ***Enhance the character, distinction, and function of commercial and industrial zoning***

districts; support increasing manufacturing.

Policy 1: Inventory and track non-conforming, underutilized, and vacant commercial and industrial properties and uses to prioritize future redevelopment-planning efforts.

Policy 2: Continue implementation of the sub-area plans for the Central Business District and Waterfront.

Policy 3: Consider future sub-area planning efforts for Olds Station in cooperation with the Port of Chelan County.

Policy 4: Establish streetscape and building design standards for areas based on the street system.

Policy 5: Actively monitor and track retail sales at a district levels to identify areas for redevelopment and opportunities for clustering of compatible uses.

Policy 6: Support the South Wenatchee Business District as a district of opportunity, character, and diversity to increase business activity.

Policy 7: A defined medical campus / planning area should be explored to ensure future land and entitlements are available to support medical industry growth needs.

Policy 8: Update zoning code to allow new additive manufacturing technologies and techniques that currently do not fit within heavy or light industrial definitions.

GOAL ED 4: ENTREPRENEURIAL SUPPORT - *Foster the development of an environment that supports small business and the creative class.*

Policy 1: Providing accessible, clear, and concise information regarding permitting requirements to allow businesses to avoid startup delays and develop well manage business plans.

Policy 2: Attract and retain a diverse mix of businesses and industries that can provide jobs for the City's unemployed and under-employed labor force in order to support a thriving community.

Policy 3: Support the development of the health care industry and businesses providing services to seniors.

Policy 4: Promote development of retail to the maximum extent possible, consistent with other goals and policies, in order to generate city revenue, improve customer convenience, and enhance neighborhood livability.

Policy 5: Support industry clusters that provide spin-off opportunities for small business endeavors based on our region's existing and future strengths.

Policy 6: Investigate and support the development of alternative financing mechanisms that will foster development of new business endeavors, including tax increment financing opportunities.

Policy 7: Support the development of alternative business locations, including incubator spaces and MAKER space that would create opportunities for the creative industry to thrive.

Policy 8: Pursue public private partnership opportunities for economic development.

Policy 9: Attract development and investment in the area with outside capital.

***Policy 10*:** Establish incentives for new development or redevelopment of uses that increase employment and local tax revenue. Offer tax breaks and other incentives to builders and property owners to develop more affordable housing for middle- and lower-income earners.

GOAL ED 5: QUALITY OF LIFE - *Support the enhancement of Wenatchee's built and natural environment as a community asset to attract business and tourism growth.*

Policy 1: Embrace Wenatchee's diversity as a strength that provides for varied perspectives and presents partnership opportunities.

Policy 2: Encourage a built environment that enhances Wenatchee's natural setting and protects the regional landscape.

Policy 3: Foster the development of alternative spaces for living and working, including the support of new and emerging districts that are distinct and provide a unique sense of identity for Wenatchee.

Policy 4: Support private efforts to achieve a stronger mix of evening and late-night uses in Downtown that promote a vibrant, 24-hour City center.

Policy 5: Support entertainment offerings and cultural facilities, including but not limited to visual and performing arts, museum, theatres, historic structures/sites, festivals, and commercial entertainment venues, particularly those that provide significant social and economic benefit to Wenatchee's community, that provide opportunities for community participation, that achieve excellence and innovation.

Policy 6: Support and protect special regional and commercial facilities that enhance the region (e.g. Mission Ridge, regional health care facilities).

Policy 7: Increase the housing supply to a target five percent vacancy rate to curb rising prices resulting from lack of inventory.

GOAL ED 6: FACILITIES & INFRASTRUCTURE - *Work with regional partners to ensure that regional and local infrastructure needs are addressed.*

Policy 1: Maintain the public space and infrastructure with the appearance of cleanliness – strive to be the cleanest City in the region.

Policy 2: Ensure existing and new public facilities are maintained in manner to be: safe, cost effective – i.e. preventing high cost repair from lack of maintenance, and high quality where visible to promote pride and sense of place within the community.

Policy 3: Invest in infrastructure, as appropriate, in order to encourage private investment, reduce new construction costs, or increase business efficiency and in order to support business growth and stimulate economic activity and increase employment.

Policy 4: Support regional partners in the addition of needed infrastructure (transportation, education, fiber, water) to further enhance the region.

Policy 5: Support outreach to airlines and the community to attract new and expanded air service at Pangborn Airport.

Policy 6: Preserve and enhance those facilities that are critical to the region's competitiveness such as Pangborn

Memorial Airport, affordable power and the regional water system.

Policy 7: Recognize and anchor the Highway 97 corridor as an interstate connector.

Policy 8: Support transit and passenger rail transportation. Recognize opportunities for marketing / promoting the area through facility enhancements at local stations.

CULTURAL AND HISTORIC RESOURCES

TOPICS

- Purpose
- Background
- Cultural Diversity
- Historic Resources
- The Arts
- Our Valley Goals and Policies

PURPOSE

Wenatchee is a community which-

- Finds strength in cultural diversity;
- Values and has a commitment to the arts;
- Provides its' citizens and visitors a high quality of life benefiting from the surrounding natural and built environment;
- Values it's historical character; and
- Seeks regional collaboration in the Wenatchee Valley.

These important facets help define the community of Wenatchee and its character. While the Cultural and Historic Resources Element is not a required Element under the Growth Management Act, it reflects the community's desire to influence decision making, resource allocation and future growth and development for these important issues.

BACKGROUND

A Community at the Confluence of Two Rivers-

Wenatchee is known as the "Apple Capital of the World" for the valley's many orchards, which produce apples enjoyed around the world. The city was named for the nearby Wenatchi Indian Tribe. The name is a Salish word that means "river which comes [or whose source is] from canyons" or "robe of the rainbow". Awenatchela means "people at the source [of a river]". Fur traders first visited the valley in 1811 and then white settlers came to homestead the valley in the 1870's and 1880's. Wenatchee was first platted in September 1888 and officially incorporated as a city on January 7, 1893.

Wenatchee is located at the confluence of the Wenatchee River and the Columbia River in the Columbia Basin just east of the foothills of the Cascade Range. Unlike the climate of Western Washington, Wenatchee's climate is arid. Nested in the rain shadow of the Cascade Mountains, there are blue skies 300 days of the year. Technically desert, irrigation from the Columbia River and her tributaries allows for the large amount of agriculture in Wenatchee and the surrounding areas. The City of Wenatchee is bordered by hills leading to Burch Mountain to the north, the Columbia River to the east, and the Cascade Mountains to the south and west extending to over 6,000 feet high, including Mission Ridge which is a nationally known ski resort. These high, rugged peaks form a wall around the western and southern sides of the city. (Wenatchee profile, City-Data.com)

The natural environment surrounding the City of Wenatchee, and historical development patterns have resulted in a population density pattern for the City of Wenatchee which is estimated at being ranked 15th in the State of Washington in 2016 by the Washington State Office of Financial Management. No comparable sized or larger jurisdiction in Eastern Washington had a density ranking which was similar. These density standings

are one just one factor which help to describe the challenges and opportunities that the City has as it continues to grow, and maintain a high quality of life for residents and visitors.

OUR VALLEY-

The Wenatchee Valley includes two cities, Wenatchee and East Wenatchee in two separate counties, Douglas County in the East and Chelan County in the west, for which the City of Wenatchee is the county seat. These two cities are separated only by the Columbia River and are connected by Odabashian Bridge in the north, and George Seller Bridge to the south.

Four local governments, two port districts and many special purpose districts and non-profit organizations provide necessary services and desired amenities or activities for the Valley. Many of the needs and issues experienced by one jurisdiction are regional or valley-wide and cross jurisdictional boundaries.

There is a significant amount of duplication in services, and many examples of positive coordination and shared resources to meet the needs of all of the residents in the Valley. Agencies, civic organizations and the public recognize the benefits of working together on issues or desired outcomes. Open communication and public input are necessary as public and private entities and the public discuss ways to efficiently meet service needs in the Valley.

In 2016, the "Our Valley Our Future" process, conducted a community survey engaging the public and private and non-profit agencies. A second phase of this effort was the development of the "Our Valley Our Future Action Plan, 2017-21". The City of Wenatchee participated in this process as an active partner.

CULTURAL DIVERSITY-

Wenatchee is a community where diversity is welcomed, valued and celebrated. The City of Wenatchee's emphasis on and value of cultural diversity is part of the operational approach of the City. In April 2005, the City of Wenatchee established the Wenatchee Diversity Advisory Council. This sixteen member advisory board meets monthly and participates in a series of events. The Diversity Advisory Council advocates recognition, respect, inclusion and celebration of the greater Wenatchee area's diverse people.

Goals of the Diversity Advisory Council include:

- Ensure that all groups in the community are being heard and represented and that no citizens are being excluded from the civic process.
- Identify current topics/issues of interest and importance to community groups/members.
- Provide community access and opportunity for providing input on topics/issues.
- Share findings and recommendations regarding topics/issued addressed.
- Promote and provide awareness, education, training related to diversity and topics/issues of interest.
- Encourage and support community leadership, collaboration and action to address diversity topics/issues of interest.
- Recognize and celebrate individuals and organizations exemplifying and actively supporting diversity and inclusiveness.
- Reach out, engage, and interact with youth in our community. Youth contribution provides significant value to the Diversity Council mission/values and to the broader community.

One community with multiple languages- a Limited English Proficiency (LEP) Plan:

Limited English proficiency, (LEP), can be a barrier to accessing important benefits or services, understanding and exercising important rights, complying with applicable responsibilities, or understanding other information provided by programs and activities. The City of Wenatchee has adopted a Limited English Proficiency Plan to achieve a balance that provides meaningful access by LEP individuals to programs and services while not incurring undue burdens on City resources.

The LEP Plan also addresses the prohibition of discrimination based on national origin and the requirement of all recipients of federal financial assistance from the U.S. Department of Housing and Urban Development (HUD) to provide meaningful access to LEP persons. A Language Access Plan will also be developed to implement the Limited English Proficiency Plan with the purpose of assisting city staff in implementing appropriate assistance services to the public.

DEMOGRAPHIC CHANGES

The Wenatchee Urban Area has been experiencing many changes over the last decade. Some of these changes include demographic shifts relating to race, ethnicity, and age. There is a change in the proportions various age groups make up. Figure 1 below shows several important attributes of Chelan County's population as it compares to Washington State as a whole. There is a distinctly greater share of the population that is 65 or older than in Washington State and a distinctly lower share of the population that is age 20-39.

Extensive health care facilities, the built and physical environment, and a high quality of life appear to have resulted in a significant interest in the Wenatchee Valley as an attractive community for retirees. Many of these same attributes can be equally attractive to millennial age groups, but do not appear to have altered local trends. Another thing to note is that the trends for each age group are generally heading in the same direction at both the county and state level despite the differences noted above. In recent years, the share of the population aged 65 or older has been increasing and all other age groups have been decreasing.

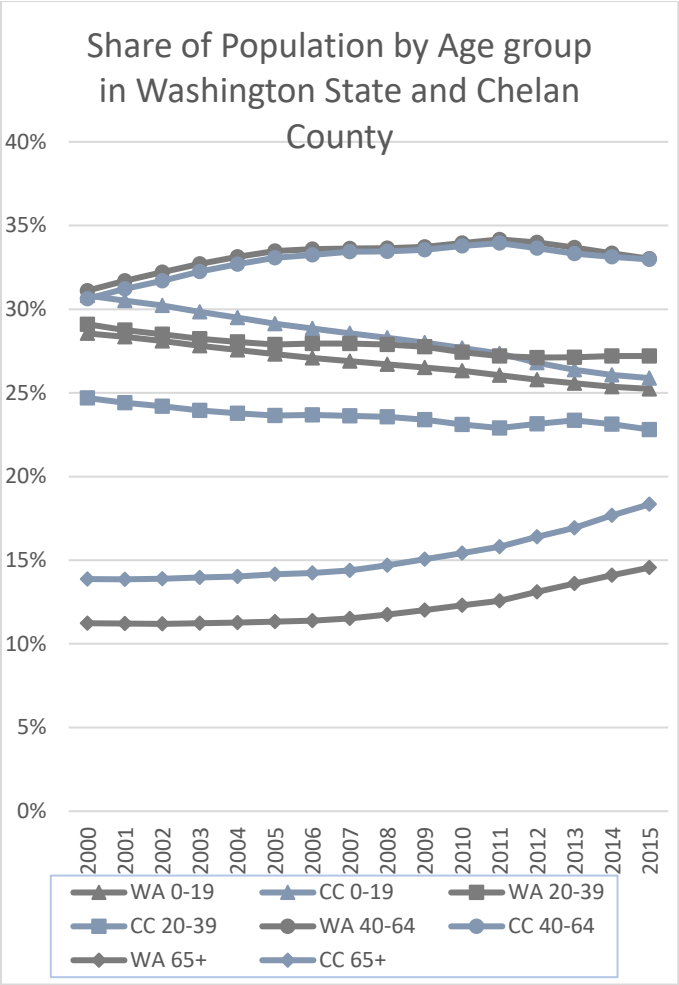


Figure 9 Source: Washington State Office of Financial Management Forecasting Division - Intercensal Estimates of April 1 Population by Age and Sex: 2000-2010; and Small Area Demographic Estimates (2011-2015)

The racial profile of the city has remained relatively stable over the last decade or so but the ethnic profile has seen a distinct change. The US Census Bureau's American Community Survey estimates that the share of the population in the City of Wenatchee that describe their race as white was 87% during the 2005-2009 period and 88% during the 2010-2014 period (Table B02001).

The share of the community that describe themselves as having Hispanic or Latino origin has been changing. The US Census Bureau's American Community Survey estimates that during the 2005-2009 period 26% of the residents of the City of Wenatchee were of Hispanic or Latino Origin while during the 2010-2014 period the figure had increased to 31%.

Both the shift in age groups and in ethnicity affect the culture of the community.

THE ARTS

The arts inspire and enrich the lives and broaden the perspectives of the citizens of Wenatchee. The arts not only give pleasure, they also offer new ways to experience the world and understand our places in it. They are windows into the lives of those who make and perform the art we see and hear.

With a commitment to excellence across the spectrum of our City's cultures and forms of expression, the Wenatchee Arts, Recreation and Parks Commission pursues its public charge to develop a thriving arts environment, which is essential to quality of life, education, and the economic vitality for all of Wenatchee.

Led by the City of Wenatchee Arts, Recreation and Parks Commission, in 2015 a comprehensive arts plan was prepared and adopted by the City Council to provide more specific guidance, direction and a framework for future programs and projects of the City. The plan allows for an increased focus on the City's specific arts related mission, goals and objectives. It also provides a framework and meets requirements for the pursuit a variety of art related grant opportunities to assist with funding the program.

Goals and strategic actions are identified as a long-range plan for the arts in Wenatchee and not simply a plan for the Wenatchee Arts, Recreation and Parks Commission. The Commission encourages others to use the information in the plan to help advance the arts in the City. The Arts, Recreation and Parks Commission invites these partners – federal, state, and local government agencies, artists, arts organizations, businesses, schools, and individuals – to help make the plan a reality. The better the caliber of arts in the community, the higher quality of life residents will be afforded and the better the caliber of businesses that will be attracted.

HISTORIC PRESERVATION & THE MAIN STREET PROGRAM

The City of Wenatchee is proud of the many historic homes and commercial buildings that have been restored and maintained to state and national historic preservation standards. These homes and structures help maintain and represent a significant component of the city's historical character and built environment.

Downtown-

In 1993 the City of Wenatchee became a Certified Local Government, providing a local mechanism for preserving historic buildings and sites. Concurrent with this approach, the Wenatchee Downtown Association has been a member of the Washington State Main Street Program since 1992. This program is a community driven approach that is used to

revitalize older traditional business districts throughout the United States.

In 2003, the City of Wenatchee won the Great American Main Street Award, which recognized the longstanding efforts of the Wenatchee Downtown Association (WDA) and its work to strengthen the downtown environment. In December 2008, Wenatchee's downtown was designated a National Register District encompassing 89 properties.

The Grandview Historic District-

In 2006 the City of Wenatchee designated the Grandview Historic District. The Grandview Historic District is comprised of six full blocks and two partial blocks containing 141 properties generally bound by Delaware, Washington, Miller, Idaho, and Alaska streets. It also incorporates those portions of Douglas, Emerson, Franklin and King Street (south of Washington Street and north of portions of Alaska Street).

Several plats are included in the District including the Amended Great Northern Plat (the first plat of Wenatchee, 1892), the Grand View Addition, dedicated in 1903 and the Jackson Place Addition, platted in the 1920s.

Historic Preservation Program-

The City is a Certified Local Government (CLG), a National Parks service program administered by the Washington State's Department of Archaeology and Historic Preservation (DAHP). As a CLG, the City of Wenatchee is responsible for maintaining a historic preservation commission, surveying local historic properties, enforcing state or local preservation laws, reviewing National Register Nominations, and providing for public participation in historic preservation activities. Since 1993, 56 residential, commercial and public buildings and one historic district have been listed on the Wenatchee Register of Historic Places.

As a benefit of this program certified local governments may apply for special grants and may offer Special Tax Valuation to locally listed properties and those contributing properties to local or national historic districts. These benefits have assisted many property owners with listed structures or whom are located in the Grandview Historic District, by incentivizing reinvestment for the beneficial re-use of historical structures.

The City of Wenatchee's Historic Preservation Board is comprised volunteers and serves in an advisory capacity to the Wenatchee City Council and the Community and Economic Development Department. The Historic Preservation Board reviews all properties for placement or removal on the Wenatchee and National Register of Historic Places and makes recommendations to the City Council for final approval. It also reviews all changes to properties listed on the local register and/or located in the Grandview Historic District.

In addition to the review responsibility of the Board it is also charged with identifying and actively encouraging conservation of Wenatchee's historic resources, raising community awareness of Wenatchee's history and historic properties and to serve as a resource in matters of history, historic planning, and preservation.

GOALS AND POLICIES

GOAL 1: REGIONAL CENTER - *Promote Wenatchee as the urban hub for cultural and historic resources in the North Central Washington region.*

Policy 1: Promote and enhance Downtown Wenatchee as the region's historic, cultural and civic center.

Policy 2: Support organizations and facilities that promote and encourage cultural, historic and environmental dialogue.

Policy 3: Cultivate Wenatchee's unique sense of place by attracting development that enhances the cultural and historic environment.

Policy 4: Promote spaces for local artists to develop and present their work.

Policy 5: Support educational facilities and arts and cultural organizations that foster an innovative environment in the city.

Policy 6: Encourage diverse businesses, business districts and community activities that develop an environment of inclusiveness, cultural exchange and civic dialogue.

Policy 7: Promote the implementation of shared initiatives supported by the City of Wenatchee and other regional partners, working to achieve the region's long-term vision as developed by the Our Valley Our Future Action Plan 2017-21.

Policy 8: The Wenatchee Valley is experiencing significant shifts in predominant age groups, household sizes, and ethnic and cultural groups in the community. Ongoing dialogue within the community and with regional partners to represent and understand changing viewpoints and needs should be a priority.

GOAL 2: ENVIRONMENT – *Protect and enhance Wenatchee's unique sense of place.*

Policy 1: Preserve Wenatchee's scenic points of interest including Saddlerock and the viewpoint along Skyline Drive.

Policy 2: Enhance the Highline Canal and preserve its historic connection to agriculture.

Policy 3: Support the Wenatchee Valley Farmer's Market, Chelan-Douglas Land Trust, the Trust for Public Lands, Cascadia Conservation District and similar organizations that seek to marry the environment and the economy.

Policy 4: Utilize the one-percent for the arts program to enhance and energize Wenatchee's arts environment.

Policy 5: Support the implementation of the City of Wenatchee Comprehensive Arts Plan.

GOAL 3: HISTORIC PRESERVATION - *Preserve, maintain and honor the city's significant historic resources.*

Policy 1: Foster community stewardship in honoring the beauty and accomplishments of the city's history and its built environment.

Policy 2: Protect and enhance the aesthetic and economic vitality of historic buildings, structures, sites, districts and objects through the development and implementation of appropriate design guidelines.

Policy 3: Identify and implement incentives to private property owners for the preservation and rehabilitation of historic buildings, structures, sites, districts and objects.

Policy 4: Discourage the demolition of historic properties by facilitating their adaptive reuse.

Policy 5: Leverage Wenatchee's historic character as an economic development tool through heritage tourism, cultural events, creative class business recruitment, and the adaptive reuse of buildings.

Policy 6: Maintain the continued visibility and community focus on the Wenatchee Register of Historic Places through the partnership of the City, Washington State (through the Certified Local Government program) and the Wenatchee Historic Preservation Board.

Policy 7: Promote historic preservation to provide for the identification, evaluation, and protection of historic resources within the City of Wenatchee and preserve and rehabilitate eligible historic properties within the City for future generations.

Policy 8: Look for opportunities to further educate the public on historic preservation and resources through events, tours, workshops, and outreach materials.

GOAL 4: FACILITIES & INFRASTRUCTURE - *Support the development of facilities and infrastructure that further enhance Wenatchee's innovative and creative climate.*

Policy 1: Recruit and support facilities that provide places for cultural and civic dialogue.

Policy 2: Strengthen and enhance Wenatchee's places for educational experiences, broadening education for all sectors of the community.

Policy 3: Develop public spaces that foster neighborhood identity and provide community gathering places.

GOAL 5: CIVIC LIFE - *Foster opportunities for lifelong educational, artistic and cultural exploration for all citizens.*

Policy 1: Support the public school system and provide for its growth.

Policy 2: Encourage continuing education and lifelong learning opportunities through local agencies, colleges, universities and organizations.

Policy 3: Support the regional library system and provide for its growth.

Policy 4: Enhance the presence of the performing, visual and creative arts.

Policy 5: Encourage the Wenatchee Diversity Council in building lasting community relationships and events that encourage civic dialogue and community engagement.

GOAL 6: LIMITED ENGLISH PROFICIENCY, (LEP), PLAN – Reduce language barriers to ensure meaningful access for individuals with limited English proficiency, (LEP) to programs and activities provided by the City and all sub-grantees.

Policy 1: Develop a Language Access Plan to assist city staff in implementing appropriate assistance services to meet the needs of LEP individuals that were identified in the LEP Plan.

Policy 2: Support the Language Access Coordinators, identified in the LEP Plan, in their partnered efforts with the Diversity Council and community stakeholders on the development and implementation of the Language Access Plan.

Policy 3: Establish processes for the Language Access Coordinators to ensure that the City adheres to its LAP policy directives and procedures by coordinating and facilitating delivery of related services, staff training on the plan's policies and

procedures and ongoing monitoring and assessment of the plan's effectiveness.

COMMUNITY DESIGN AND HEALTHY COMMUNITIES

TOPICS

- Purpose
- Background
- Gateways
- Districts
- Corridors
- Healthy Communities
- Neighborhood Associations
- Dark Sky Design
- Goals and Policies

PURPOSE

The design of a community can promote community identity and enhance the quality of life or it can diminish the sense of place. Although the Growth Management Act does not require the inclusion of a community design component, much of the public input received revolves around improving the quality of development throughout the city. Community design gives Wenatchee citizens the opportunity to envision and achieve aesthetic goals for the community.

Our area's natural beauty, climate, recreational amenities and relaxed life-style continue to attract many people. This population and economic growth has energized the Valley's role as a regional center. The policies of this element incorporate the theme of Wenatchee as the regional urban center in the midst of a rural landscape. Policies protect existing neighborhoods, emphasize the design of quality residential and commercial/mixed-use districts, and encourage incorporation of public spaces. This chapter also includes

discussion on street design, seeking to enhance the appearance, safety and accessibility for all travel modes.

BACKGROUND

Modern city planning in the United States traces its roots back to the early city beautification movement of the late 19th century. Led largely by architects, landscape architects, and civic boosters, this movement sought to restore order and aesthetic appeal to the rapidly growing metropolises of the Industrial Revolution. Throughout the 20th century, planning gradually moved away from this focus on design and form in favor of social, economic and environmental policy. It has only been recently that cities have rediscovered the importance of urban design in creating vibrant districts and classic neighborhoods.

Urban design, or community design, is the purposeful manipulation of the built or natural environment to achieve public goals of form and function. Unlike architecture, community design does not concern itself with individual buildings; rather, it looks at the "sum of all parts". These include buildings, uses, public spaces, and infrastructure. Community design can range from designing an entire transportation system to maximize safety and efficiency, to determining the types of building materials appropriate in a historic

district.

The scenic landscape of the Wenatchee Valley presents one of its most impressive regional qualities. It contains the unique combination of rugged North Cascades mountain peaks and high desert foothills to the west, basalt rock formations and fields of grain to the east, and working fruit orchards all around. This combination of landscape elements makes it a truly unique place. As the supply of developable land continues to dwindle though, the open character of the surrounding foothills and the number of orchards dotting the landscape are increasingly threatened.

Wenatchee A High Performance Community Strategy developed for the City of Wenatchee, Port of Chelan County and the Quest for Economic Development in 2000 discusses the importance of quality of life in generating and maintaining a strong economic base. Wenatchee's strengths identified include: recreational opportunities, health care, special events, downtown look and feel, and cultural opportunities. Weaknesses identified include: community feeling, community identity, and gateway appeal; all of which speak to the topics of community design.

GATEWAYS

From a design perspective, gateways are significant points of entry into a community, district, or neighborhood. In addition to creating first and lasting impressions for newcomers, they provide visual and psychological boundaries for residents. Whether descending from the foothills, driving into downtown, or crossing the Columbia River, Wenatchee's gateways provide opportunities to convey strong images as a regional center of culture, education, commerce, and recreation.

Rendering of a potential gateway into downtown

Wenatchee's key gateways into the city include:

- US 2/97 eastbound from Seattle
- US 2/97 (Odabashian Bridge) westbound from East Wenatchee
- SR 285 southbound from Sunnyslope
- SR 285 (Senator George Sellar Bridge) westbound from East Wenatchee
- Malaga-Alcoa Highway northbound from Appleyard
- Apple Capital Recreation Loop Trail pedestrian/bicycle bridges
- Squilchuck Road Northbound from Mission Ridge

The vertical descent from the west and the two bridge crossings create natural transitions and optimal gateway locations. Unsightly automobile oriented land uses at the northern and southern peripheries of the city, however, significantly impact these first impressions. Not only must visitors travel a fair distance from the gateways to reach the award-winning downtown, they must do so intentionally, as the existing traffic patterns funnel them away from Wenatchee Avenue on the Chelan/Mission one-ways.

With the possible exception of downtown, there are a limited number of internal

gateways within Wenatchee. That is, few of Wenatchee's neighborhoods and districts help orient residents and visitors with design cues or themes. Although some subdivisions and developments include monument signs and/or gates, they often lack the architectural identity or mature landscaping of classic neighborhoods such as the Grandview Historic District.

For a number of reasons, both aesthetic and economic, the distinctive entrances into Wenatchee and its districts should be preserved and enhanced. A gateway enhancement program could target significant gateways along major arterials for strategic improvements such as land use changes, development standards, landscaping, paving, signage, and public art that positively contribute to a sense of place and establishment of community identity.

DISTRICTS

Districts are activity centers within an urban area that have recognizable functions, boundaries, and design themes. They may be strictly residential or commercial in nature, or they might be a compatible mix of shops, apartments, offices, and townhouses. Whether they are single use or mixed use in nature, districts provide a definite sense of place for residents, employees, and visitors. That is, you are made well aware when you are in a district. A person can distinctly imagine a district, from its architectural styles to its general "feel," when another mentions it.

Examples range from trendy shopping districts to industrial warehouse districts. Others include arts/ entertainment districts that encourage neon lights and colorful signage or small neighborhood retail districts with corner stores and cafés.

Downtown Wenatchee National Register District

The Downtown Wenatchee National Register District is a collection of commercial, mixed-used, and warehouse buildings located in the central business district. Since the city's establishment in 1892, this area has served as the pulse of downtown's commercial and industrial heritage. The National Register Historic District is comprised of nine and one-half blocks located a short distance west of the Columbia River and parallels the riverfront. The historic district is bordered by Mission Street to the west, Columbia Street to the east, N. 1st Street to the north, and Kittitas Street to the south. Three streets run north-south and five run east-west. The spine of the district, Wenatchee Avenue, runs north-south and contains mostly smaller scale (one- to four-story) commercial buildings mixed with a few substantial buildings such as the ten-story Cascadian Hotel and six-story Doneen Building that anchor the downtown. Paralleling Wenatchee Avenue to the east is Columbia Street, which is lined with warehouses next to the railroad line. Also running north-south is Mission Street (one block west of Wenatchee Avenue) which

Downtown Wenatchee

contains a mixture of civic buildings, small scale commercial buildings, and theater buildings. Historic painted wall signs on some of the buildings' brick-clad, rear facades are distinguishing features in the alleys and help tell the story of the businesses that once occupied the buildings and others continue to advertise existing long-running businesses. Most of the streets are distinguished with angled or parallel parking, mid-block crosswalks, and pedestrian-friendly amenities along the sidewalk such as street furniture, brickwork, hanging flower pots, and historic building markers. Columbia Street serves the warehouses that line the street and is more oriented to vehicles with no sidewalks. Mission Street is a major arterial through downtown. As Wenatchee Avenue and Mission Street continue north outside the historic district, the area is characterized by auto-oriented developments from the 1950s through the present. To the south are smaller scale commercial buildings and early twentieth century single family homes (some converted to businesses). The only open space within the historic district is Centennial Park at the northwest corner of S. Wenatchee Avenue and Yakima Street. The park was created in 1992 (on the former site of a hotel building). The park has a large lawn area, bandstand, brick-paved plaza, seating, artwork, and a replica street clock.

Most of the buildings in the District were constructed between the early 1900s to the late 1920s. Many are vernacular in style and clad in brick. Other architectural styles found in the district include Art Deco and Commercial. These styles reflect the period during which most of the buildings in the district were constructed. Foundations are stone, brick, or concrete. Typically, the ground floor is occupied by small businesses while most upper floors are used for offices and some house hotels/residential apartments. The combination of the generally modest scale of the buildings with the ground floor storefront businesses provides a pedestrian-friendly environment. Some windows on the upper stories have been boarded up. General characteristics of the buildings include stepped parapets, ornamental cornices, patterned brickwork, and corbelled parapets and courses. More unique features include terra cotta detailing on primary facades. Buildings vary in use but generally fall in the following categories: commercial, office, industrial, institutional, and hotel/apartment buildings. The warehouses along Columbia Street are characterized by brick cladding, loading docks, large openings with roll-up doors, and minimal window openings and decorative features.

The period of significance begins in 1902 with the construction of the Wells Morris Hardware Building (the earliest extant building) and ends in 1955 with the construction of Seattle First National Bank. The Modern style bank building represents a shift in architectural styles for downtown Wenatchee. Typical property types and some examples of each include commercial buildings (Fuller Quigg Building and Kress Building), hotels buildings (Cascadian and Olympia Hotels), fruit warehouses (Wells and Wade Fruit Packing Plant) along Columbia Street, public/institutional buildings (Old U.S. Post Office and Annex Buildings), and two historic brick streets (Orondo and Palouse between Wenatchee Avenue and Mission Street). A number of vacant parcels exist in the district and most are used as surface parking lots. Some sites along Mission Street have been replaced by parking lots or contemporary buildings. Some of the original fruit warehouses along Columbia Street have also been replaced by contemporary warehouses. Unlike many other cities in the country, Wenatchee did not experience significant urban renewal in the 1950s and 1960s.

Changes to the downtown have been more a reflection of gradual response to changing times. However, as a whole, downtown Wenatchee retains a significant number of cohesive historic resources constructed from the 1900s to late 1920s, representing the birth, growth and development of the city, and forming a central business core conveying its historic significance.

The Downtown Wenatchee National Register Historic District is composed of 89 historic resources.

Generally, the condition of the buildings is good due to their solid construction and ongoing maintenance. The integrity of the upper stories of the buildings has been maintained overall and typical alterations were to the original wood windows (usually double-hung) replaced by aluminum windows or the openings were boarded over with the original windows in place or removed. Storefront levels on most of the buildings were altered over the years by various tenants or the property owner in an effort to "modernize" and stay current with popular design concepts of the period (generally between the 1950s through 1970s) or to better suit the changing uses by different businesses. Depending on the size of the building, the first story typically had at least two bays with a recessed entry for each. Another entrance (either in the center of the building or off to one side) led up to the upper floors. Original storefronts had window systems that were constructed of wood or metal frame with wood, brick, tile, or stone bulkheads. Transom windows or mezzanine windows were a typical feature above the storefront display windows. The most dramatic alterations on some buildings have been the covering of the entire front façade with a new façade. These "slipcovers" were attached to the original facades, turning an early twentieth century building into a modern looking one. A revitalization movement in the 1990s through the present has been to remove these "slipcovers" from the buildings to reveal the historic facades. This work continues as the value of historic preservation is gaining recognition.

Wenatchee's Grandview Historic District represents a perfect example of a classic residential district. With the exception of a few modern buildings, the neighborhood consists of a colorful mix of early 20th Century architecture including Queen Anne, Four-Square, Craftsman Bungalow, Craftsman/Prairie, and Tudor Revival styles. With uniform setbacks, mature landscaping, and detached garages in the rear, large stately houses coexist favorably with multifamily homes. With little or no off-street parking, the lovely neighborhood parks and churches are designed for people not cars, adding to the walkability of the District.

Outside the historic center of Wenatchee, commercial and residential districts have less cohesion and are hard to identify. The North Wenatchee Center or retail district is spread out and lacks a discernible center. With its higher residential densities, large number of small businesses and strong Latino influence, South Wenatchee could support a more pedestrian friendly business district such as a *Mercado*. Although the area around the intersection of 5th and Miller possesses all the makings of a vibrant mixed use neighborhood including a grocer, offices, apartments, single family homes, and a coffee shop, it is disjointed, designed for cars and not easily navigated by pedestrians.

If districts represent the focal points of a city, transportation and activity corridors represent the pathways and public rights-of-way between those focal points. In addition to serving the function of moving goods, services, and people from one place to another, corridors visually connect and weave together pieces of the urban fabric.

Community design elements of a corridor include:

- Views (e.g. Saddlerock framed at the end of Orondo)
- Land uses
- Building orientation
- Landscaping & Signage
- Street furniture - benches, trash receptacles, bus stops, lampposts

Source: MAKERS Architecture & Urban Design

CORRIDORS

"Wenatchee feels small-town all American. Its core downtown is quaint and thriving, though the arterials could be Anywhere, USA: Motels, strip malls and car dealerships meld together in mind-numbing succession."

- *Ski Magazine, November, 1998*

- Bike paths and sidewalks
- Civic art
- Traffic operations (e.g. one-way or two-way)

When properly designed and executed, these elements can coalesce to create an overall sense of place, promote economic activity, encourage physical activity, enhance wayfinding, decrease traffic problems, and

even reduce vehicle speeds and crime through visual cues (e.g. street width, lighting, and "eyes on the street"[19]). Unattractive and poorly planned corridors can engender visual confusion and disorientation, limit economic marketability, promote speeding, and create dangerous unprotected spaces for pedestrians and bikes.

Wenatchee Avenue, which stretches from the Sellar Bridge to the Wenatchee River, is a corridor of marked differences. The northern and southern ends of the corridor are dominated by automobile-oriented commercial and industrial users featuring large signs, deep building setbacks, and underutilized surface parking lots. These segments are in sharp contrast to the blocks running through Wenatchee's traditional core. They generate major traffic issues by spreading out activity rather than focusing it at specific nodes. Although required landscaping is slowly beginning to soften the appearance of Wenatchee Avenue, significant enhancements are needed to overcome the negative perceptions of the corridor by residents and visitors.

Transitioning arterial streets such as Western, 5th, and Maple, also provide opportunities for corridor improvements. Existing land uses including small businesses, public facilities, adult care facilities and higher density residential developments along many of these streets create the potential for new corridor zoning overlays. To help mitigate traffic and aesthetic impacts of more intense land uses, major corridors such as 5th Street, Western, Miller and Maple could be targeted for enhancements.

HEALTHY COMMUNITIES

Where someone lives has been found to be a stronger predictor for overall health than factors such as race or genetics. The major modifiable risk factors for the five leading causes of death are closely aligned with the social, demographic, environmental, economic and geographic attributes of the neighborhoods in which people live and work.

Neighborhoods whose residents enjoy a high quality of life typically include or have convenient access to quality health care, nutrition, physical activity, education, employment and social support networks. "Healthy People 2010" describes a healthy community as one that continuously creates and improves both its physical and social environments.

Dispersed low density development patterns have an inverse effect on quality of life by creating separation between destinations and increasing automobile dependency. Increased automobile reliance and technological innovation around household tasks have essentially removed or limited exertion from activities of daily living and compounded the effects of modifiable risk factors. Mixed land use or a range of medium to high density residential development located in close proximity to efficient multi-modal transportation networks connecting to goods, services and employment centers allow residents to maintain a high quality of life with increased opportunities for neighborhood engagement.

Connected communities allow coordination among residents to take place and provide a strong platform for neighborhood associations. Recognized neighborhoods are a vital component of spatial location, appropriate communication and

[19] *"The sidewalk must have users on it fairly continuously, both to add to the number of effective eyes on the street and to induce a sufficient number of people in buildings along the street to watch the sidewalks." – Jane Jacobs, The Death and Life of Great American Cities (1961)*

strengthening partnerships. The United Neighborhood Association (UNA) that formed in 2015 has demonstrated how a neighborhood association impacts quality of life by empowering residents, building community, addressing concerns through effective channels and establishing both neighborhood pride and identity. The included diagram demonstrates an example of a neighborhood association structure and paths of communication for a formalized association.

Connected communities promote accessibility and mobility. For the City of Wenatchee these are priorities established in a complete streets philosophy, outlined in the Transportation Element. The City of Wenatchee Complete Streets Policy (Ordinance 2016-24) includes best practices around providing a system that meets the needs of all users regardless of neighborhood status, health equity, income, race or ethnicity. It also guides roadway design and decision to reflect the context and character of the community's overall surroundings including the natural environment, current and planned buildings and land uses, demographics, street functions and current and expected transportation needs. Understanding the built and natural environments allows for flexibility and sensitivity to values and the economic, social and environmental objectives of the community.

While there are many substantive benefits of a healthy community, the cost of creating complete pedestrian and bike infrastructure can seem disproportionate. The City's Community Development Block Grant (CDBG) program has a primary focus towards pedestrian infrastructure in the established target area known as the South-Central Wenatchee Core. This area has a greater concentration of low-income residents, exhibits greater deterioration of properties, and has a higher need for infrastructure improvements. Approximately $95,000 annually is contributed towards pedestrian infrastructure and subsequently towards increasing accessibility for residents experiencing health disparities. Continued support for, and supplement of, the CDBG program will have a direct positive impact on the quality of life for Wenatchee residents.

Providing development options and accessibility to destinations is the first step to building a healthy community. The social supports, known as community-clinical linkages are also important for the utilization of the built environment by Wenatchee residents. Quality of life is beyond the scope of health care and requires an integrated approach, known as the Accountable Community of Health (ACH) model, to bring together medical care, mental and behavioral healthcare and social service supports (government and non-governmental) to improve the overall conditions that shape the health and wellbeing of a community.

One of the ACH goals, improved population health, opens the door for innovation and experimentation among community stakeholders to take a community-coordinated approach to addressing the Social Determinants of Health; including neighborhoods and the built environment. Wenatchee already has programs that if combined with ACH efforts could multiply improvements to challenges around housing, food insecurity, utility needs, interpersonal violence and transportation needs. The structure of the ACH model provides Wenatchee with connections locally and regionally to help supports the ongoing, ground-level engagement for planning and implementing a healthy community.

Neighborhood Associations

Established neighborhoods are a vital component of the impact that valuable

relationships between tangible (public spaces, private property) and intangible (people, residents) resources have on the common good by supporting bonds, bridges and links within a community. They provide a platform for citizens to communicate in a prompt and organized fashion with one another, the City of Wenatchee and other important groups. Identifying neighborhoods allows the City of Wenatchee to establish partnerships

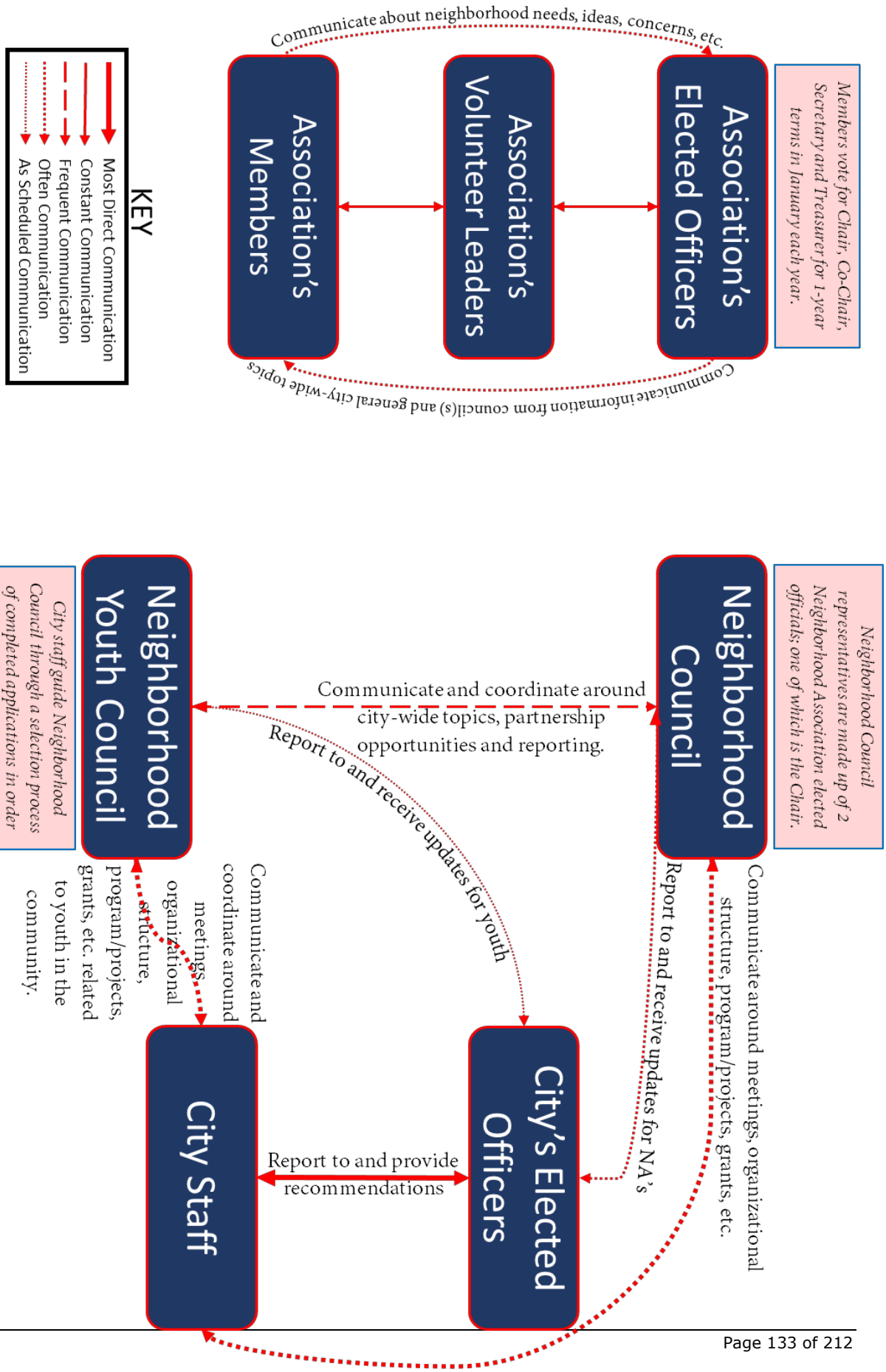
that can assist in preserving and maintaining an area's quality of life, carrying out public services in an orderly and efficient manner and ensuring successful public engagement efforts.

Neighborhood associations established through partnerships that include all stakeholders will result in greater sustainability and impact beyond visible boundaries. When officially recognized by the City of Wenatchee, these associations build community, address concerns at appropriate levels, empower residents, improve neighborhoods through establishment of identity and instillation of pride and by preserving and cultivating quality of life for all.

Each neighborhood association embodies the goals, concerns and needs of all citizens that reside within the respective boundaries. Benefits from recognized neighborhoods reach beyond each associations adopted boundaries and impact far more than just those residing within them creating positive impacts citywide. Adopting a formalized structure includes relationships within and between neighborhood associations and between neighborhood associations and the City of Wenatchee.

DARK SKY DESIGN

Dark Sky Design is a means to design lighting that will use appropriate lighting levels for residential, commercial, and public areas that minimizes over illumination, sky glow (glowing effect visible above populated areas), light trespassing onto adjoining properties, clutter (excessive grouping of lights) and up-lighting (light emitted upward by luminaire (complete lighting unit)). The City of Wenatchee has recognized the importance of balancing the need for a natural nocturnal environment with the need for consistent lighting of streets and sidewalks,. Science has determined the significance of preserving natural darkness for the health of plants, animals and humans. In addition, research indicates that improper lighting may actually encourage criminal activity such as vandalism and theft. The preservation of a night time environment not only sustains health, but the ability to see the stars is a vital component of the City of Wenatchee's character. In an effort to be a leader in the support of community identity and enhancing the quality of life for the citizens of Wenatchee, Dark Sky Design should be implemented.


Members vote for Chair, Co-Chair, Secretary and Treasurer for 1-year terms in January each year.
Association's Elected Officers
Association's Volunteer Leaders
Association's Members
Communicate about neighborhood needs, ideas, concerns, etc.
Communicate information from council(s) and general city-wide topics
KEY
Most Direct Communication
Constant Communication
Frequent Communication
Often Communication
As Scheduled Communication
Neighborhood Council representatives are made up of 2 Neighborhood Association elected officials; one of which is the Chair.
Neighborhood Council
Communicate around meetings, organizational structure, program/projects, grants, etc.
Report to and receive updates for NA's
City's Elected Officers
Report to and provide recommendations
City Staff
Communicate and coordinate around meetings, organizational structure, program/projects, grants, etc. related to youth in the community.
Communicate and coordinate around city-wide topics, partnership opportunities and reporting.
Report to and receive updates for youth
Neighborhood Youth Council
City staff guide Neighborhood Council through a selection process of completed applications in order to provide recommendations to the Mayor and City Council.

GOALS AND POLICIES

GOAL 1: GATEWAYS -- *Improve the visual appeal and navigability of Wenatchee by enhancing gateways into the city, its districts and neighborhoods.*

Policy 1: Develop visually attractive and identifiable gateways at primary entrances to the city using a combination of streetscape, signage, and building orientation to create memorable community entries.

Policy 2: Preserve and enhance views of significant natural and built features and landmarks such as Saddlerock, the Wenatchee Valley from Skyline Drive, and the Columbia River.

Policy 3: Protect the edges of neighborhoods and districts through compatible design and development standards, signage, and landscaping. Compatibility for site design and standards, is not taken as being similar or the same as, but instead is an approach at establishing clearly stated design guidelines and standards that provide a range of acceptable building types, massing and characteristics, sensitive to the interface of adjacent uses or districts.

Policy 4: Advocate for city design goals with outside agencies and organizations that are doing work that impacts the city's right-of-way.

Policy 5: Hire a consulting firm, which specializes in urban design and landscape architecture, to propose policy changes and specific capital projects to facilitate streetscape improvements in the vicinity of George Sellar Bridge, Olds Station and North Wenatchee Avenue.

GOAL 2: DISTRICTS – *Foster distinct and vibrant mixed use and commercial districts.*

Policy 1: Review design standards for mixed use and commercial districts, including the downtown and waterfront to ensure they are meeting their objectives.

Policy 2: Encourage mixed use and commercial districts to incorporate functional public spaces such as neighborhood parks or pedestrian plazas.

Policy 3: Require pedestrian circulation through new mixed use and commercial projects with sidewalks and internal pathways.

Policy 4: Review which districts, forms of development, and infrastructure parameters that would be appropriate for the removal of parking standards, allowing the market to drive parking needs, encouraging compact pedestrian oriented development**.**

Policy 5: Facilitate residential development in the downtown and other areas close to employment, cultural and shopping opportunities.

Policy 6: Where feasible, in mixed use and commercial districts enhance sidewalk activity by requiring developers to site buildings close to the street, with parking located behind or to the side of buildings, and to include ground-floor façade treatments that generate pedestrian interest.

Policy 7: Hire a consulting firm that specializes in urban design to evaluate necessary changes to city design and development standards possibly proposing a form based or hybrid code

in some or all existing districts. The intent is to provide clear and explicit architectural, site and landscape design standards which can provide greater certainty and quality assurance for business owners, neighborhoods and developers.

Policy 8: The consulting firm mentioned in Policy 7 should utilize a robust public participation program in the development of proposed policy and code revisions. This program should include but not be limited to a visual preference survey among other techniques to gather feedback on the community's preference toward various types of development.

Policy 9: If a form based, or similar style, code is established in the Wenatchee Urban Area, the City should conduct at least one seminar and establish an education and outreach program for the building community and residents to learn about how the new code functions.

GOAL 3: NEIGHBORHOODS – *Support the progression of attractive and safe residential neighborhoods.*

Policy 1: Actively seek to incorporate appropriate traffic calming techniques within residential street standards and implement along existing streets when conditions warrant. Engage neighborhoods in the planning stages of these projects.

Policy 2: Review design standards for multi-unit housing to achieve compatibility with the surrounding neighborhood, attractive architectural characteristics of single-family housing/or desired design components of historically relevant and desirable multi-unit housing present in the community, and appropriate screening/placement of surface parking and waste collection areas. Compatibility should be treated in a similar approach as described under Goal 1, policy 3.

Policy 3: Provide a review process for non-residential and large scale multi-family projects within single-family residential districts that allows surrounding residents to comment on potential impacts.

Policy 4: Evaluate design standards and parking requirements for accessory dwelling units (ADU) to ensure neighborhood character is maintained when ADUs are constructed.

Policy 5: Promote a mix of uses in neighborhood commercial centers using incentives that encourage appropriately scaled buildings with second floor offices or residences.

Policy 6: Study the appropriate context, locational criteria, and ownership model for the development of neighborhood parking lots to relieve on-street parking and facilitate the conversion of existing properties to higher densities.

Policy 7: Pursue the application of a dustless paving product in residential alleys as a means of improving the aesthetic appeal of that part of a block.

Policy 8: Seek to identify distinct neighborhoods or neighborhood boundaries and work with community stakeholders in these areas to identify goals, needs and concerns and prioritize resources and programs throughout the city.

Policy 9: Establish a framework for neighborhood associations that guides communication within and between

associations, city staff and elected officials.

Policy 10: Develop a process that results in sustainable leadership within each neighborhood association such as formal elections for executive committees and project leaders.

Policy 11: Provide technical assistance from city staff to support leadership with activities such as planning projects, developing programs or applying for grant funding.

GOAL 4: CORRIDORS – *Develop appealing and efficient residential, mixed-use, and commercial corridors.*

Policy 1: Create an overall sense of place along corridors by concentrating development in districts and discouraging new strip commercial development.

Policy 2: Encourage development to orient around transit stops and to provide convenient access to such stops.

Policy 3: Mitigate the impact of increased traffic and higher densities along corridors through streetscape enhancements including pedestrian-scaled lighting, trees, landscaped medians, planter strips, and street furniture.

Policy 4: Ensure design and use compatibility of new corridor development with adjacent residential neighborhoods.

Policy 5: Regulate signage based on the premise that community aesthetics are a driver of economic development.

Policy 6: Study the possibility of providing incentives to property owners to make improvements to landscaping and pedestrian amenities at existing developments that are not otherwise triggering said improvements through a substantial development.

Policy 7: Where appropriate, incorporate art in public capital improvement projects in the public right of way. Great examples of this include the South Chelan Sidewalk Project and the City of Wenatchee Public Art Fund.

GOAL 5: HEALTHY COMMUNITIES-- *Promote physical activity through safe and pleasant routes to employment centers, neighborhood services, parks, and schools; and seek to improve overall conditions that impact quality of life.*

Policy 1: Support local walking and bicycling group efforts and participate in events and programs designed to increase alternative mode use.

Policy 2: Seek to more effectively coordinate land use, and site development and infrastructure design standards to implement the goal of a walkable community. The elements that contribute to walkability at a particular site, when properly designed, include, but are not limited to, outdoor lighting, non-motorized transportation routes separated from vehicle traffic, landscaping, traffic calming, connectivity to other areas, etc.

Policy 3: Implement policy direction in the comprehensive plan for more effective use and development of medium and high density residential housing options, infill, and mixed use development, recognizing the role that these forms of development play as

development patterns supporting a walkable environment.

Policy 4: Seek to understand the City's capacity in effectively contributing to the planning and implementation of the Accountable Community of Health (ACH) Model.

Policy 5: Work cooperatively with health care providers and other regional partners to focus on the health of all residents and improve overall population health for Wenatchee residents.

Policy 6:__ Review and where necessary establish noise standards to address maximum noise thresholds for use categories and activities to ensure that proposals are compatible with intended uses in the city. Standards should factor in where there is an interface between different use categories to provide compatibility between the range of mixed uses intended in the comprehensive plan.

Policy 7: Support regional recreation planning efforts.

GOAL 6: DARK SKY DESIGN - *Educate and promote the use of appropriate lighting levels for residential, commercial, and public areas to help reduce sky glow, light trespassing, and up lighting.*

Policy 1: Outline and develop a communications plan for educational and incentive materials informing residents and business owners on light pollution, the benefits of Dark Sky Design, techniques for providing appropriate lighting levels, and programs for proper disposal of used lighting materials.

Policy 2: Demonstrate the benefit of Dark Sky Design by highlighting new developments that install lighting that follows Dark Sky Design principles such as the South Chelan Ave Sidewalk Project.

Policy 3: Demonstrate support of Dark Sky Design by encouraging the retrofitting of all publicly owned and operated lighting over time.

Policy 4: Lighting scale, placement and design should facilitate safety while minimizing light impacts on the surrounding neighborhood and night sky.

Policy 5: Develop lighting standards which promote Dark Sky Design standards, mitigate further light pollution of development projects, and identify appropriate lighting levels. Standards may also include lighting colors and designs for residential, commercial, and public areas.

Policy 6: All signs and lighting (including for streets, buildings, parking areas, and signs) should be designed so that they perform their function without being unduly disruptive to the visual appeal of the area.

GOAL 7: Aesthetics -- Identify opportunities to improve the visual aesthetics of the community.

Policy 1: Consider the appearance, placement and design of public and private infrastructure, such as light standards, sidewalk patterns in historical areas, traffic signals, utility boxes, cellular facilities, etc., which can have a negative impact on community character.

Policy 2: Establish a city committee for the review of significant public infrastructure projects, providing input on potential aesthetic improvements that could be considered in project design.

Policy 3: Establish a process to review options available to the city to influence or regulate aesthetic qualities of private infrastructure.

Policy 4: Review sign standards to determine priorities on the amortization of nonconforming signage. Opportunities are available to improve the signage code to better meet community advertising needs while improving the cumulative visual impacts of signage.

Policy 5: Incorporate alternative approaches to landscaping such as low water and xeric landscaping, integrated landscape features with onsite stormwater facilities.

Policy 6: Recognize that infill and redevelopment sites with limited land area or an existing built environment may have limited abilities to account for onsite landscaping.

Policy 7: Evaluate landscaping code alternatives to determine if revisions should be incorporated to encourage landscape design that is outcome based vs. a prescriptive standard.

GOAL 8: Public Space -- Inspire the citizens of Wenatchee to collectively reimagine and reinvent everyday public spaces and to see anew the potential of parks, the downtown, the waterfront, plazas, neighborhoods, streets and alleys, markets, campuses and public buildings.

Policy 1: Look for opportunities to consider "placemaking", a process and philosophy centered around observing, listening to, and asking questions of the people who live, work, and play in a space in order to understand their needs and aspirations for that space and the community as a whole.

Policy 2: Public spaces are most effective when people of all ages, abilities, and socio-economic backgrounds can not only access and enjoy a place, but also play a key role in its identity, creation, and maintenance.

Policy 3: In concert with appropriate urban design, look for opportunities to incorporate creative patterns of use, paying close attention to the physical, cultural, and social identities that define a place.

Policy 4: Study the potential that residential and commercial alleys may provide in the community to create new public spaces. Inventory existing conditions, and consider potential improvements and costs for pilot projects. Engage business owners and neighborhoods to consider what opportunities exist in these spaces for enhanced circulation, neighborhood or community activities or spaces, and facilitating residential infill.

GOAL 9: COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM – Further develop our community in areas related to decent housing, suitable living environments and opportunities to expand economic opportunities for low- and moderate-income individuals.

Policy 1: Support efforts to create a formalized prioritization criteria to ensure that sidewalk projects are efficiently and effectively constructed with CDBG funds.

Policy 2: Continue to provide support for the Neighborhood Improvement Grant to allow

community members the opportunity to build connections and revitalize the community.

PARKS, RECREATION, AND OPEN SPACE

TOPICS

- Purpose
- Referenced Plans
- Park Types
- City Parks and Facilities
- City Recreational Programs
- Non-City Recreation Programs
- Non-City Parks and Facilities
- Habitat Plan
- Level of Service Standards
- Goals and Policies

PURPOSE

The purpose of the Parks, Recreation and Open Space Comprehensive Plan element is to establish a framework to guide the acquisition, development and improvement of park areas and facilities, and the provision of recreational services throughout the City of Wenatchee. It is designed to meet the City's recreational and assist with in meeting social, and cultural needs now and into the future.

As a recreational paradise, Wenatchee celebrates nature and offers outdoor enthusiasts a wealth of adventure. Annually the area attracts visitors and new residents because of the area's natural beauty. Providing parks, recreational opportunities, civic and cultural activities, and an attractive setting in which to live is a part of a high-quality life.

Two of Wenatchee's vision statements are especially pertinent to this chapter:

> *"The city will feature a variety of parks and open spaces, including an enhanced riverfront park, attractive neighborhood parks, and playfields, all connected by a comprehensive system of pedestrian and bicycle trails."*

> *"The city will protect and enhance its natural setting and environmental quality, including the surrounding hillsides, shorelines, and scenic vistas."*

REFERENCED PLANS

The following chapter is a summary of the 2012-18 *Parks, Recreation & Open Space Comprehensive Plan* adopted by the City in conformance with Washington State Recreation Conservation Office (RCO) planning requirements. The full plan, has been adopted by reference and incorporated as if fully set forth herein. Other plan and design documents are significant components of the City of Wenatchee's parks, recreation and open space programs. These plans which were adopted by the city are identified as guidance documents. Plans, documents or studies which have been adopted as a component of this plan or serve as adopted guidance materials are listed in their entirety under the section, Relationship to Other Plans & Studies, in the Wenatchee Urban Area Plan.

The Parks, Recreation and Open Space Comprehensive Plan will be undergoing an update in 2017 with adoption anticipated in late 2017 or early 2018 to retain RCO grant eligibility.

PARK TYPES

The most effective park system is composed of a variety of parks, each designed to provide a specific type of recreation experience or opportunity. When classified and used properly they are easier to maintain, satisfy needs, create less conflict between user groups, and have less impact on adjoining

neighbors. Parks range in size and classification from small neighborhood parks to large natural open spaces.

Neighborhood Parks

Ideally, neighborhood parks are distributed equally throughout the community to serve citizens close to home. They are small in size and used for non-supervised or organized neighborhood recreational activities. Park guests should not be required to cross major arterials to access a neighborhood park. Typically a neighborhood park accommodates a variety of activities including children's playground, seasonally operated water features, picnicking, open grass for passive use, outdoor basketball courts and can include multi-use sports fields for soccer and youth baseball.

Community Parks

Community Parks are large urban parks designed to serve as a focal point for community-wide activities and, as such are intended to provide either the facilities or intensity of activities that are appropriate in the community where noise, lighting, vehicular traffic are appropriate for the neighborhood. Community Parks often include one specific use or focal point that makes them special.

Regional Parks

Regional Parks are recreational areas serving the city and beyond. They are large in size with special features that are unique to the area. Typically, they serve regional resources and focus on active and passive recreation, regional trail systems, and access to statewide waters for camping, fishing, hiking, boating, and picnicking. The City of Wenatchee does not own or operate any park areas that fall within this classification.

Special Use Areas

Special Use Areas are public recreation facilities used for a special purpose such as city gateways, cultural activities, historic facilities, or specialized recreation.

Natural Open Space Areas

Natural open spaces can vary in function and size, and are defined as land or water left primarily in its natural state with recreation uses as a secondary objective. A network of natural open space can be comprised of wetlands, habitat areas, steep hillsides, or similar spaces. Sites are usually owned by a government agency and may or may not have public access. In some cases, environmentally sensitive areas are considered as open space while in other cases they protect and provide for placement of a unique feature.

Trails, Pathways and Bikeways

Trails, pathways and bikeways are designed to provide walking, bicycling and other non-motorized recreational opportunities. By providing linkages to other areas and facilities, they also allow non-vehicular options for travel throughout the community.

Primary Trails are intended for multiple uses, are accessible wherever possible, and are located conveniently to connect several community facilities. Secondary trails provide access for bicyclists, pedestrians, and equestrians, and are located to connect community facilities or neighborhoods or to provide access to primary trails.

Improved pathways are informal connections through or between neighborhoods, and are appropriate for pedestrian, equestrian, or off-road bicycle use. Unimproved pathways are pedestrian routes of variable width dictated by natural features and use. Equestrian pathways are typically a 6 foot wide, soft surface path consisting of native soil material and overhead clearance.

Bikeways are different than trails or pathways in that their principal focus is on safe and efficient transportation. Typical bikeway user groups would include bicycle commuters, fitness enthusiasts, and competitive athletes.

Their emphasis is on speed, which can be a serious conflict with recreation-type trails and their user groups. For this reason, it is important in planning trails and bikeways that trails not be substitutes for bikeways (and vice-versa). If such dual uses cannot be avoided, it is important that the trail or bikeway be designed with more flexibility, such as for higher speeds, including passing zones and greater widths.

CITY PARKS AND FACILITIES

The City of Wenatchee owns and operates 21 public parks and recreation areas totaling 963.27 acres. Detailed descriptions of the City owned parks and recreation facilities by classification type are contained in the Parks Recreation and Open Space Comprehensive Plan.

There are a number of city owned specialized recreational facilities such as basketball courts, wading pools and disc golf course located within the City of Wenatchee. Many of these facilities are contained within one of the park classifications.

Table 7: Existing City Park and Recreation Areas and Facilities

PARK CLASSIFICATION TYPE	ACRES
NEIGHBORHOOD PARK	
Centennial Park	0.41
Chase Park	0.52
Kiwanis - Methow Park	1.26
Pennsylvania Park	1.02
Okanogan Park(to be formally named)	0.29
Washington Park	4.12
Western Hills Park	5.00
TOTAL	**12.62**
COMMUNITY PARK	
Lincoln Park	22.00
Memorial Park	3.80
Pioneer Park	7.00
Rotary Park	8.00
Hale Park	4.97
Riverfront Park	26.39
TOTAL	**72.16**
NATURAL OPEN SPACE	
Saddle Rock Natural Area	325.12
Foothills North Natural Area	383.00
Lower Castle Rock Natural Area	36.82
Sage Hills Gateway	138.53

TOTAL	**883.47**
SPECIAL USE AREAS	
Locomotive Park	15.00
Skyline Drive Overlook	0.50
Rainbow Park	1.23
Saddle Rock Gateway	4.68
Wenatchee Cemetery	34.00
TOTAL	**55.41**
SPECIALIZED FACILITY TYPE	**QUANTITY**
Trails	0.59 mi
Pathways	3.89 mi
Bikeways	3.60 mi
Children's Play Area	7
Picnic Area	12
Water Play Area	4
Stage	2
Outdoor Basketball Hoops	4
Horseshoe Pitch	2
Disc Golf Course	1
Soccer Field	1
Youth Baseball Field	3
Outdoor Swimming Pool	1
Skate Area (spot, dot, area)	1
Historical Display	2

CITY RECREATIONAL PROGRAMS

The Wenatchee Parks, Recreation and Cultural Services Department coordinates a variety of recreation programs and special events throughout the community. Programs are designed to: Strengthen community image and create a sense of place; Support tourism and economic development; Foster human development and teach life skills; Promote health and wellness; Increase cultural unity; and increase a participant's self-esteem and self-reliance. Program classifications include: Athletics/Fitness, Aquatics, Outdoor Recreation, Special Events, Special Needs Programs and Youth Recreation.

NON-CITY RECREATION PROGRAMS

Over 200 public, semi-public and private organizations provide additional recreation program opportunities to residents and visitors to Wenatchee. These groups are ever changing, and range from Wenatchee Youth Baseball and the YMCA to the Senior Activity Center, local churches and private businesses. Programs are provided in the areas of: Arts, crafts, music, athletics, fitness, aquatics, outdoor programs, cultural, special events, youth programs and camps, enrichment, martial arts, health, safety, and senior programs.

NON-CITY PARKS AND FACILITIES

There are a number of other public agencies and private businesses that provide recreational opportunities to their guests, members or the general public. Areas range from the Morris Little League Complex, Appleatchee Riders Association equestrian complex and Apple Capital Recreation Trail to private fitness centers. This inventory does not include facilities that are owned by individual homeowners such as backyard swimming pools or home basketball courts.

Table 8: **Non-City Park and Recreation Areas and Facilities**

PARK CLASSIFICATION TYPE	OTHER PUBLIC ACRES	SEMI PUBLIC/PRIVATE ACRES
NEIGHBORHOOD PARK		
Wenatchee Racquet and Athletic Club	0	18.41
Sunrise Park	0	1.56
Broadview Park	0	1.80
Lewis and Clark Park	9.25	0
TOTAL	**9.25**	**21.77**
COMMUNITY PARK		
Triangle Park	8.79	0
Morris Park	0	4.58
Linden Tree Park	11.42	0
TOTAL	**20.21**	**4.58**
REGIONAL PARK		
Walla Walla Point Park	59.04	0
Confluence State Park	105.22	0
Ohme Gardens	42.30	0
TOTAL	**206.56**	**0**
NATURAL OPEN SPACE		
Horan Natural Area	97.90	0
Jacobsen Preserve	35.81	0
Homewater Property	596.69	0
Other Chelan Douglas Land Trust Holdings	107.21	0
TOTAL	**837.61**	**0**
SPECIAL USE AREAS		
Abraham Lincoln Elementary School	4.12	0
Columbia Elementary School	6.38	0
John Newberry Elementary School	9.90	0
Lewis & Clark Elementary School	3.35	0
Mission View Elementary School	9.23	0

PARK CLASSIFICATION TYPE	OTHER PUBLIC ACRES	SEMI PUBLIC/PRIVATE ACRES
Sunnyslope Elementary School	4.56	0
Washington Elementary School	8.15	0
Foothills Middle School	16.43	0
Orchard Middle School	3.01	0
Pioneer Middle School	3.52	0
Wenatchee High School	37.08	0
Westside High School	7.02	0
Wenatchee Valley College	43.42	0
Recreation Park	5.40	0
King's Orchard Church	0	3.69
St. Joseph’s Church	0	12.53
Wenatchee Free Methodist Church	0	7.95
Seventh Day Adventist Church	0	7.10
First Assembly of God Church	0	2.34
The Church of Jesus Christ of Latter Day Saints	0	2.87
Appleatchee Riders	0	23.60
TOTAL	**161.57**	**60.08**
SPECIALIZED FACILITY TYPE	**QUANTITY**	**QUANTITY**
Trails	4.70	0
Pathways	3.60	0
Bikeways	0	0
Baseball Field	3	0
Youth Baseball Field	4	4
Outdoor Basketball Hoops	45	7
Football Field	4	0
Picnic Area	4	4
Play Area	6	8
Horseshoe Pitch	3	0
Outdoor Pool	1	7
Sand Volleyball Court	3	0

PARK CLASSIFICATION TYPE	OTHER PUBLIC ACRES	SEMI PUBLIC/PRIVATE ACRES
Regulation Soccer Field	5	1
Modified Soccer Field	14	3
Softball Field	10	1
Outdoor Tennis Court	19	12
Water Play Area	0	0
Equestrian Center	0	1
Boat Launch	2	0
Campground	1	0
Multi Use Field	9	8
Indoor Pool	1	1
Recreation Center	0	1
Ice Rink	2	0
Gymnasium	12	2
Racquetball Court	0	3
Rock Climbing Wall	0	2
Indoor Tennis Court	0	4
Weight/Fitness Room	1	6
Indoor Soccer Field	0	1

HABITAT PLAN

The Parks, Recreation and Cultural Services Department has been protecting land and aquatic resources for outdoor recreation, habitat and open space since before it was officially established in 1953. This is accomplished by acquiring properties through the use of grant funding, working with project partners to leverage community donations, and receiving donations of land from private land owners. Through the process of working with private landowners, community groups and public agencies, by June 2015 the Department had protected in perpetuity, over 800 acres of land for outdoor recreation, habitat conservation and open space. The Parks Recreation and Cultural Services Department continues to work with community partners to protect hundreds of additional acres.

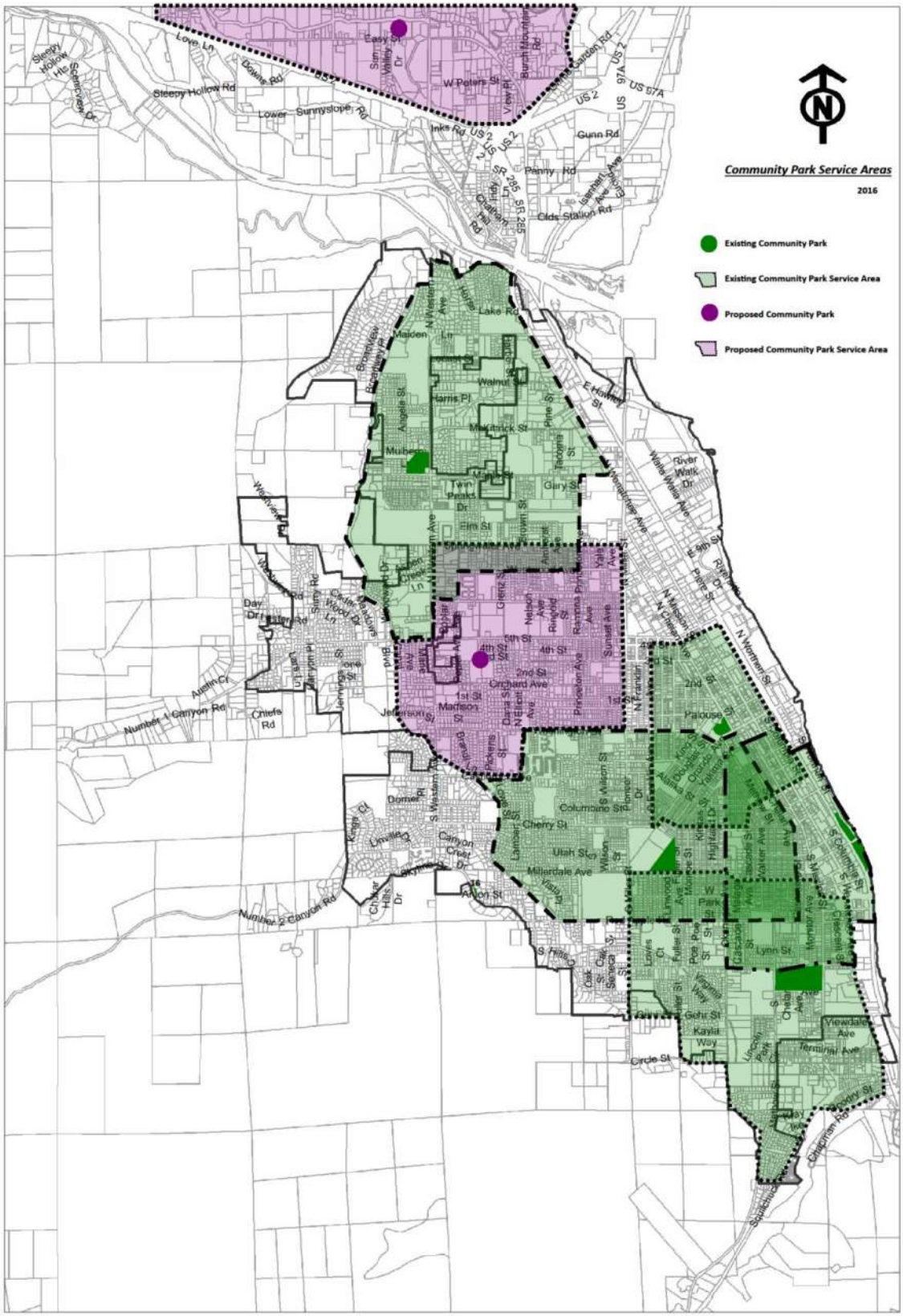
To provide guidance in determining acquisition and habitat enhancement priorities, the City of Wenatchee adopted its first stand-alone Habitat Plan in 2009. The document, titled, "The Foothills Community Strategy" was the culmination of a fourteen month long planning and community

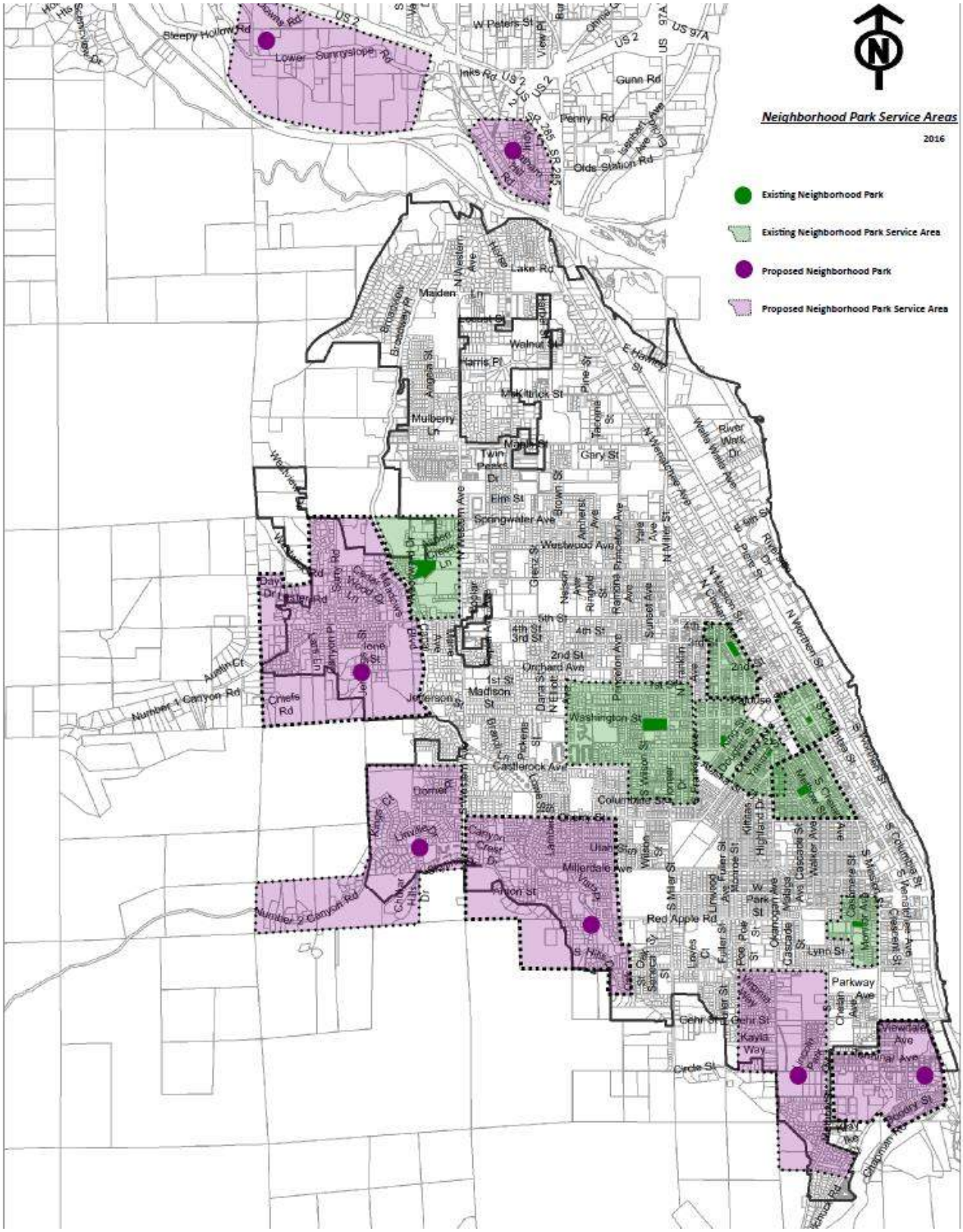
engagement effort led by the Chelan Douglas Land Trust and Trust for Public Lands in partnership with the City of Wenatchee and Chelan County. The community strategy was adopted by the Wenatchee City Council on July 8, 2010 as a supplement to the 2012-2018 Parks, Recreation and Open Space Comprehensive Plan. This Habitat Plan is an update to the community strategy and serves as the habitat component for the City of Wenatchee Parks, Recreation and Open Space Comprehensive Plan for the next six year cycle.

LEVEL OF SERVICE STANDARDS

The *2012-18 Parks, Recreation & Open Space Comprehensive Plan* has recommended level of service standards for the various park facilities. For the purpose of this plan and implementation through development projects, no park level of service standards are adopted.

The following maps identify existing and proposed park service areas for neighborhood and community parks.


Community Park Service Areas
2016
Existing Community Park
Existing Community Park Service Area
Proposed Community Park
Proposed Community Park Service Area


Neighborhood Park Service Areas
2016
Existing Neighborhood Park
Existing Neighborhood Park Service Area
Proposed Neighborhood Park
Proposed Neighborhood Park Service Area
N

GOALS AND POLICIES

GOAL 1: PARKS AND RECREATION PLANNING ***- Plan current and future parks and recreation facilities in a manner that is responsive to the site, accommodates future growth and balances the needs of the community.***

Policy 1: Evaluate the impacts of new development projects on the City's parks, recreation and open space resources through the SEPA environmental review process, identify potential significant adverse impacts of the development, and take appropriate steps to mitigate any reduction in such services.

Policy 2: Require development projects along designated trail routes to incorporate the trail as part of the project.

Policy 3: Designate publicly-owned trails and City-dedicated above-ground, access easements on private lands as Primary or Secondary trails and manage the use, maintenance, and operation of each trail accordingly.

Policy 4: Actively seek out agreements with utility providers for the use of utility easements for trail and trailhead purposes.

GOAL 2: PARKS AND OPEN SPACE SYSTEM ***–Acquire and develop an interconnected system of multi-functional parks, trails, recreation facilities and open spaces that is attractive, safe and available to all segments of the City's population.***

Policy 1: Formalize policies and procedures for the acquisition and development of park and recreation facilities and areas.

Policy 2: Place a priority on the revitalization and improvement of existing parks and recreation facilities.

Policy 3: Provide parks, and recreation facilities that are needed, locally unique in character, historically significant, interconnected, inclusive, accessible and financially feasible to maintain.

Policy 4: Place priority on maximizing grants, alternative sources of funding, and inter-agency cooperative arrangements to develop the City's park, open space, and trail resources.

Policy 5: Market and promote parks and recreation facilities and the benefits of Parks and Recreation to residents and visitors of the community to increase awareness, donations, tourism and participation.

Policy 6: Coordinate park planning, acquisition and development with other City projects and programs.

Policy 7: Develop partnerships with other public agencies and the private sector to meet the demand for parks and recreational facilities in the City.

Policy 8: Recognize and support the importance of non-city facilities and programs that assist in meeting the needs of the community for parks, recreation and open space.

Policy 9: In the community, managed open space such as the Appleatchee equestrian facilities, Morris Little League Park, Chelan County Public Utility District Parks and special purpose districts among others are important to the historic character, local economy, and quality of life enjoyed by local residents and visitors

to the region. Support for the ongoing maintenance and operation of these facilities should be reflected in the city's implementation regulations.

GOAL 3: PARKS MAINTENANCE – *Maintain parks and recreation facilities in a manner that is responsive to the site, and balances the needs of the community with available funding.*

Policy 1: Actively seek out alternative funding sources for the development and maintenance of park and recreation facilities.

Policy 2: Continually seek operational efficiencies to ensure that parks and recreation facilities are provided to the community in the most cost effective manner possible.

Policy 3: Ensure that park and recreation facilities are used, operated, and maintained in a manner that is consistent with site-specific and regional natural systems.

GOAL 4: RECREATION PROGRAM SERVICES – *Recreation programs and services shall be based on the conceptual foundations of play, recreation, and leisure; constituent interests and needs; community opportunities; agency philosophy and goals; and experiences desirable for clientele.*

Policy 1: Prepare short and long range plans and policies to help guide the efficient provision of recreation programs to the community.

Policy 2: Programs shall provide opportunities in all program fields for various proficiency levels, ability, socio-economic levels, racial and ethnic backgrounds, ages, and gender in accordance with the Department's mission.

Policy 3: Efficiently use the resources invested in publicly owned and operated recreation facilities including, but not limited to, City, County, PUD and School District sites.

Policy 4: Work with other recreation organizations to facilitate cooperative programming among the public, commercial, and nonprofit entities.

Policy 5: Market and promote recreation program opportunities and the benefits of parks and recreation to residents and visitors of the community.

Policy 6: Understand and plan for future needs and trends in recreation.

Policy 7: Expand services to meet the needs of the community by securing alternative funding sources that will allow for staffing and the provision of programs.

GOAL 5: ORGANIZATIONAL DEVELOPMENT – *Recruit, select and retain volunteers and staff members that represent the City of Wenatchee in a favorable manner and exhibit the professional skills reflected in the values of the City including: creativity, excellence, passion, integrity and service.*

Policy 1: Recruit, select, supervise, provide training, opportunities and support to volunteers.

Policy 2: Provide opportunities for professional growth and development for staff.

Policy 3: Strengthen relationships within community groups and organizations.

Policy 4: Ensure that volunteer and staff efforts are recognized and appreciated.

Policy 5: Promote open lines of communication to staff and both internal and external customers through a variety of methods including written, meetings and other means.

Policy 6: Develop organizational policies and procedures.

GOAL 6: HABITAT PLAN - Support and Implement the City of Wenatchee Habitat Plan as an important policy and implementation plan which:

- **Retains open space and greenbelt area within and adjacent to the City;**
- **Enhances recreational opportunities;**
- **Conserves fish and wildlife habitat; and**
- **Increases access to natural resource lands and water.**

NATURAL ENVIRONMENT

TOPICS

- Purpose
- Referenced Plans
- Background
- Critical Areas
- Shorelines
- Water Resources
- Air Quality
- Noxious Weeds
- Green Building
- Wildfires
- Goals and Policies

PURPOSE

Given the extraordinary natural setting of Wenatchee and the growing recognition of the environment's relationship with economic and social well-being, the topics of this Natural Environment chapter could not be left out. This section, along with others in this Plan, speaks to one of the vision statements identified by locals in 2002: "*The city will protect and enhance its natural setting and environmental quality, including the surrounding hillsides, shorelines, and scenic vistas*."

In addition to addressing typical components of the natural environment (such as water, air and natural habitat), this chapter includes the Growth Management Act (GMA) mandatory critical areas and shoreline components conventionally found in the Land Use Element.

REFERENCED PLANS

Multiple documents contain information not specifically included in this plan but are necessary for providing an overview of the City of Wenatchee's natural environment. Plans, documents or studies which have been adopted as a component of this plan or serve as adopted guidance materials are listed in their entirety under the section, Relationship to Other Plans & Studies, in the Wenatchee Urban Area Plan.

BACKGROUND

Wenatchee is located in north central Washington-the heart of the Northwest. It is placed in a river valley along the Rock Island Reservoir, at the confluence of the Wenatchee and Columbia Rivers. The city is bound to the east by the Columbia River, to the north by the Wenatchee River, and to the west and south by the North Cascades foothills. Most of the urban growth area (UGA) is built on alluvial fans and flood deposits left by a series of major flood events from the Columbia River, Number One and Two Canyons, Dry Gulch, Wenatchee River, and Squilchuck Creek.

These natural features require an ongoing commitment from the City to protect the

functions and values of critical areas while minimizing and avoiding hazards for the community from flooding, seismic, stormwater impacts or geologically hazardous areas.

Wildfires are also part of the ecology of the local natural environment for the Wenatchee Valley. Since 1992, the City of Wenatchee has been affected by 4 wildfire events. While these events are a natural component of our ecosystem, they have a significant effect on residents and the built environment.

CRITICAL AREAS

Critical areas include wetlands, areas with a critical recharging effect on aquifers used for potable water, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas. The City of Wenatchee has adopted development regulations which both designate and protect these critical areas for the functions they provide and to avoid and minimize impacts to the community from potential hazards.

A further description of these critical areas includes:

- Wetlands- land areas inundated or saturated with surface water or ground water at a frequency and duration to support vegetation adapted to life in saturated soil.
- Areas with a critical effect on aquifers used for potable water- areas with a critical recharging effect on aquifers used for potable water, including areas where an aquifer that is a source of drinking water is vulnerable to contamination that would affect the potability of the water, or is susceptible to reduced recharge.
- Fish and wildlife habitat conservation areas- areas that serve a critical role in sustaining needed habitats and species for the functional integrity of the ecosystem, and which, if altered, may reduce the likelihood that the species will persist over the long term.
- Geologically hazardous areas- include those areas that are susceptible to erosion, sliding, earthquakes, or other geological events. These areas can pose a threat to the health and safety of citizens, and possibly to adjacent lands.
- Frequently flooded areas- are lands in the flood plain subject to at least a one percent or greater chance of flooding in any given year, or within areas subject to flooding due to high groundwater.

The City of Wenatchee was the first jurisdiction in the region to adopt critical area regulations and designations in response to the requirements of the Growth Management Act. Since the inception of the Growth Management Act in the 1990's the body of science, tools and approaches for critical areas continues to change. As a whole, recognizing that science is an evolving field, the Growth Management Act was amended to state under RCW 36.70A.172(1)." In designating and protecting critical areas under this chapter, counties and cities shall include the best available science in developing polices and development regulations to protect the functions and values of critical areas. In addition, counties and cities shall give special consideration to conservation as protection measures necessary to preserve or enhance anadromous fisheries."

The City of Wenatchee has adopted and incorporated this standard in the designation and ongoing protection of critical areas and conducts a periodic review, at 8 year intervals, as required

under RCW 36.70A.130 to ensure that best available science is incorporated in city policies, designations and requirements.

The adoption of critical area codes for jurisdictions in Washington State was a significant step in protecting the function and values of critical areas and minimizing and avoiding the impacts of hazards to the public. The effectiveness of critical area protection solely via a regulatory approach alone is limited. A more successful model includes public and private partnerships and investments with an emphasis on educational opportunities for the public.

This approach has been successful for the Wenatchee Valley. Since the 2006 City of Wenatchee Urban Area Plan update significant land purchases, trailhead and trail construction, educational events, critical area enhancements, and approaches or measures to address local natural hazards have occurred in the Valley. These efforts have been possible through significant public private partnership and citizen involvement. Regional partners include but are not limited to the City of Wenatchee, Chelan County, federal and state agencies, the Chelan County Public Utility District, the Trust for Public Lands, the Chelan-Douglas Land Trust, and Cascadia Conservation District, among others.

The most recent coordinated effort is the development of the City of Wenatchee Habitat Plan prepared by the City of Wenatchee Parks, Recreation and Cultural Services Department. This updated plan provides guidance in determining acquisition and habitat enhancement priorities. Through the process of working with private landowners, community groups and public agencies, the Department has protected in perpetuity, over 800 acres of land for outdoor recreation, habitat conservation and open space. The Parks Recreation and Cultural Services Department continues to work with community partners to protect hundreds of additional acres.

SHORELINES

Washington State's citizens voted to approve the Shoreline Management Act of 1971 in November 1972. The adoption of the Shoreline Management Act (Act) recognized "that the shorelines of the state are among the most valuable and fragile of its natural resources and that there is great concern throughout the state relating to their utilization, protection, restoration, and preservation" and that a, "coordinated planning is necessary in order to protect the public interest associated with rights consistent with the public interest" (RCW 90.58.020). The Act seeks to provide environmental protection for shorelines, preserve and enhance shoreline public access, and encourage appropriate development that supports water-oriented uses.

Under the Act, shoreline master programs are created and implemented based on a "cooperative program of shoreline management between local government and the state". The nature of a master program is that it is both a policy and a regulatory document. The City of Wenatchee adopted the first City of Wenatchee Shoreline Master Program effective on October 31, 2014, replacing and superseding the previous Chelan County Shoreline Master Program that was applicable in the City.

As provided d in RCW 36.70A.480, the goals and policies of the City of Wenatchee Shoreline Master Program are an element of the City of Wenatchee Urban Area Plan. The development of the city's shoreline master program was done to provide a consistent document that worked in concert with the city's comprehensive plan. With respect to critical areas within the shoreline jurisdiction, adopted standards and policies for the master program provide an equal or greater level

of protection to the city's critical area code, adopted under the Growth Management Act. This is particularly important given the city's mandate to give special consideration to conservation and protection measures necessary to preserve or enhance anadromous fisheries, which primarily occur associated with the shoreline of the Wenatchee and Columbia Rivers and their associated wetlands.

Similar to the City of Wenatchee's Urban Area Plan, the City of Wenatchee Shoreline Master Program will also be updated on an eight year update cycle.

WATER RESOURCES

Water resources include the Eastbank Aquifer (the source of Wenatchee's public water supply), emergency back-up wells, irrigation districts serving parts of the City and urban growth area, storm-water, and local surface water bodies including the Columbia River and the Wenatchee River.

Stormwater

According to the Department of Ecology, stormwater is the leading contributor to water pollution in urban areas. Stormwater is defined as runoff during and following precipitation and snowmelt events, including surface runoff, drainage or interflow. Rain and snowmelt run onto impervious surfaces (roads, sidewalks, parking lots) where it picks up pollutants left by human activities including cars, fertilizers, and pets. The stormwater enters the municipal stormwater system through catch basins and inlets and in most places discharges directly to local rivers and creeks without treatment. Common pollutants in stormwater include lead, zinc, copper, chromium, arsenic, cadmium, oil and grease, nutrients, fecal coliforms, and sediment. Potential sources consist of leaky vehicles, various vehicle parts and emissions, pet waste, sanitary sewer overflows or illicit connections, pesticides, paints, construction sites, vehicle washing, fertilizers, and vegetative matter.

Under the federal Clean Water Act, the Environmental Protection Agency (EPA) published the Phase II storm water regulations in 1999, extending requirements for a National Pollutant Discharge Elimination System (NPDES) municipal stormwater permit to all municipalities located in urbanized areas. The NPDES permit requires the implementation of a stormwater management program that plans to reduce the discharge of pollutants, reduce impacts to receiving waters, eliminate illicit discharges, and makes progress towards compliance with surface water, ground water, and sediment standards.[20]

Since the first NPDES Eastern Washington Phase II Municipal Stormwater Permit was issued in 2007 by the Washington State Department of Ecology, the City has developed and implemented the Wenatchee Valley Stormwater Management Program. The program was developed in coordination with four other permitted agencies including Douglas County, Chelan County, and City of East Wenatchee. The six required elements of the program are reviewed and updated annually: Public Education and Outreach, Public Involvement and Participation, Illicit Discharge Detection and Elimination, Construction Site Stormwater Runoff Control, Post-Construction Stormwater Management for New Development and redevelopment, and Municipal operations and maintenance. In addition, the program addresses the preparation of an annual stormwater program plan, documentation of coordination mechanisms for implementing the

program, and recordkeeping and monitoring requirements.

Most of the urban area is connected to the stormwater collection system and discharges directly into local waters. To reduce the impact of stormwater discharges from new development and re-development, the City has implemented and encouraged the use of low impact development. Low impact development is a stormwater and land use management strategy that strives to preserve the natural landscape, emphasize conservation, and infiltrates stormwater on-site. Common methods include designing streets that channel water run-off onto landscaped areas, using pervious pavement materials, and incorporating water run-off on site through landscaping and design.

Low Impact Streets

Portland, OR

Another option for managing stormwater involves adding water quality treatment at outfalls to surface water and throughout the system. Water quality treatment facilities can be above ground in the form of swales and ponds or below ground, such as hydrodynamic separators and filters.

Options to consider for stormwater include:

Water Supply

Located just north of Rocky Reach Dam, the Eastbank Aquifer is the primary source of drinking water for the City of Wenatchee, East Wenatchee Water District and Public Utility District No. 1 of Chelan County. Aquifers, such as the Eastbank Aquifer, act as a natural filter and underground storage for water. The Eastbank Aquifer is recharged by the Columbia River, and has produced consistently high quality water since 1983. The aquifer provides an average of 10.5 million gallons per day to Wenatchee Valley residents. To protect this valuable natural resource, the City implements programs for water quality monitoring, cross connection control, wellhead protection, and water use efficiency.

In 2003 the Municipal Water Law (Engrossed Second Substitute House Bill 1338) established a requirement for all municipal water suppliers to use water efficiently to insure water for future demand. The City's Water Use Efficiency program includes metering production and consumption, public education and outreach, capital improvements to address leaks, and annual reporting on water system leakage. The City's water use efficiency also promotes low water-use landscaping or xeriscaping. Xeriscape techniques help conserve water by using plants that are native, drought-resistant, and/or need little extra water.

To meet the needs of existing customers and future growth in the Wenatchee Valley

for the next fifty years, the City and the regional partners have been developing a second water source south of Wenatchee. Construction of the second water source is expected to begin in 2018 and pipeline construction is planned for 2019. The new water source will provide redundancy and improved reliability of service.

Another method for conserving water is by using reclaimed water for irrigation. Presently, a number of properties get irrigation water from the Wenatchee Reclamation District. This water is drawn from the Wenatchee River and distributed by the highline canal. Also, many other properties use domestic drinking water for irrigation purposes. The less domestic water used for irrigation, the less often the City needs to apply for more water rights.

Options to consider for Water Supply include:

1. Landscaping. Update the Landscape and Screening Ordinance to promote landscaping that conserves water.
2. Reclaimed Water. Use reclaimed water for irrigation. More analysis would be necessary to see if it's feasible for Wenatchee.
3. Education. Promote water use efficiency in buildings, appliances, landscaping, and daily life through public outreach and informational materials.

AIR QUALITY

Washington State has been steadily improving its air quality; as of 2004 all but one area met the federal clean air standards. The State's major air pollution sources, according to the Department of Ecology, include motor vehicles, other non-road vehicles and equipment (lawnmowers, boats, trains and recreational vehicles), industrial emissions, wood stoves and fireplaces, and outdoor burning. Motor vehicles (59%) and other non-road vehicles (20%) combined produce nearly 80% of air pollution.

In addition to vehicles, outdoor burning can be a significant contributor to air degradation. Within Wenatchee city limits, no outdoor burning of any kind is allowed. However, in the UGA outside of the city limits, agricultural burning is allowed for business purposes only.

The Department of Ecology measures one air pollutant in Wenatchee: particulate matter 2.5 (PM 2.5). PM 2.5 refers to particles (less than 2.5 microns in size) of soot, dust, and unburned fuel in the air, mainly caused from combustion (diesel emissions, woodstoves, industry, and outdoor burning). The EPA set PM 2.5 standards not to exceed 65 micrograms per cubic meter of air, averaged over 24 hours, and 15 micrograms per cubic meter of air, averaged over a calendar year.

While Wenatchee records show adherence to measured air quality standards, air inversions, common during the winter, can decrease local air quality significantly.

Options to consider for Air Quality include:

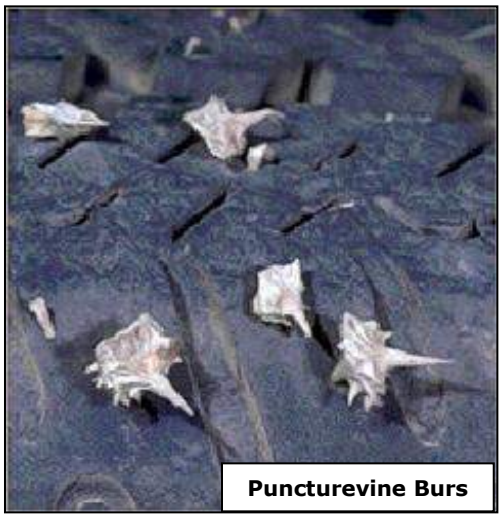
1. Automobiles. Promote the use of alternative modes of transportation (walking, bicycling, mass transit) to diminish dependency on single-occupied vehicles, the leading contributor to air pollution.
2. Education. The community's contribution to air degradation could be reduced by educating the public on principal sources of air pollution and how personal choices affect air quality.
3. City Leadership. Purchase low-emission and/or cleaner burning vehicles by City departments to lessen the City's contribution to air pollution and promote business action to improve air quality.

NOXIOUS WEEDS

Noxious weeds are nonnative plants that have been introduced to a particular area or ecosystem. Because of their aggressive growth and lack of natural enemies, these species are highly destructive, competitive, and difficult to control.

In RCW 17.10, Washington State mandates the control of many weed species, holding landowners responsible for controlling weeds on their property. If landowners fail to comply, the county's noxious weed control board may control weeds at the owner's expense.

The most troublesome noxious weeds within Wenatchee include puncturevine (goathead), knapweed, and kochia. In outlying county areas, toadflax is also a problem. Puncturevine, known to many as "goat heads," is an increasing problem in city alleys and fields. The seeds are very persistent, remaining viable for years, and the



Puncturevine Burs

small, sharply pointed burs commonly get stuck in tires, pets, shoes, and bare feet.

Options to consider for Noxious Weeds include:

1. <u>In-Field Program:</u> Create a noxious weed program that actively pursues controlling noxious weeds on public property and rights-of-way (especially alleys) and informing affected private landowners.
2. <u>Public Outreach:</u> Work with Chelan County Noxious Weed Control Board to increase public awareness and promote volunteer clean-up action.

GREEN BUILDING

Green building refers to an approach applied to the design, construction, and operation of buildings that helps mitigate adverse environmental, economic, and social impacts of buildings. For instance, in 1996, building construction and demolition contributed nearly 60 percent of all U.S. non-industrial waste. In 2002, buildings accounted for 38 percent of total carbon dioxide emissions, almost 68 percent of electricity consumption, and nearly 40 percent of total energy consumption for the nation.[21] We spend an average of 90 percent of our time in buildings yet the air quality inside is two to five times worse than outside air (U.S. EPA). Green building practices recognize the relationship between natural and built environments and seek to minimize the use of energy, water and other natural resources; minimize waste generation; and provide a healthy, productive indoor environment.

General strategies for green building include: developing a site to preserve natural water flow, reducing construction waste, designing buildings that support good indoor air quality and the efficient use of natural resources, and using materials that are less detrimental to the environment. Benefits of green building include: reduction of waste, decreased water use, energy conservation, reduced operating and maintenance costs, improved indoor air quality, as well as improvements in employee morale,

[21] U.S. EPA. 2004. *Buildings and the Environment: A Statistical Summary*. http://www.epa.gov/greenbuilding/pubs/gbstats.pdf

health, productivity, recruitment, retention, and public image.

Many home builder associations throughout Washington have developed green building programs for their areas. Most have a checklist that offers different green building strategies with point values assigned to each, allowing developers different ways to incorporate green techniques. A point system allows the creation of a regional certification program by rating different green buildings (e.g. one to five stars) according to how many points are achieved.[22]

WILDFIRE-

There have been four significant fire events within the City of Wenatchee in recent history, with two of these events resulting in structure loss. The 1992 Castle Rock Fire resulted in the loss of 17 homes and 15 apartment units, while the 2015 Sleepy Hollow Fire extended well into the urban core of Wenatchee, destroying 29 homes and four industrial buildings in North Wenatchee near the waterfront.

As a community the City of Wenatchee has been proactive in its approach to wildfires, in 2011 adopting a Wildland-Urban Interface Chapter. The Objective of the Chapter is: "…to establish preferred construction materials, methods and planning that reduce the hazards to life and property associated with the building's ability to withstand exposure to wildfire events." Additionally, the City has been pro-active in emphasizing the need for effective circulation systems which provide for Secondary Access in future transportation corridors and development. Water utilities have been coordinated between the Chelan County PUD and the City of Wenatchee to ensure sufficient water supplies during wildfire events. These actions and the redevelopment of impacted areas help demonstrate the community's resilience to natural hazards.

Still, more work is necessary to become a Fire Adapted Community. Being a Fire Adapted Community is part of the National Cohesive Strategy which recognizes that need to manage landscapes which represents the fuel source, improve fire response or fire suppression capacity, and develop Fire Adaptive Communities. A Fire Adapted Community is one that is works to prevent fire, prepares for the event of fire, and is suited to recover from fire when it happens. The City of Wenatchee and Chelan County Fire District No. 1 are committed to growing community resilience as wildfire will always be a threat to cities throughout North America.

"Community resilience is the capability to anticipate risk, limit impact, and bounce back rapidly through survival and adaptability, evolution, and growth in the face of turbulent change." CARRI Report, Community Resilience, An Analysis

While the steps that Wenatchee had taken to improve and adapt to wildfire hazards were positive, the City seeks to learn from the most recent wildfire event that devastated the community.

In 2015 the City of Wenatchee applied to the Community Planning Assistance for Wildfire Program, CPAW, to be one of five communities to be evaluated with professional consulting services including land use planners, foresters, wildfire risk modelers and hazard mitigation specialists to integrate wildfire mitigation measures into the development planning process. CPAW is a partnership between Headwaters Economics and Wildfire Planning International. The program is funded through a cooperative agreement

[22] BUILT GREEN Washington. 2006. http://www.builtgreenwashington.org/

with the USDA Forest Service and private foundations.

A multi-disciplinary team worked with local stakeholders in a nine month process looking at Wenatchee's unique wildfire needs. Recommendations have been provided to the City in August 2016. Chelan County has also applied for this program and will be a participant for 2017.

The City of Wenatchee will be developing a Wildfire Protection Plan for the City in partnership with Chelan County Fire District No. 1, engaging stakeholders and the public. The City anticipates coordinating with Cascadia Conservation District and Chelan County in the development of Wildfire Protection Plans which have overlapping interests for wildfire protection.

As Wildfire Plans are developed and implementation measures such as code and policy changes, and private and public measures are pursued, it is clear that a community response will be the most effective in increasing Wenatchee Valleys' adaptive capabilities to wildfire risk and events.

GOALS AND POLICIES

GOAL 1: EDUCATION - *Foster a community that values, understands, and protects our environment, thereby sustaining a healthy and desirable place to live.*

Policy 1: Be an active player in education and involvement programs that raise public awareness about environmental issues, advocate respect for the environment, and demonstrate how individual and cumulative actions directly affect our surroundings.

Policy 2: Work in cooperation with public agencies, local organizations, associations, departments, and groups in creating and carrying out environmentally-related programs and outreach efforts.

Policy 3: Actively pursue grants that will aid in creating a more sustainable and healthy community.

Policy 4: Be a business leader in fostering environmental awareness in City departments by purchasing environmentally sensitive products, and promoting energy and water conservation, proper waste management and more environmentally responsible modes of transportation.

GOAL 2: CRITICAL AREAS – Maintain critical area functions and values within the City while seeking to protect the public and personal property from the effects of natural hazards.

Policy 1: Regulate or mitigate activities in or adjacent to critical areas to avoid adverse environmental impacts.

Policy 2: Review, amend and where appropriate expand critical area designations and associated development regulations to provide for accuracy, effectiveness, and utilization of best available science.

Policy 3: Preserve and protect anadromous fish, and threatened, endangered and candidate species as identified by federal and state agencies.

Policy 4: Designate within the UGA, frequently-flooded areas in accordance with Federal Emergency Management Act (FEMA) criteria.

Policy 5: Encourage the use of clustered development and other innovative designs that aim to preserve the functions of critical areas and further public safety.

Policy 6: Seek to protect the public and personal property from the effects of landslides, seismic hazard, steep slope failures, erosion, and flooding by private and public projects incorporating best available science into project design, avoiding or mitigating for potential impacts.

Policy 7: Continue to coordinate with federal, state, and local agencies and non-profit organizations to provide for critical area protection, protection of the public safety, and ongoing educational opportunities associated with critical areas.

Policy 8: Where avoidance measures are not possible for critical area impacts, ensure that mitigation measures include appropriate performance measures to provide successful implementation of mitigation and the maintenance of

functions and values of the applicable critical area consistent with best available science.

Policy 9: Promote ecosystem-based wildland fire planning and wildfire risk reduction policies for critical/environmentally sensitive areas.

GOAL 3: SHORELINES – ***The goals and policies of the City of Wenatchee Shoreline Master Program (SMP) are incorporated by reference into this Comprehensive Plan.***

Policy 1: Maintain consistency between the City of Wenatchee Shoreline Master Program and the City of Wenatchee Urban Area Plan.

GOAL 4: WATER RESOURCES - ***Undertake comprehensive efforts to conserve water, ensure adequate supplies, and improve water quality.***

Policy 1: Continue compliance with the federal Clean Water Act and National Pollutant Discharge Elimination System permits.

Policy 2: Employ low impact development practices where feasible through City projects, incentive programs, and new development and street standards.

Policy 3: Establish land use regulations that limit the amount of impervious surface area in lower density residential areas.

Policy 4: Continue to evaluate emerging technologies for feasibility with Wenatchee's public water supply, sewer treatment and storm water collection systems.

Policy 5: Adopt landscape and screening standards that conserve water through a variety of techniques including the use of native flora.

Policy 6: Continue encouraging connections to the City's sewer collection system for development within the city limits.

Policy 7: Continue protection and evaluation of safe development practices for the East Bank Aquifer to utilize the fullest potential of this valuable drinking water resource.

GOAL 5: AIR – ***Protect and improve the area's air quality.***

Policy 1: Implement a land use and transportation system that decreases the dependence on personal automobiles and increases the appeal of non-motorized transportation and mass transit.

GOAL 6: NOXIOUS WEEDS – ***Prevent the spread of non-native plants and promote the use of native flora in landscaping.***

Policy 1: Develop a plant reference guide for landscaping that illustrates native species acclimated to our environment; helping conserve water resources and prevent the spread of invasive species.

Policy 2: Ensure that the City's *Landscape and Screening Ordinance* is compatible with the exclusive use of native flora in landscape plans.

Policy 3: Support the Chelan County Noxious Weed Control Board in efforts to control noxious weeds throughout the city.

GOAL 7: GREEN BUILDING – ***Integrate natural and developed environments to create a sustainable urban community.***

Policy 1: Create informational documents with green building methods and local resources to aid new development in utilizing "green" techniques.

GOAL 8: WILDFIRES - Acknowledge the impacts that wildfires have on the Wenatchee Valley. Seek to develop and implement approaches to adapt to the risks of wildfires making the City of Wenatchee a more fire adaptive community.

Policy 1: Coordinate with regional stakeholders in the development and implementation of a City of Wenatchee wildfire protection plan and program.

Policy 2: Review the development code and land use recommendations of the Community Planning Assistance for Wildfire Program for the City of Wenatchee and Chelan County. Through a public process including key stakeholders balance these recommendations and potential amendments with the other policy components of the City of Wenatchee Urban Area Plan and community values.

Policy 3: Support the implementation of the Transportation Element, the Wenatchee Urban Area Motorized Transportation Circulation Map, and requirements for secondary access as improved circulation and access provides for more effective emergency response capabilities and public safety by providing the opportunity for residents to move away from harm while avoiding conflict with responding resources.

Policy 4: Consider allowing for design deviations from zoning standards in the primary wildland urban interface zones for residential and non-residential development where these deviations can be found to provide a greater fire-resistant construction method.

Policy 5: In coordination with public agencies and non-profit organizations, promote the alignment of ecological restoration and ecological based fire management with wildfire mitigation strategies to manage undeveloped open space/recreation areas.

Policy 6: Continue to coordinate with public water utility purveyors and the county to ensure that adequate fire flow and fire storage is available in the wildland urban interface.

Policy 7: Inventory and assess any historic structures within the primary zone of the wildland urban interface that may require special mitigation to promote resilience during a wildfire event.

PUBLIC FACILITIES AND SERVICES

TOPICS

- Purpose
- Referenced Plans
- Background
- Special Use City Facilities and Services
- Emergency Services
- Chelan County
- Rivercom and Regional Justice Center
- Libraries
- Water & Sewer Facilities and Services
- Stormwater
- Schools
- Health Services
- Parks and Recreation
- The Greater Wenatchee Regional Events Center Public Facilities District
- Goals & Policies

PURPOSE

The Growth Management Act (GMA) requires a Capital Facilities Element to *"ensure public facilities and services necessary to support development."* To reduce urban sprawl and the inefficient extension of public facilities, development within the urban growth area (UGA) is planned to coincide with the availability of urban facilities and services. In this way, the Public Facilities and Services Element are crucially linked to other plan elements.

REFERENCED PLANS

Several existing plans hold important information regarding public facilities and services in our urban area. Rather than reiterating their information, these plans are adopted by reference into the Comprehensive Plan. Plans, documents or studies which have been adopted as a component of this plan or serve as adopted guidance materials are listed in their entirety under the section, Relationship to Other Plans & Studies, in the Wenatchee Urban Area Plan.

BACKGROUND

The City provides normal administrative services to the citizens and businesses in Wenatchee. The City of Wenatchee includes the following departments:

- Mayor and City Council – The seven council members and Mayor constitute the elected officials for the City and are responsible for adoption of city codes and policies. The Mayor serves as the Chief Administrative Officer, directly supervising the various departmental directors.
- Finance Department – This department is responsible for the administration, coordination, supervision, and control of all financial, accounting, treasury, debt, purchasing, utility billing, and information service activities of the City.
- Human Resources Department – The mission for the department is to attract and retain qualified employees and to create a work environment that promotes excellent service to our customers and excellent work opportunities for employees.
- Public Works Department – This department manages the planning, design, and maintenance of water, storm water, and sanitary sewer utilities. This department is also responsible for design and management of all items included

within the right-of-way which include but are not limited to: roadways, street lights, traffic signals, and landscaping. The maintenance of the City parks and cemetery is also a function of the public works department.

- Community Development Department – This department handles current, long-range, and neighborhood planning, in addition to overseeing building compliance and enforcement and Community Development Block Grant programs.
- Information Systems Department – This department manages the City's network and computer systems.
- Other – (Parks and Recreation, Museum, Fire and Police departments will be described in other sections)
- Contract Services – The City contracts for legal services with a private firm, garbage collection and recycling with Waste Management, and animal control with the Humane Society.

The departments described above are housed in three different buildings: City Hall (129 So. Chelan), the former police station (135 So. Chelan), and the Public Services Center (1350 McKittrick Street).

The existing facilities are adequate for the operation of the various administrative departments at this time.

Financing for general administrative facilities comes from general funds or taxpayer approved bonds. The Public Services Center and City Hall facilities, since they house water, sewer, and stormwater functions, are partially financed from those funds derived from utility payments.

SPECIAL USE CITY FACILITIES AND SERVICES

The city operates different facilities and services that are not always associated with city governments: The Wenatchee Convention Center, the Wenatchee Cemetery, the Home of Peace Mausoleum, and the Wenatchee Community Center. The City also owns the Wenatchee Valley Museum and Cultural Center building but this facility is managed by a non-profit museum association.

Wenatchee Convention Center / Numerica Performing Arts Center

The Convention Center is a city-owned facility that is operated under agreement with The Coast Hotel. This maintenance duties of this facility are shared between the City and The Coast Hotel. The Center, located in downtown Wenatchee, has 50,000 square feet of flexible function space available and is capable of accommodating groups of up to 2,000 people. The Convention Center is attached to a private, non-profit facility, the 525-seat Numerica Performing Arts Center of Wenatchee.

Cemetery and Mausoleum

Wenatchee operates a 34-acre cemetery on the western edge of town.

The City also maintains the House of Peace Mausoleum on Miller Street. This facility, the final home of 208 people, was built in 1916 and was completed in 1983. There are no crypts left for sale in this facility.

The long-term Cemetery capital plan calls for improvements to the Home of Peace Mausoleum and the installation of additional facilities at the Cemetery including crypt walls, roadway improvements, Veteran section improvements, and a new office structure.

Wenatchee Community Center

The Wenatchee Community Center opened Memorial Day 2006. Located at the former St. Joseph's Church (504 S. Chelan), the facility is operated by the Chelan-Douglas Community Action Council and houses several different community services. The facility is available to rent by community groups for functions, meetings, and cultural/entertainment activities.

Wenatchee Valley Museum and Cultural Center

Since 1939, the Wenatchee Valley Museum has showcased and celebrated local and regional history, culture, art, and sciences.

The Museum has its roots in the former Columbia River Archaeological Society, founded in 1920. The museum's first home was in the Wenatchee Carnegie Building, where it stayed until it outgrew the quarters in the mid-1970's. In 1978, the Museum opened its doors to the public in its new home - two former federal government buildings in downtown Wenatchee. The buildings are now a local landmark on the National Register of Historic Sites.

Today, the Museum is privately operated by the Wenatchee Valley Museum but the buildings remain under the cities ownership. The buildings house four floors of engaging exhibits, which connect local community members and visitors to the rich heritage and diversity of the Wenatchee Valley.

EMERGENCY SERVICES

Wenatchee Police

The Wenatchee Police Department has approximately 40 sworn personnel working as patrol officers, detectives, school resource officers, leaders, and other specialties (including a gang officer, narcotics officer, crime prevention officer and traffic officer). The agency also has a parking enforcement officer, nine clerks, and a records supervisor.

The Wenatchee Police Station is located at 140 S. Mission Street, just north of Yakima Street, near downtown Wenatchee. The RiverCom Regional E911 Dispatch Center is located in the same building.

Police Level of Service Standard:

All calls for assistance will be answered within a reasonable time consistent with the nature of the call.

Four to six patrol officers work every day protecting and serving the public. The department prides itself on a rapid response time to emergency calls, usually arriving within five minutes of being dispatched. Non-emergency calls are prioritized, and due to the call load, it may take longer for an officer to respond.

Chelan County Fire District #1

Chelan County Fire District #1 provides both fire and Emergency Management Services, (EMS) and covers approximately 72 square miles including the City of Wenatchee and surrounding areas to the north, west and south. The District also responds to much of the unincorporated land surrounding the District through interagency agreements and mutual aid agreements. The District is an all-risk fire department, responding to all types of emergencies including structure fires, wildland fires, vehicle fires, hazardous material calls, and emergency medical calls.

FD #1 is a municipal agency organized under Title 52 RCW. It is a special purpose district similar to a hospital or library district. It is governed by a three member Board of Fire Commissioners, elected at large by citizens. The Fire District receives the bulk of its funding through collection of property taxes.. The District also receives a portion of its

annual revenue from fire protection contracts with public and private entities that are exempt from paying the regular fire district levy.

FD #1 responds from seven stations. Located at the intersection of Easy Street and Ohme Gardens Road, just north of the intersection of US 2/97, and across from the Wenatchee National Forest Headquarters. Station 11 is one of four stations within the fire district that are staffed 24 hours per day.

Station 12 is located at the intersection of Western Avenue and 5th Street in the west side of Wenatchee, at the entrance to Number 1 Canyon. Located ½ mile from Wenatchee Valley College. Station 13 is located on South Mission Avenue just south of Terminal Avenue in the historic communities of South Wenatchee and Appleyard. Station 13 will be replaced with a new station in 2017.

Station 10 is located at Chelan Street, just west of the downtown business district. Built in 1929, it serves as the headquarter station. This station is owned by the City of Wenatchee. The District anticipates the construction of a new Station 10 on Wenatchee Avenue in the near future.

Station 15 is located in the north end of town at 1420 Maple Street. This two-bay station is a steel frame structure. Three additional stations and training facilities are owned and maintained by the District outside of the Wenatchee Urban Growth Area.

CHELAN COUNTY

Chelan County provides several regional services that benefit the citizens and businesses in Wenatchee.

Chelan County Superior Court is a court of general jurisdiction. Three Superior Court judges and one full-time Court Commissioner presently serve Chelan County and Wenatchee. These judicial officers preside over criminal and civil cases including crimes against persons, property crimes, divorces, juvenile crimes, probate of estates, personal injury actions, adoptions, mental illness, matters of domestic violence, dependencies, and other civil actions.

Chelan County District Court, created in 1961, is a court of limited jurisdiction. The court hears criminal, civil, infraction, and miscellaneous cases. Two District Court judges presently serve Chelan County and Wenatchee.

The Chelan County Juvenile Center operates a 50-bed juvenile detention facility. The building was completed in 1998 and is located at the corner of Washington and Orondo, across the street from the old county courthouse.

Additional regional services provided by Chelan County include those of the County Auditor, County Assessor, County Treasurer, and County Coroner. The County also has a Solid Waste program and oversees mental health and substance abuse funding for its citizens.

RIVERCOM AND REGIONAL JUSTICE CENTER

Wenatchee is a partner in two regional facilities: Rivercom (enhanced 911 emergency services) and the Regional Justice Center (jail).

Serving 30 public safety agencies in Chelan and Douglas Counties, RiverCom is a civilian staffed 911 center located in Wenatchee. Spanning two counties, RiverCom provides public safety communications from Stevens and Blewett passes to the Grand Coulee Dam and Crescent Bar. RiverCom is an independent municipal corporation.

The Chelan County Regional Jail is a 383 bed adult correctional facility located in the City of Wenatchee. The Regional Jail contracts with

numerous cities in Western Washington for available bed space. Satellite buildings include a 42 bed minimum security facility and a 66 bed direct supervision minimum security facility that houses work release and volunteer inmate worker participants.

LIBRARIES

Wenatchee has one public library, which is operated by the North Central Regional Library System. The library property is partially owned by the City. The Regional Library has also just completed the renovation of the old Coke building on Columbia Street, but this is an administrative and warehouse facility only.

WATER & SEWER FACILITIES AND SERVICES

Domestic water service for the City is provided through a partnership between the City, Chelan County PUD, and East Wenatchee Water District, named the Regional Water System. The water supply comes from the "Eastbank Aquifer," an underground water supply near Rocky Reach Dam that currently provides about 50 million gallons a day for commercial and residential use in Wenatchee and for the Chelan County PUD's fish hatchery.

The City of Wenatchee operates the Regional Water system on behalf of the regional partners. The system is governed by the Regional Coordinating Committee which is made up of representatives from each water purveyor. An updated regional water system plan was adopted in 2012.

Included in the plan are a number of studies and improvements to address redundancy of the water supply system as well as expansion for growth. Related to expansion of the system is the acquisition of water rights. The coordinating committee has committed to maintain a 2-30 year reserve of water rights to accommodate growth. Growth and water right reserves are continually monitored and evaluated in detail every 6 years. Water use efficiency is required by each purveyor under the Municipal Water Law.

Domestic water service within the Wenatchee urban area is provided by both Wenatchee and the Chelan County PUD. Based on an agreement between these two agencies, the City's water service area is limited to a portion of the City and some unincorporated areas. The City's water system has been upgraded over the past several years to meet fire flow requirements. The City has four reservoirs, totaling 15 million gallons that store water prior to delivery to residential and commercial customers.

Sanitary sewer service is provided by Wenatchee. Treatment of waste occurs at the Wenatchee Wastewater Treatment Plant, a facility located on Worthen Street along the Columbia River. After the waste is treated and disinfected, the effluent is discharged into the Columbia River. Collection lines provide service throughout the City and into some unincorporated areas. 100% of the biologically stabilized waste solids (or biosolids) are recycled for use as fertilizer.

The City does not generally provide sanitary sewer service outside the city limits without annexation. However, in certain circumstances, the City will extend services if the property owner agrees to annex in the future. Development of the Sunnyslope component of the City of Wenatchee Urban Growth Area requires ongoing coordination with Chelan County to ensure that urban levels of development occur for population and density expectations in the Comprehensive Plan. The Sunnyslope Sub-Area Plan does anticipate that specific identified areas with existing sub-urban development patterns will likely not receive sewer service in the 20 year planning period.

Financing for the water and sewer systems are generated from utility rates for services and connection fees.

As described in the City of Wenatchee Sewer Comprehensive Plan (2017), the current flows to the wastewater treatment plant are approximately 50% of the capacity of the existing facility. Furthermore, based on population projections the plant has capacity to accommodate growth through 2035 which is around 23,000 equivalent dwelling units. While the wastewater treatment plant has adequate capacity, redundant treatment units will need to be installed in accordance with the capital projects and timeline in the comprehensive plan to maintain reliable operations during peak flows and to facilitate maintenance of equipment and treatment units. In addition to providing redundancy, these capital projects are expected to increase capacity to approximately 36,300 equivalent dwelling units.

The Sewer Comprehensive Plan also includes an analysis of the collection system. Specific deficiencies, both current and projected, were identified and displayed in Figures 6-7 through 6-9 in the plan.

An analysis was completed for the 2012 City of Wenatchee Comprehensive Water System Plan which modeled potential deficiencies, including IFC Fire Flow Standards, between 2010 and projected out to 2030 under a defined high demand scenario. A series of deficiencies were identified and have been incorporated into the Capital Facilities Plan.

The 2012 Comprehensive Water System Plan – Volume 2 Regional Facilities, states that a transmission capacity of 19.5 MGD based on the current contract, with a physical limit of 23 MGD based on the main transmission line[23]. The regional maximum day demand is forecast to be 23.83 MGD in 2030[24]. It should be noted that the current contract provides the City Water System with 15.5 MGD[25] and the projected maximum day demand is forecast to be 10.0 MGD in 2030[26]. To address the future shortfall of the regional water supply in 2030 and to provide redundancy, the Regional Coordinating Committee is moving forward with the development of a second water supply and will be further defining the project and the financing in the update of the comprehensive water system plan in 2017. While the 2012 City water plan only addresses water service out to 2030, it should be noted limited growth is expected in the City water service area since the service area is nearly built out. Also, the regional population growth assumption used in the 2012 City Water plan is higher than the one adopted in this plan.

A list of water and sewer projects over the following 6 years including a funding source, amount, and project description, can be found in the Capital Facilities Plan which is adopted by reference with this plan.

Water Level of Service Standard:

International Fire Code.

Sewer Level of Service Standard:

[23] City of Wenatchee 2012 Comprehensive Water System Plan – Volume 2 Regional Facilities page 1-3

[24] City of Wenatchee 2012 Comprehensive Water System Plan – Volume 2 Regional Facilities Table 4.4

[25] City of Wenatchee 2012 Comprehensive Water System Plan – Volume 1 City Service Area & Facilities Page 1-4

[26] City of Wenatchee 2012 Comprehensive Water System Plan – Volume 1 City Service Area & Facilities Table 4.9

- Daily load demand times 2.5 for collection system.
- Daily load demand for treatment capacity.

STORMWATER

The City collects stormwater in facilities located throughout Wenatchee. These facilities are designed to handle a 10-year storm event. A 10-year storm is defined as a storm that can be expected to occur, on average, once every 10 years, based on empirical data. Parts of the existing system, particularly in the residential areas, were designed for a 5-year storm.

The intent of this capital improvement program is to update existing and/or install new storm sewer mains in a timely manner so that the ultimate build out of the urban area will accommodate a 10-year storm. Projects will also take into consideration opportunities to provide water quality treatment and infiltration.

Due to the increasing requirements of the National Pollution Discharge Elimination (NPDES) and the addition of newly annexed area, an update to the Stormwater Comprehensive Plan is planned in 2018.

Financing of capital improvements and maintenance is created through a special revenue fund designed to account for the financial activities related to the City's ongoing improvement and expansion of the storm sewer system. The revenue for this fund is generated from a flat monthly charge to each single-family residence, as well as a monthly charge to commercial and multi-family residences based on "equivalent residential units." The equivalent residential unit is an impervious surface of 3,000 square feet.

The City of Wenatchee Comprehensive Stormwater Plan (2010) includes an analysis of how the stormwater system would perform under a precipitation scenario characteristic of a 10-year storm when the service area had reached build-out as defined by the current zoning designations. A series of deficiencies, and associated recommended improvements, are identified in the plan. A list of stormwater projects over the following 6 years including a funding source, amount, and project description, can be found in the Capital Facilities Plan which is adopted by reference with this plan.

Stormwater Level of Service Standard:

Ten-year storm.

SCHOOLS

The Wenatchee School District is the public school district serving Wenatchee and the surrounding community. The School District has seven elementary schools, three middle schools, an alternative high school, and a 4A high school and skill center. There are approximately 7,800 students and 540 teachers. The Wenatchee School District has a large minority student population: 39% are Hispanic, 1.3% Asian, and 0.006% African American. The district strives to employ exceptional educators to serve the diverse student population.

Financing of capital improvements for the school district is generally derived from voter-approved bonds and state matching funds. Financing of school operations is generally derived from property taxes, voter approved levies, and the State of Washington.

The City of Wenatchee's Consolidated Plan, updated in 2013, provides critical data relative to demographics, work force development, and disadvantaged children.

The Wenatchee School District is responsible for facility planning and service levels of the School District. The following service levels are recommended for the District's consideration to assist in securing capital for school facilities in order to support educational goals of the community.

School Level of Service Standard:

K-1	26 students per basic education (BEA) classroom
2-4	27 students per BEA classroom
4-5	29 students per BEA classroom
6-8	28 students per BEA classroom
Comprehensive	
9-12	28 students per BEA classroom
Alternative	
9-12	24 students per BEA classroom
Ancillary Facilities	
Administration Center	1 per district
Transportation Center	1 per district
Maintenance Shop/Office	1 per district
Football Stadium	1 per district
Baseball Stadium	1 per district
Swimming Pool	1 per district
Outdoor Agricultural Lab	1 per district

HEALTH SERVICES

The Chelan-Douglas Health District provides public and environmental health services to the City in several areas, including: restaurants and food workers, septic systems, chemical and physical hazards, playgrounds and personal health.

PARKS AND RECREATION

Please see the Parks and Recreation Element for information regarding parks and recreation.

THE GREATER WENATCHEE REGIONAL EVENTS CENTER PUBLIC FACILITIES DISTRICT

The Greater Wenatchee Regional Events Center Public Facilities District was formed by an inter-local agreement between the City of Wenatchee, the City of East Wenatchee, City of Cashmere, City of Entiat, Town of Waterville, City of Chelan, City of Rock Island, and Chelan and Douglas County. The Town Toyota Center is a 4,300-seat multi-purpose arena in Wenatchee, Washington. The arena was built and is owned and managed by the District, or PFD. It is the home of the Wenatchee Figure Skating Club, Wenatchee Curling Club, and the Wenatchee Wild of the British Columbia Hockey League. The arena provides a venue for a variety of other business, community and entertainment events throughout the year.

During planning and early construction, the arena was known as the Greater Wenatchee Regional Events Center, but in August 2008, a local auto dealer bought the naming rights of the arena for an undisclosed amount, giving the arena its current name.

GOALS AND POLICIES

GOAL 1. WATER – Undertake comprehensive efforts to coordinate, conserve and ensure adequate water supplies for growth.

Policy 1: Through cooperation with the regional partners, the city shall ensure that domestic water is adequate to serve the needs of the urban area before extension into rural areas of Chelan and Douglas Counties.

Policy 2: The city should review the feasibility and options of acquiring the water system within the urban area from Chelan County P.U.D.

Policy 3: The city should promote efficient use of water.

Policy 4: Ensure the adequacy and availability of the water system for new development, including fire flow standards.

Policy 5: Through the regional water partnership, the city should ensure that the water right reserves are properly managed for future growth within the urban area including a sufficient supply for the development of new industries requiring water consumption.

Policy 6: Through the regional water partnership, the City should promote developing an alternative source of supply for redundancy purposes (likely the west bank of Rock Island Dam) while maximizing the use capacity of the current East Bank Aquifer water source.

Policy 7: Implement maintenance and replacement programs to ensure the existing system is sustainable over the long term.

GOAL 2. SANITARY SEWER -- *Provide sanitary sewer service to the urban area.*

Policy 1: Maintain and update the sanitary sewer collection and treatment system.

Policy 2: Develop and implement strategies for extension of the sanitary sewer collection system into the urban area, including Sunnyslope.

Policy 3: Monitor and expand the treatment capacity of the plant in advance of reaching critical capacities in accordance with the Department of Ecology planning requirements.

Policy 4: Develop and implement a sewer extension program to promote infill development within the City limits.

Policy 6: Study the benefits and feasibility of a regional sewer system.

GOAL 3. STORM WATER – *Provide storm water collection systems within the urban area.*

Policy 1: Continue to develop and maintain a city-wide, user-supported storm water operation, maintenance and improvement program.

Policy 2: Establish review requirements to ensure that all the requirements of the City's NPDES permit and the Eastern Washington Stormwater Manual as adopted by the City are met.

Policy 3: Pursue an independent solution and funding mechanism to address flooding within the City's service area that will prioritize the identification of impacts and achievable solutions to canyon flooding, resulting from extreme weather events that are

beyond the scope and capabilities of stormwater infrastructure.

GOAL 4. CITY SERVICES – *Enhance the quality of life and protect public safety through essential city services.*

Policy 1: Support programs and services for children and youth which provide positive activities.

Policy 2: Support educational, cultural and arts activities for people of all ages and cultures.

Policy 3: Seek to protect the public health, safety and general welfare by implementing established level of service standards in development and infrastructure projects.

Policy 4: Continue to develop and maintain partnerships with community leaders, organizations, neighborhood groups and other jurisdictions to effectively limit and remove the significance of gang activity in the City and the valley.

Policy 5: Cooperate with other public agencies, private and non-profit groups to enhance and promote services that enhance the quality of life and protect public safety in Wenatchee.

Policy 6: Partner with Chelan County Fire District 1, the Chelan County Conservation District, and Chelan County Emergency Management to develop and implement programs mitigating the risk of wild land urban interface fire disasters.

Policy 7: Partner with Chelan County Emergency Management to keep the regions' hazard mitigation plans current.

Policy 8: Coordinate police and code enforcement with encouraging community oriented policing efforts to improve neighborhood connections with law enforcement and enhance neighborhood quality and safety.

Policy 9: Support youth engagement programs through community participation in the arts, education, recreation, and other city services to support healthy youth development and exposure to city services.

Policy 10: Support internships for high school and college age youth to support exposure to city programs and youth career readiness.

Policy 11: Pursue the development of community service restitution programs for youth with the Chelan County judicial system.

Policy 12: Partner with the School District to provide school resource officers.

Policy 13: Reinstate the South Wenatchee Substation or a similar police presence program to address real or perceived barriers between residents and law enforcement.

Policy 14: Pursue regional consolidation of services as was done with fire service to reduce the tax burden and improve quality of services.

GOAL 5. SCHOOLS – *Work to achieve quality public educational opportunities and facilities within the urban area.*

Policy 1: Work with the Wenatchee School District to coordinate joint use of school facilities for community use.

Policy 2: Collaborate with the School District to assess the impact of new development on existing school facilities.

Policy 3: Collaborate with the School District so that school facilities are located in areas with adequate public facilities and services, including sidewalks and transportation opportunities.

Policy 4: Coordinate with the School District to improve workforce development outcomes from the K-12 system by reducing dropout rates, providing skills, learning opportunities, and improving job and college readiness.

Policy 5: Develop an understanding between the schools tax revenue sources and economic development as it relates to the ability to fund school facilities and programs.

Policy 6: Promote partnerships between schools, the Wenatchee Valley College, Libraries, the Museum, and other agencies to efficiently share and utilize resources without duplication.

GOAL 6. CONCURRENCY ***– Ensure that public facilities and services necessary to support development are adequate without decreasing current service levels below locally established minimum standards.***

Policy 1: Reassess the Land Use Element if probable funding falls short of meeting existing needs or any other indication that capital facilities planning is not adequate to meet demand.

Policy 2: Ensure that the City's Plan doesn't directly or indirectly preclude the siting of essential public facilities. Provisions should be maintained that establish a general use category which will provide for the siting of such facilities, when the occasion should arise.

Policy 3: The definition of essential public facilities shall be consistent with Chelan County's County-wide Planning Policies.

GOAL 7. CITY FACILITIES – Provide a long term approach to planning and funding facility, building, needs for city departments and services considering necessary maintenance, remodeling, and expansion or construction of facilities which are necessary.

Policy 1: Ongoing funding sources should be dedicated to meet forecasted facility needs including maintenance, remodeling or new or expanded facilities. These funding sources should be available as city services change to meet a growing and diverse population. A formal facility, structures, plan or study should be developed by the city for these purposes.

Policy 2: Engage city departments and the public in forecasting future department needs to serve the community. The size and demographic profile of the city's population, and the city's form and geographic area are changing with significant annexations, reinvestment in neighborhoods and an emphasis on attracting infill and redevelopment opportunities. Planning for these facilities must be proactive to meet the changing dynamics in the community and consider the relationship to the valley as a whole.

2017-2022 Project Summary

Public Facilities Type	Funded	Unfunded
Arterial Streets	7,057,040	147,397,118
Cemetery	80,000	530,000
Convention Center	275,000	415,000
General Facilities	512,614	14,915,000
Parks and Recreation	4,750,679	11,121,933
Regional Water	1,440,000	10,000,000
Storm Drain	836,670	10,779,000
Sanitary Sewer	1,308,000	20,685,000
Street Overlay	2,100,000	8,000,000
Street Maintenance	50,000	400,000
Water	2,085,000	3,454,000
Vehicles	136,000	-
Broadview Secondary Access	-	741,000
Homeless/Housing/CDBG Programs	345,000	360,000
Local Revitalization Financing District	-	6,050,000
Partnership Projects	-	110,350,000
TOTAL	**$ 20,976,003**	**$ 345,198,051**

UTILITIES

TOPICS

- Purpose
- Background
- Electricity
- Irrigation
- Fiber Optics
- Natural Gas
- Wireless Communication Facilities
- PUD Water Service
- Goals & Policies

PURPOSE

The Growth Management Act (GMA) requires a city's comprehensive plan to include a Utilities Element, or chapter, *"consisting of the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines."* Knowledge of these capacities helps gauge where, and to what extent, development may be possible and where there may be a need for increased capacities to meet future demands.

BACKGROUND

Utilities covered in this section include those not managed by the City. These consist of the utilities listed below:

- Electricity and Fiber Optics

  These services are provided in Wenatchee by the Chelan County Public Utility District (CCPUD) and Charter Communications.

- Internet (excluding fiber)

  Dial-up, DSL, and wireless internet access is provided within the area by a variety of local businesses.

- Irrigation

  The Wenatchee Reclamation District is the primary provider of irrigation services to landowners with the right to use water. Smaller assemblies include Beehive, Lower Squilchuck, Pioneer, and Millerdale Irrigation Districts, which cover areas within the southern and northeastern portion of the UGA.

- Natural Gas

  Cascade Natural Gas is the principle provider of natural gas to Wenatchee.

- Telephones (land-line)

  Service for the land-line telephone network is provided by Verizon and Charter and has capacity to meet the needs of all current and future residents. Service areas are extended based upon consumer requests.

- Television

  Cable television is provided through the Charter Communications network and by LocalTel through the Chelan County PUD's fiber network. Satellite service is provided through DirectTV and Dish Network. Wenatchee Valley Community Television also transmits channels locally, for free viewing.

- Water (non-city)

  The CCPUD provides water service to all outlying areas of the UGA outside of City water service area.

- Solid Waste Removal

  Solid waste removal is provided by Waste Management under a contract with the City of Wenatchee. Garbage,

recycling, and yard waste are curbside services currently provided to residential customers.

(For all utilities and public services administered by the City, please see Public Facilities and Services.)

While the GMA requires showing the general location and capacity of all existing and proposed utilities; much of this information is not available to the public for proprietary and/or security reasons.

City Requirements

All utility companies wanting to use public right-of-ways begin by entering into a franchise agreement with the City. Typical franchises serve as binding contracts and provide basic parameters for allowing public right-of-way use. The City has current franchises with Charter Communications, LocalTel, Chelan County PUD, and Zayo Group, LLC.

ELECTRICITY

Electricity is provided to Wenatchee residents, and the rest of Chelan County, by the Chelan County Public Utility District. The CCPUD is administered by a five-member commission and is divided into three service districts: the Wenatchee area, Chelan-Manson area, and Leavenworth area.

Pioneer Middle School Solar Panels

Rocky Reach

Electricity provided by the Chelan County PUD is generated at Lake Chelan, Rock Island and Rocky Reach Dams. Electricity is relatively cheap and not considered a scarce resource.

As of 2015, Chelan County PUD serves 49,702 customers in Chelan County, with total energy sales at 5,762,000 MWh including retail and resale. Electricity is transmitted in Chelan County by 254 miles of 115kV transmission lines to 9 switching stations. Two switching stations are located within Wenatchee's urban growth area. A new 230kV transmission line was constructed in 2006 to increase transmission capacity to the County. Electricity is distributed to 36 substations in the County from the 115kV transmission lines. Located within the Wenatchee UGA are 12 substations to serve the area's electrical demand.

CCPUD produces several planning documents including the Transmission and Distribution 5 Year Plan. Electrical planning guidelines and work plans are also produced annually.

Demand for electricity in the County is increasing. Chelan County PUD is planning on increasing system capacity, county-wide, an average of 1.8% or 7MW annually for the next twenty years. Below are substation projects planned within the Wenatchee UGA over the next twenty years:

1. Castlerock Substation – The addition of a new 28MVA substation off Castlerock Street, west of Western Street. Substation to serve load growth in the area and will relieve nearby substations.

2. Rebuild/relocation of the Olds Station Substation – Possibly relocate and double the capacity, from 28 MVA to 56 MVA, the Olds Station Substation that serves primarily industrial and commercial customer/owners in the

newly annexed north end of Wenatchee.

3. College I Replacement/Modernization – The 1968 vintage power transformer and switchgear are approaching the end of their expected life. Modernization will ensure reliable utility service for the mixed residential and commercial customer/owners served from this site.

Several alternatives exist for planning future electrical needs of the city.

1. Promote energy conservation. Providing greater outreach on ways to conserve energy in existing and new structures.
2. Allow solar/wind energy. Ensuring that solar/wind energy facilities are allowed in appropriate zones.
3. Continue Coordination. Continue good coordination between the City and the PUD in regards to future and current development plans.

Irrigation

The primary irrigation water supplier to the Wenatchee area is the Wenatchee Reclamation District. Other irrigation districts serve certain properties in the southern portion of the UGA; they include the Beehive Irrigation District, Millerdale Irrigation District, and the Lower Squilchuck Irrigation District. Also, the Pioneer Irrigation District serves a small area in the northeast end of Wenatchee from Gunn Ditch.

The Wenatchee Reclamation District currently provides irrigation to roughly 9,000 water users within Chelan and Douglas Counties. Their capacity is limited only by their water rights to 200 CFS (cubic feet per second) of water from the Wenatchee River. This water, obtained at the Dryden Dam, is then carried along 34 miles of canal.

The Wenatchee Reclamation District's distribution system includes canals, flumes, and tunnels, including the Highline Canal in Wenatchee. The system crosses the Columbia River at the District's pedestrian footbridge and proceeds to East Wenatchee and south to Rock Island. Currently, only about half of city residents have access to irrigation water, most being west of Miller Street and south of Red Apple Road. Some property owners pay for water shares, but don't have access to them.

Private lines off of the District's Canal provide irrigation water to individual property owners. These lines are located in many of the streets west of Miller and some are in poor or failing condition. In the past the City has replaced these lines as part of street reconstruction projects primarily to protect the City's investment in street infrastructure.

These irrigation systems reduce the demand on the regional aquifer and domestic water system particularly reducing summertime demands caused by an increase in outside water use (i.e. watering lawns/gardens, washing cars, filling up swimming pools). Although many irrigation users form irrigation water associations to maintain principal lateral lines, there is no comprehensive funding mechanism to assist property owners in the replacement, maintenance, and extension of these private distribution systems.

There are a few strategies that could be considered in regard to Irrigation water:

1. Funding Assistance. City could coordinate with the Wenatchee Reclamation District and property owners within the District's service area to form a utility local improvement district (ULID) to help fund maintenance of the distribution system.

2. Development Requirements. Requiring new developments to maintain and utilize irrigation water would reduce future demands on the public water supply.

3. Support Irrigation Districts. The City can be an active supporter for irrigation districts in preserving historic water rights.

FIBER OPTICS

Charter Communications and Chelan County PUD provide fiber optics in the Wenatchee area.

Currently, there are 8 high-speed internet service providers using the PUD fiber optic network, one of which also provides telephone and cable television service. By increasing their fiber optic capacity, the PUD is planning on extending service to 85 to 90 percent of Chelan County within the next 11 years.

A fiber and coaxial cable network is provided by Charter Communications, offering high-speed internet and cable television. According to Charter representatives, there are no capacity restrictions on the network. Service to areas that are more than 150 feet from the existing network must be arranged between potential subscribers and the company. Most of the network is aligned with Chelan County PUD lines. Most extensions occurring in the past 15 years utilize an underground fiber network. Similarly, for future extensions to the network, underground lines will be used.

There are a couple strategies that could be considered for Fiber Optics:

1. Increase Communication. Extending more information and opportunities for inclusion when developing company/city plans increase coordination helping to ensure that future demand can be met in a timely and cost effective manner.

2. Equal Access. Adopting a city policy requiring service to all areas of the city regardless of perceived demand, possibly assisting in service extension costs for areas without service available.

NATURAL GAS

Cascade Natural Gas Corporation is the primary provider of natural gas within Wenatchee. According to company representatives, the existing gas system meets current need, and extensions to the system are determined by private requests.

In 2015, Cascade Natural Gas served 1,652 customers in the community using a total of 9,115,006 therms of natural gas. In the same year, 1,411 feet of main lines were replaced and 1,344 feet of new service lines were installed. A total of $876,246 was spent on operation and maintenance of the Cascade distribution system in this area.

WIRELESS COMMUNICATION FACILITIES

The Federal Telecommunications Act of 1996 places some restrictions on the ability of communities to regulate wireless telecommunications facilities. The net effect of the Act is that communities:

1) Cannot enact a blanket ban on all wireless facilities, but can place reasonable restrictions on facilities in certain zones or areas;

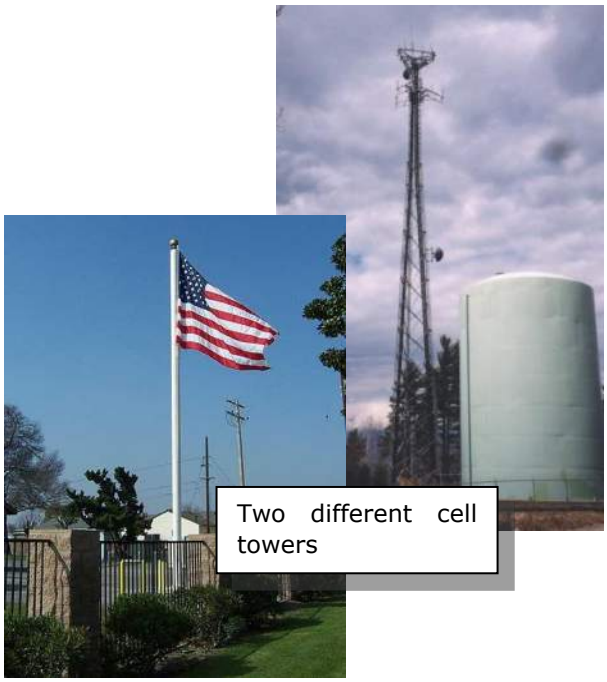
2) Cannot unreasonably discriminate among equivalent service providers;

3) Cannot regulate placement, construction and modification of wireless facilities on the basis of environmental effects, provided the facility complies with Federal Communications Commission emissions regulations;

4) Can exert reasonable control over tower aesthetics, including height restrictions, co-location, setbacks, other design issues, and safety.[27]

Wenatchee City Code places siting and height limitations on wireless antennas and towers but does not impose design standards beyond landscaping.

Varying degrees of wireless communication facility regulation are possible:



Two different cell towers

1. Siting and Height. Restricting the height and location of antennas/towers, such as in Ch 10.58 of the Wenatchee City Code (WCC), reduces many negative impacts.
2. Aesthetics. Additional design standards could further lessen negative aesthetic impacts of antennas/towers and could increase potential site locations.

PUD WATER SERVICE

The Chelan County PUD provides water to portions of Wenatchee within city limits as well as the surrounding Urban Growth Area. In the Wenatchee area, the PUD serves approximately 4,863 customers, with average water use greater than 1 million gallons per day. Under the contract with the City of Wenatchee and East Wenatchee Water District, the PUD is entitled to up to four million gallons per day or 20 percent of the potential supply from the regional aquifer.[28]

An analysis was completed for the 2016 Chelan County PUD Water System Plan which modeled potential deficiencies, including IFC fire flow standards, between 2014 and projected out to 2035 under a defined high demand scenario. A series of deficiencies were identified in the plan and have been incorporated into the Capital Facilities Plan.

The plan cited the 2012 Regional Water System Plan in saying that there is a capacity of 23 MGD in the transmission main and the estimated maximum daily demand for the regional system was 23.8 by 2030. The plan makes recommendations for accommodating the higher future demand and those projects have been incorporated in the Capital Facilities Plan which is adopted by reference in this plan.

Managing Wenatchee's water could take different avenues:

1. Two Water Purveyors. Maintaining Wenatchee's current water service system would not affect the area receiving service or current improvement and extension plans of either the City or the PUD.
2. One Water Purveyor. If the City pursued taking over the PUD's service area within the UGA, it could improve service uniformity, system

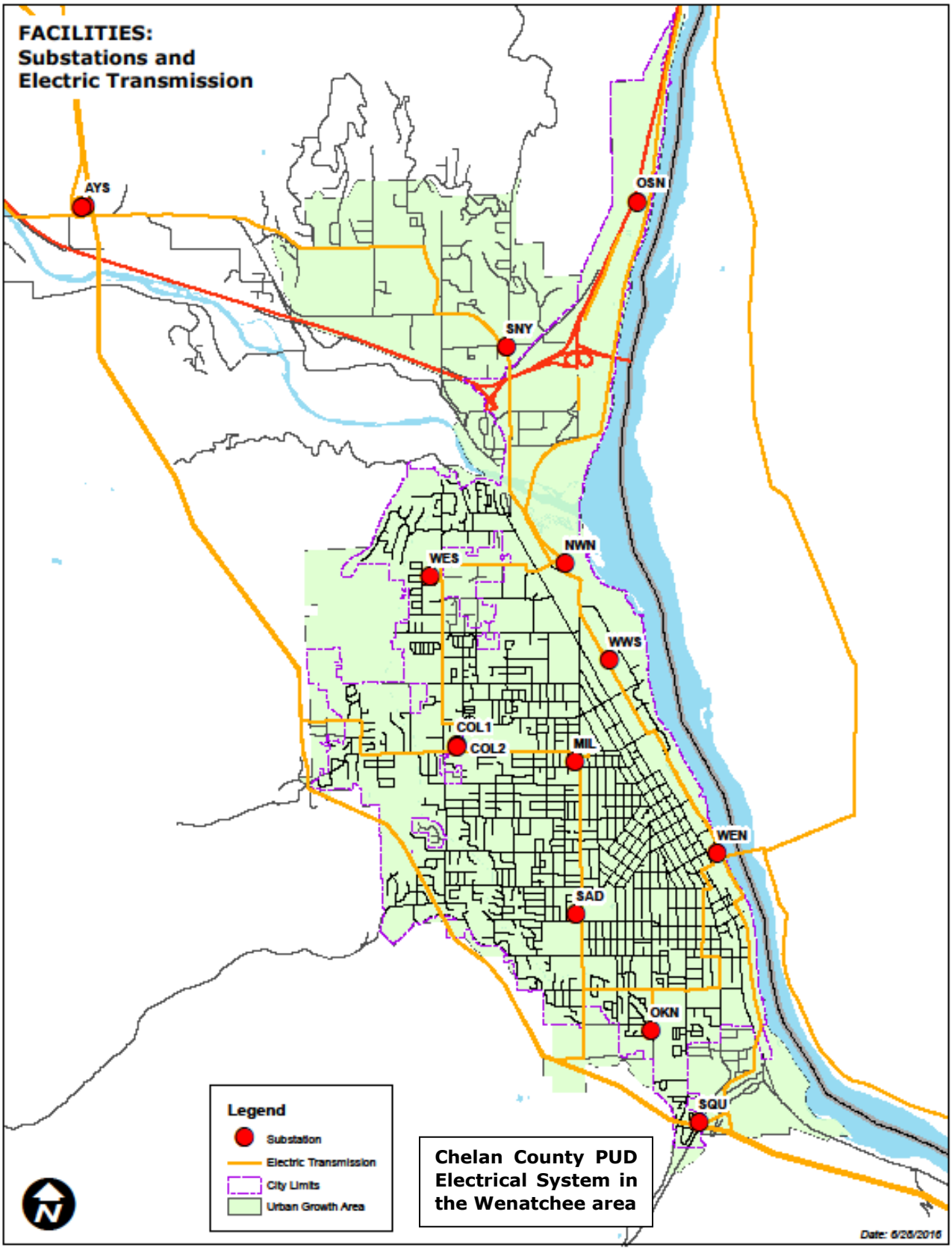
[27] Model Telecommunications Tower Ordinance, Scenic America, http://www.scenic.org/Default.aspx?tabid=187

[28] Chelan County PUD, Water and Wastewater, http://www.chelanpud.org/.

upgrades, and future need assessments.

SOLID WASTE REMOVAL

Waste Management currently provides solid waste removal in the City. Garbage, recycling, and yard waste are curbside services currently offered to city residents. Commercial customers have a variety of options for various sizes of cans and dumpsters. Recycling is not provided for free to commercial customers as it is for residential customers.


FACILITIES:
Substations and
Electric Transmission
AYS
OSN
SNY
NWN
WES
WWS
COL1
COL2
MIL
WEN
SAD
OKN
SQU
Legend
Substation
Electric Transmission
City Limits
Urban Growth Area
Chelan County PUD Electrical System in the Wenatchee area
Date: 6/26/2016

GOALS AND POLICIES

GOAL 1: UTILITIES - *Ensure that the utilities necessary to support development are adequate at the time they are needed without decreasing service levels below those locally acceptable.*

Policy 1: Development approvals shall be subject to a requirement that utilities will be installed and fully operational concurrent with the use and occupancy of the development.

Policy 2: No development will be approved that reduces the level of service of any utility below the adopted level of service.

Policy 3: Utility plans shall contain a capital improvement program, including financing options and construction schedules.

Policy 4: Cooperation and coordination shall be pursued to the greatest extent feasible among utility providers and the City in the development and implementation of capital improvement programs and area plans.

Policy 5: Maintain an inventory of existing utilities, including locations and capacities of such systems and facilities. Encourage providers to provide existing location data in a consistent electronic format.

Policy 6: The rural area outside of the urban growth area shall not be scheduled to receive a full range of urban utilities, unless required for public health and safety.

Policy 7: Encourage those utility purveyors, who have no mandate under the Growth Management Act, to cooperate with the implementation of the goals and policies contained in this Comprehensive Plan.

Policy 8: As a component of franchise agreements, require utility purveyors to digitally map, in a format acceptable to the City, the locations of new or updated utility infrastructure in City right-of-way.

Policy 9: Pursue contract language with a solid waste removal purveyor that provides recycling and yard waste pickup at both commercial and residential properties free of charge and provides multiple garbage can sizes.

Policy 10: Encourage local fiber optic communications purveyors to expand their services to include the entire Urban Growth Area.

Policy 11: Encourage the Chelan County Public Utility District to consider the expanded use of electric vehicles in their plans and projections for future electrical service and demand.

Policy 12: Wireless communication facility regulations should address aesthetic and noise impacts to neighborhoods and commercial districts as new technologies and infrastructure are developed.

Policy 13: Support the increased use of technologies that enable self-generation and supply of electricity such as photovoltaic panels and any applicable forms of energy storage. Work with the Chelan County PUD to further promote the increased use of these technologies.

GOAL 2: ENVIRONMENT - ***Ensure that the utilities necessary to support development are accomplished in a manner sensitive to the environment.***

Policy 1: Require the under-grounding of utilities in service extensions and system upgrades where feasible.

Policy 2: Reasonable screening and/or architecturally compatible integration of all new above-ground utility facilities shall be required.

Policy 3: Restoration following installation activities is required, paying particular attention in critical areas.

Policy 4: Mandate the joint use of utility corridors and facilities consistent with prudent utility practice.

Policy 5: Review design standards for wireless communications facilities to ensure they are adequate to protect the aesthetic quality of the city.

GOAL 3: IRRIGATION WATER – ***To reduce future demand on the public water supply, undertake comprehensive efforts to preserve the viability of irrigation systems.***

Policy 1: Identify and incorporate irrigation lines in appropriate utility corridors in coordination with irrigation purveyors. The long term ability to provide for a more efficient updated irrigation distribution system is in the community's best interest.

Policy 2: Study the feasibility and consider the benefits of extending irrigation water service to areas of the city not currently served.

Policy 3: Require developments to maintain irrigation service and utilizing water to be put to beneficial use.

GOAL 4: SUPPORT SERVICES - ***Provide reasonable accommodation for the provision of other support services (i.e. electricity, natural gas, telephone, cable TV, etc.) to serve development in a timely manner.***

Policy 1: Review design standards for wireless communication facilities to ensure such facilities are appropriately integrated into the surrounding environment and limit negative aesthetic impacts.

Policy 2: Ensure services are provided to all existing populations, regardless of demographics.

Policy 3: Promote solar and wind energy by providing informational resources and working in cooperation with utility providers to create effective incentives.

Policy 4: Develop City codes that address the use of alternative energy technologies such as photovoltaic panels and any applicable forms of energy storage. These codes shall seek to preserve the health, safety, and general welfare of the community as well as the aesthetic appeal of the community's built and natural environment.

Policy 5: Study the need for new developments to include electrical service in parking areas to accommodate future electric vehicle charging stations.

APPENDIX A: CITY OF WENATCHEE RESIDENTIAL LAND CAPACITY ANALYSIS

1. INTRODUCTION

WAC 365-196-325(1)(a). RCW 36.70A.115 requires counties and cities to ensure that, taken collectively, comprehensive plans and development regulations provide sufficient capacity of land suitable for development within their jurisdiction to accommodate their allocated housing and employment growth, including the accommodation of, as appropriate, the medical governmental, educational, institutional, commercial, and industrial facilities related to such growth, as adopted in the applicable county-wide planning policies and consistent with the twenty-year population forecast from the office of financial management. To demonstrate this requirement is met, counties and cities must conduct an evaluation of land capacity sufficiency that is commonly referred to as a '"land capacity analysis".

In coordination with Chelan County, the City of Wenatchee must demonstrate that sufficient land for development or redevelopment is available to meet adopted growth targets. The land capacity analysis is a comparison between the collective effects of all development regulations operating on development and the assumed densities of all development regulations operating on development and the assumed densities established in the land use element. This analysis also factors in the built and natural environment and infrastructure along with historical trends and forecasted needs.

This appendix discusses the approach chosen by the City of Wenatchee to provide a meaningful analysis and review of the availability and sufficiency of residential land in the City of Wenatchee Urban Growth Area to meet estimated growth demands and housing needs. Attachments have been included with a number of applicable data tables and resources used in the development of the analysis, in addition to the land capacity analysis spreadsheet and results themselves. Employment projections and needs in relation to commercial and industrial land supply will be addressed under a separate appendix.

2. GEOGRAPHIC AND TIME PARAMETERS

This land capacity analysis is intended to address a 20 year planning period extending from 2017-2037 for the City of Wenatchee Urban Growth Area. The last review and update of the City of Wenatchee Urban Area Comprehensive Plan was completed in 2006. The Sunnyslope Sub-Area Plan was adopted in 2007, as a component of the Wenatchee Urban Area Comprehensive Plan and the Chelan County Comprehensive Plan.

In coordination with the Chelan County Community Development Department, the City of Wenatchee Community and Economic Development Department conducted this land capacity analysis for the entire incorporated and unincorporated portions of the City of Wenatchee Urban Growth Area. Review of development trends and achieved densities evaluated growth

which occurred since the last comprehensive plan update and review between 2007 and 2015. Given that the last Federal Census was completed in 2010, where available new estimates and projections from multiple resources were utilized with the intent of providing a greater degree of accuracy.

3. LAND SUPPLY ANALYSIS

3.1 Land Supply Inventory. The first step in the assessment of land supply is to identify all residential land within the Urban Growth Area that are considered vacant, partially used, or under-utilized.

a. Vacant Land: Land which has no structure or has a building improvement value of less than $10,000.00. This means that land which is occupied by a shack, abandoned building or other very low-value improvement will be considered vacant. A further distinction for the purposes of analysis was made between vacant building lots or parcels which had the potential for subdivision or multiple dwelling units such as a duplex.

In most circumstances, when a parcel of land was twice the minimum lot size of the applicable zoning district, the parcel was assigned the category of cumulative vacant land vs. a building lot. Exceptions to this approach were made in two instances. The first exception was for the Residential Moderate Zoning District which accommodates a duplex on a 10,000 square foot lot; these parcels and larger were considered as cumulative vacant land. The Sunnyslope portion of the Urban Growth Area includes an area identified in the comprehensive plan as being appropriate for septic systems. See Attachment 7 for the location of land evaluated for further development predominantly by means of septic systems. Vacant parcels in these locations were not evaluated for cumulative acreage totals unless they were one acre or larger in size.

Septic system capabilities with respect to soils in the Sunnyslope residential component of the Urban Growth Area varies. A conservative approach was taken in evaluating lots for building capability. Existing vacant lots between 12,500 square feet and 43,559 square feet in area were considered as a single building lot in the area anticipated for septic systems in Sunnyslope. Minimum thresholds for building lots in the remaining urban area were typically set at 3,150 square feet, meeting the minimum width and depth dimensions in the highest density zoning district, with the exception of the Residential Foothills Zoning District. In the Residential Foothills Zoning District, a minimum threshold of 7,000 square feet was established to accommodate defensible space standards as a building lot. Cumulative land is added up in one category to calculate potential buildout of the acreage in that Zoning District as a whole. Alternatively, once a vacant lot is identified, it is added to the total number of identified vacant lots in that particular zoning district.

Listed below are the parameters chosen for vacant land, either building lots or cumulative acreage:

Vacant residential land:

District	Building Lot (sq.ft.)	Cumulative Acreage (sq.ft.)
OMU-	3150-9999 (50% of lots comm.)	10,000 + (Reduce 50% as commercial)
RMU-	3150-9999 (50% of lots comm.)	10,000 + (Reduce 50% as commercial)
RS-	3150-19999	20,000+
RL-	3150-13999	14,000+
RM-	3150-9999	10,000+ (Duplex lot starts at 10,000)
RH-	3150-7999	8000
RF-	7000-39000 (Defensible space)	40,000+
Sunnyslope Septic-	12,500-43,559	43560+

b. Partially Used Land: Those parcels which have a building improvement value of $10,000.00 or greater which have the potential of further subdivision or additional housing units. Parcels of land three times larger than the minimum lot size of the applicable zoning district or greater, were reviewed under this category. For each parcel, a minimum amount of area, double the minimum lot size of the zoning district, was removed from the parcel area to accommodate the area for the existing home. The remaining area of the parcel was placed in a cumulative category summed for each applicable zoning district.
One exception to this approach was for the areas anticipated for septic systems in the Sunnyslope component of the Wenatchee Urban Growth Area. These locations began at a threshold of 1.5 acres or greater, subtracting 1 acre from the parcel size for the existing home with the remaining acreage placed in a cumulative category summed for each applicable zoning district to be evaluated at a lower density served by septic systems.
Listed below are the parameters chosen for partially used land:

Partially used residential land:

District	Cumulative Acreage (sq.ft.)
OMU-	Review lots 15,000 +, where development potential exists subtract 10,000 sq. ft.
RMU-	15,000 +, -10,000
RS-	30,000 +, - 20,000
RL-	21,000 +, -14,000
RM-	18,000 +, -12,000
RH-	12,000 +, -8,000

RF-	60,000 +, -40,000
Sunnyslope Septic-	1.5 acres +, take out 1 acre

c. Underutilized Land: These areas are often zoned for more intensive uses that which currently occupy the property, providing with the right circumstances opportunity for redevelopment. The Wenatchee Urban Area Plan and it's sub-area plans identify a number of locations which lend themselves to redevelopment. These areas are discussed further under Section 6 of this Appendix.

d. Additional factors: The review of the land inventory included a series of additional factors that were utilized in compiling the inventory. The Chelan County Assessor's data base, historic permit data, Geographic Information Systems, (GIS), and 2015 aerial photography were key tools in this analysis. The goal of the analysis was to provide as accurate of a review as possible, groundtruthing the results of data queries with aerial photography review. Additional factors considered included:
   - Remove lots from the vacant land inventory which were issued building permits as recent as March 2016
   - Take into consideration preliminary approval of plats
   - Exclude vacant lots which had homes lost to fires in 2015 from the vacant land inventory
   - Exclude community, public use tracts within developments
   - Review critical areas
   - Subtract 50% of potential units within the mixed use districts, taking into consideration the potential for commercial development
   - Remove publicly owned parcels, (unless established for uses that may include residential use)
   - Remove land area in existing manufactured home or mobile home parks
   - Review non-profit ownership of parcels to determine if the parcel has been committed to a specific use
   - Review the development potential of parcels considering access and parking, and built and natural environment.
   - Consider the configuration of existing improvements, precluding future development.

3.2 Critical Areas Deduction. Within the residential and mixed use districts analyzed, the primary critical area/sensitive areas included steep slopes, and often may include geologically hazardous areas. Lands which included slopes of 33.33% or greater were subtracted or removed from the land use inventory. This factor is derived from building code standards. While this slope factor does not always preclude development, it significantly inhibits development. Other critical areas can factor into development review such as sheet flooding from AO designated flood

zones or ephemeral draws which are regulated under Wenatchee City Code but not deducted for the purposes of the land use inventory. The Squilchuck Creek basin, was not included under the categories of vacant or partially used land given existing development patterns and critical areas which have not been evaluated.

3.3 Deductions for Public Uses and Infrastructure. An analysis of recent subdivisions within the unincorporated and incorporated components of the Wenatchee Urban Growth Area indicated that in the City of Wenatchee an average of 25.09% of the gross land area of a proposed subdivision was dedicated to public uses such as roads and stormwater. See Attachment 3. A review of subdivisions within the unincorporarted portions of the Wenatchee Urban Growth Area, Sunnyslope, indicated an average dedication of 20.95% for roads and stormwater facilities. For the purposes of the land capacity analysis, a factor of 25% was deducted from all cumulative vacant land and partially used land for right-of-way and utilities. In a relatively short time frame, the Sunnyslope residential component of the urban growth area has experienced significant residential growth. Public facilities such as parks, community centers or private non-profit facilities such as churches are limited in this area. An additional factor of 5% for general public purposes was deducted from the land inventory with the Sunnyslope residential portion of the urban growth area.

3.4 Market Factor Deduction. A market factor of 25% was deducted as a safety factor of land in addition to the projected 20 year land area needs to assure adequate availability and choice at all times. This same market factor is applied in most surrounding jurisdictions. While some jurisdictions within the state have chosen market factors less than 25%, the local conditions addressing the extension of sewer infrastructure and working with infill development are appropriate for this higher factor.

4. DEVELOPMENT DENSITY ASSUMPTIONS

4.1 Analysis of Recent Development History. Attachments 2-4, provide a summary of development densities achieved within the Urban Growth Area. Based upon a review of these density patterns, anticipated densities were assigned to each Zoning District. In general within the sewered low density residential areas, minimum lot sizes were utilized by applicants, often choosing to decrease lot sizes further, increasing density, with the flexibility of planned developments. In the RM District a combination of duplex and single family densities were developed, not fully utilizing the opportunities and densities intended for the RM designations within the comprehensive plan. A mixture of multi-family density and duplex developments in the higher density districts achieved between 9.87 and 21.88 dwelling units per acre. Considering these achieved densities an average of 15 dwelling units per acre was chosen for higher density zoning districts, while a density of 8 dwelling units per acre was chosen

for the Residential Moderate District, considering the mix of duplex and single family density developed. An average net density of 2.66 units per acre was typical in residential development with septic systems in Sunnyslope. Listed below are the densities applied for each land use designation in the analysis:

Densities, for use in land capacity formula:
a. Residential Single Family: 4 Dwelling Units (DU) per acre
b. Residential Low: 6DU per acre
c. Residential Moderate: 8DU per acre
d. Residential High: 15DU per acre
e. Residential Mixed Use: 15DU per acre
f. Office Mixed Use: 15 DU per acre
g. Residential Foothills: 2DU per acre
h. Sunnyslope: 1. Areas targeted for sewer use densities above. 2. Areas likely to remain within the 20 horizon on septic utilize 2 DU per acre.

4.2 Comprehensive Plan Direction. The Sunnsyslope Sub-Area Plan generally describes three different areas, Olds Station and Central Sunnyslope which are intended to be provided with sewer service; and Northern Sunnyslope which is less likely to be provided with sewer service in the 20 year planning period. The plan establishes a preference in the Northern area to standards which are more sub-urban than urban in nature. See Attachment 5, an excerpt from the sub area plan mapping these areas. For the purposes of the land capacity analysis, the majority of the Northern Sunnyslope area was not calculated at densities to be served by public sewer systems, with some exceptions that due to proximity to the identified Central Sunnyslope area and existing development patterns, had a higher feasibility and likelihood to be served by public sewer systems. Attachment 7, identifies areas calculated for higher densities, based on the intent to serve these areas with public sewer systems. Other locations within the Northern Sunnyslope Area have the possibility to be served by public sewer systems being within the urban growth area, but have a lower likelihood of being served by public sewer service within the 20 year planning period due to the preferences in the sub-area plan and the existing development patterns. The delineation of the areas calculated for sewer service within the 20 year planning horizon was intended to align with both the Sunnyslope Subarea Plan and Sewer Facilities Plan.

5. PROJECTED HOUSING DEMAND

5.1 Persons Per Housing Unit. The Washington State Office of Financial Management provides estimates for urban growth areas for the number of persons per housing unit. The most recent estimate is from 2015. While there is often a preference to use Federal Census Data for persons per housing unit estimates, the age of current census data is less desirable at this juncture. A 2.44 persons per housing unit was utilized in the formula.

This factor is an important one. The City has been allocated a specific population for the 20 year planning horizon in coordination with Chelan County, consistent with the Countywide Planning Policies. Dividing the allocated population to the City of Wenatchee Urban Growth Area, 6,093 persons, by 2.44 persons per housing unit, provides a need for 2,497 housing units in the 2017-2017 planning horizon.

6. UNDERUTILIZED LAND/IDENTIFIED OPPORTUNITIES
Housing needs for low and moderate income households are not being addressed to the extent that the 2006 Comprehensive Plan intended. The updated Housing Element identifies that significant efforts remain to meet existing and growing demands for multi-family and housing options outside of single family residential development. In addition to the commitment the City of Wenatchee has to implement a variety of housing types in high and moderate density and mixed use zoning districts, specific strategies have been addressed in existing and new sub-area plans which are intended to add housing options to help meet the increasing needs of the community.

6.1 South Wenatchee: The South Wenatchee Sub-Area planning effort identified two areas with potential for additional residential density, in concert with other mixed uses. These two areas include a Transit Oriented Overlay in proximity to Columbia Station; and a Mixed Use corridor extending south of Kittitas Street and North of Peachey Street focusing on the South Chelan Avenue and South Mission Street corridors. The development and implementation of these designations is at an early stage. Specific calculations of potential residential units have not been developed.

a. Columbia Station TOD Overlay: The proposed transit oriented district in proximity to the LINK Columbia Station would encourage an appropriate mixture and density of activity around the Transit Station increasing ridership and providing alternative modes of transportation by providing pedestrian, bicycle and transit supportive environment integrating along with a complimentary mix of land uses where streets have a high level of connectivity and uses are within comfortable walking distance of Columbia Station. A central component of the overlay is the inclusion of market rate housing in concert with a mixture of uses accommodating low and moderate income households.

b. Mixed Use Corridor, South Chelan Avenue and South Mission Street North of Peachey Street and South of Kittitas Street: While designated as commercial, these corridors contain a mixture of commercial businesses and predominantly renter occupied single family housing. The demand for affordable housing is high and many of the historic single family units have not transitioned to commercial uses. The housing has been considered existing non-conforming uses, making it difficult to improve

the conditions for this existing predominantly renter occupied housing. The intent of the mixed use approach in this area is to allow greater flexibility with development alternatives, especially for multi-family or attached single family residential development and live work buildings. The District can provide a meaningful blend of residential and non-residential uses that enhances and builds upon the city's commercial base. The District would encourage the consolidation of small parcels into viable mixed use developments within the corridor, as well as accommodating infill development projects with alternative housing types.

6.2 North Wenatchee: A sub area plan within North Wenatchee is being developed concurrently with the comprehensive plan update process. The focus area of this plan includes approximately 110 acres of land. The completion of this master plan will provide a multi-modal urban center with connectivity for residents, businesses, community centers and the waterfront. The plan intends to transition old industrial uses to commercial and residential/mixed use development patterns. The results of this process will likely include spill over into the remainder of the North Wenatchee business corridor, enhancing the gateway and stimulating further interest and development. A component of this development will likely include higher density residential development. Currently the North Wenatchee corridor accommodates multi-family development, where the ground floor contains retail uses. Implementation of this planning effort has a high potential to providing additional higher density housing options for city residents.

6.3 The Sunnyslope Sub-Area Plan: At the end of May 2016, Olds Station will be a component of the City of Wenatchee. The sub-area plan states that in the long term, an urban mixed use strategy recognizing the transition occurring in the waterfront (South of the Wenatchee River), may be extended into Olds Station. The sub-area plan recognizes that a mixture of uses that could include a residential component are not feasible until or unless the Chelan County Port District amends their master plan and existing regulatory framework. The implementation section of the Sunnyslope Sub-Area Plan encourages the revision of zoning eventually to permit a mixture of residential uses in Olds Station in coordination with the Port District.

While the timing and certainty of changes to include a residential component with an urban mixed use strategy in Olds Station is unclear, the Chelan County Port District is currently reviewing direction for the future in it's area of influence for Olds Station. Amendments to accommodate a change in focus for this area would need to include amendments to the comprehensive plan and zoning code. In the 20 year planning period, it is feasible that additional housing units may be accommodated within Olds Station.

6.4 Waterfront Sub-Area Plan: The Waterfront Sub-Area Plan includes the Waterfront Mixed Use Zoning District and three overlay zoning districts.

In the development of the sub-area plan a study was conducted by Berk & Associates reviewing development densities and potential new housing units in the study area. 1440 residential units were anticipated as potential units in the Sub-Area. Since adoption, 340 units have been constructed. The City of Wenatchee remains committed to the implementation of these target densities in the waterfront, anticipating the potential for 1100 new housing units in this area. The primary focus of residential density in the plan document is for high density residential development.

6.5 Downtown: Approximately 180,000 square feet of vacant upper floor space is available in the downtown core. The Wenatchee Urban Area Plan encourages residential development in the downtown to support infill opportunities and the retail market. The Housing Element seeks to facilitate housing in the Central Business District and other mixed use areas close to employment, cultural and shopping opportunities. Since incorporation of this policy direction, few housing units have been developed in the downtown core. A key impediment has been how to address parking. A parking study is being conducted and will be completed in the same time frame as the comprehensive plan update. It is anticipated that strategies will be developed to consider parking needs for businesses, the public and to accommodate the opportunity for upper floor housing in the downtown. These housing units have great potential to meet housing needs for multiple age groups and incomes.

7. CONCLUSION: Attachment 1 of this appendix includes the Excel spreadsheet for the Land Capacity Analysis. This spreadsheet lists each step in the calculation of the analysis incorporating the identified formulas. The resulting analysis indicates that land supply is sufficient to accommodate the necessary new housing units in the 20 year horizon. Not including the potential for redevelopment of underutilized land, the analysis identifies a capacity to accommodate 4,458 new housing units, which exceeds the projected new 2,497 housing units which need to be accommodated in the 20 year planning period. The completion of this land capacity analysis process has identified a number of key factors which should be considered in the comprehensive plan update. These factors include:

- Continue existing planning efforts for the extension of public sewer systems into the residential component of the Sunnyslope portion of the urban growth area in coordination with Chelan County.
- In coordination with Chelan County, consider the adoption of development standards within Sunnyslope which pertain to development patterns prior to the extension of public sewer systems not precluding higher densities, such as the use of tools such as "shadowplatting" and community septic systems.
- Large blocks of contiguous land are limited within the Urban Growth Area. It is important to develop new tools, process and standards and strategies for use by the development community that can build upon the positive features and characteristics of existing neighborhoods. These tools are necessary to

facilitate the infill of vacant or partially used land which may have smaller lot sizes or increased development constraints.

- Limited success has been achieved for meeting desired densities in the Residential Moderate designations. Within the city as a whole, the intent to diversify housing options with a range of housing types has had limited success. New tools and processes should be considered to assist in meeting housing needs for all segments of the population.
- Very few accessory dwelling units have been developed within the urban growth area. Significant numbers of illegal conversions to secondary units are encountered. Existing code and policy provisions addressing accessory dwelling units should be reviewed.

ATTACHMENTS:

Attachment 1-	Land Capacity Analysis Spreadsheet
Attachment 2-	City of Wenatchee Multi-family units 2007-2015
Attachment 3-	City of Wenatchee Urban Growth Area Final Plats 2007-2015
Attachment 4-	City of Wenatchee Duplex Units 2007-2015
Attachment 5-	Excerpts from the Sunnyslope Sub-Area Plan, pg. 34-35
Attachment 6-	Steep slopes, areas with slopes greater than 33.33% in the Wenatchee Urban Growth Area
Attachment 7-	Sewer vs. Non Sewer Areas in Sunnyslope and Chatham Hill Neighborhoods
Attachment 8-	Vacant and partially used residential lands in the Wenatchee Urban Growth Area.

Attachment 1

Land Capacity Analysis - Wenatchee Urban Area Comprehensive Plan 2017 Update, (Attachment 1)

Residential Land Capacity Analysis

20 year population growth	6093
Pop/HU (OFM April 1, 2015 estimate)	2.44
HU needed in 20 year planning horizon	2497

	Vacant Residential Land										Partially Used Residential Land									
	Building lots		Cumulative Acreage								Cumulative Acreage									
	Building Lots on vacant parcels	Reduced by 25% Market Factor	Vacant land including steep slopes (SF)	Steep slope areas (SF)	Vacant land with steep slopes removed (SF)	Reduced by 5% allocation for future public uses in Sunnyslope (not uses south of Wenatchee River) SF	Reduced by 25% allocation for ROW/Utilities (SF)	Remaining cumulative vacant acreage	Reduced by 25% Market Factor (Acres)	Potential # of units from cumulative acreage	Cumulative partially used vacant land (SF)	Steep slope areas (SF)	Partially used land with steep slopes removed (SF)	Reduced by 5% allocation for future public uses in Sunnyslope (not uses south of Wenatchee River) SF	Reduced by 25% allocation for ROW/Utilities (SF)	Reduced by 25% Market Factor (SF)	Remaining cumulative partially used acreage	Potential # of units from cumulative acreage	Total units for District	50% reduction for commercial development in mixed use zones
RS South of River	39	**29**	7,444,373	2,630,452	4,813,921	4,813,921	3,610,441	82.88	62.16	**249**	13,069,636	2,335,965	10,733,671	10,733,671	8,050,253	6,037,690	138.6	**35**	313	**313**
RS North of River - Sewer (revised March2017)	11	**8**	3,719,693	222,234.0	3,497,459	3,322,586	2,491,939	57.21	42.91	**172**	6053842	119494.2278	5,934,348	5,637,631	4,228,223	3,171,167	72.8	291	471	**471**
RL South	28	**21**	3,880,495	346,555	3,533,940	3,533,940	2,650,455	60.85	45.63	**274**	5,037,724	138,215	4,899,509	4,899,509	3,674,632	2,755,974	63.3	380	674	**674**
RM South of River	95	**71**	2,541,895	97,352	2,444,543	2,444,543	1,833,407	42.09	31.57	**253**	218,728	587	218,141	218,141	163,606	122,704	2.8	23	346	**346**
RM North of River - Sewer (revised March2017)	14	**11**	4198217.919	7642	4,190,576	3,981,047	2,985,785	68.54	51.41	**411**	1968998	7408	1,961,590	1,863,511	1,397,633	1,048,225	24.1	193	614	**614**
RH South of River	20	**15**	3416283	623211	2,793,072	2,793,072	2,094,804	48.09	36.07	**541**	2085171	0	2,085,171	2,085,171	1,563,878	1,172,909	26.9	404	960	**960**
RH North of River - Sewer	3	**2**	2756400	384050	2,372,350	2,253,733	1,690,299	38.80	29.10	**437**	1577773	108537	1,469,236	1,395,774	1,046,831	785,123	18.0	270	709	**709**
RMU	2	**2**	0	0	-	-	-	-	-	**0**	61390	0	61,390	61,390	46,043	34,532	0.8	12	13	**6.70**
OMU	10	**8**	335,863	-	335,863	335,863	251,897	5.78	4.34	**65**	519150	792	518,358	518,358	388,769	291,576	6.7	100	173	**86**
RF	0	**0**	133,326	83,787	49,539	49,539	37,154	0.85	0.64	**1.28**	652150	317779	334,371	334,371	250,778	188,084	4.3	9	10	**10**
WMU		**0**			-	-	-	-	-				-	-	-	-	0.0		-	**-**
Sunnyslope Septic	65	**49**	3600776	107100	3,493,676	3,318,992	2,489,244	57.15	42.86	**85.72**	5608762	182823	5,425,939	5,154,642	3,865,982	2,899,486	66.6	133	268	**268**
Total	287	215																1849	4,552	**4,458**

RS North of River - Sewer, RM North of River - Sewer, and Sunnyslope Septic areas were revised in June 1, 2017 reflecting new boundaries but using the same parcel data and aerial imagery as the origional analysis.

Attachment 2:

City of Wenatchee
Multi-family Units 2007-2015

Address	Units #	Year Issued	Acres	Density Per Acre	Zone
475 N. Elliot	8	2014	0.36	22.22	RH
448 S. Wilson	4	2013	0.38	10.53	RM
895 Riverside	312	2013	6.84	45.62	WMU
1686 Stella	24	2007	1.13	21.24	OMU
1750 Central 1740 Central 1770 Central 1718 Central 1716 Central 1714 Central 1712 Central 1710 Central	41	2007 & 2014	4.18	9.81	RH

Average Density: **21.88**

Total Units: **389**

Attachment 3:

City of Wenatchee Urban Growth Area
Final Plats 2007-2015

Plat Name/Jurisdiction	# Lots	Lots: Acreage Total	Total Gross Acres	% ROW/Storm	Net Density Per Acre
Cherry Meadows / City	39	6.19 acres	9.07	31.75	6.3
Campbell's Glen / City	72	14.71 acres	19.42	24.25	4.9
Cobblestone / City	17	3.45 acres	4.07	15.23	4.93
Fiesta Heights / City	7	1.05 acres	1.49	29.12	6.65
Sunnyslope Meadows I&2 / County	23	10.75 acres	12.41	13.38	2.14
Birch Run Phase 2 & 3 / County	39	18.1 acres	22.56	19.77	2.16
Madison Acres & Madison Acres 2: Phase 1-2 / County	66	20.72 acres	26.6	22.11	3.19
SunValley Estates / County	24	7.61 acres	10.65	28.55	3.15

City of Wenatchee

Average % of subdivision dedicated to roads and stormwater: 25.09

Average net density per acre: 5.7

Chelan County (Sunnyslope component of the Wenatchee UGA)

Average % of subdivision dedicated to roads and stormwater: 20.95

Average net density per acre: 2.66

Attachment 4:

City of Wenatchee
Duplex Units 2007-2015

Address	Units #	Year Issued	Density Per Acre	Zone
18 Western Ave.	2	2007	8	RM
1715 Toaimnic Dr.	2	2009	14	RH
1225-27 Maple St.	2	2009	9.1	RH
912 Morris St.	2	2009	7.38	RM
705-707 Saddlerock	2	2009	8.51	RH
835 Walker St.	2	2011	10.6	RH
1201 Monitor St.	2	2012	10.52	RH
1713 Toaimnic Dr.	2	2013	14	RH
410 Miller St. S.	2	2013	5.88	RM
1311 McKittrick St.	2	2013	9.52	RH
1421 Springwater Ave.	2	2015	8	RM
1419 Springwater Ave.	2	2015	8	RM
912 Third St.	2	2014	14.2	RH
900-902 Poplar Ave.	2	2015	10.5	RH

Average Density: **9.87**

Total Units: **28**

Attachment 5

4 Land Use

Sunnyslope's existing land uses are varied, with orchards and single-family residences of varying scale predominating in the areas north of SR 2/97, and commercial and industrial uses predominating in Olds Station. Sunnyslope is composed of three distinct planning areas:

- **Northern Sunnyslope** - characterized by large-lot single-family development, this area is mostly hilly and open with commanding views of areas south and west
- **Central Sunnyslope** – this area contains a mix of orchards and residential development, generally bounded on the north by Beacon Road and on the south by SR 2/97. Olds Station encompasses the area south of SR 2/97 and along the Columbia River. A mix of long-standing industrial, commercial - and in the southwestern portion of Central Sunnyslope - residential land uses predominate
- **Olds Station** – this area is effectively the jobs center of the entire Sunnyslope planning area, providing a range of agriculture-related, retail, service, and professional office employment.

This plan's overall land use concept builds on the existing mix, increasing residential density in Central Sunnyslope and retaining Olds Station as a regional employment center. The increased residential density in Central Sunnyslope is also keyed into the creation of a new town center at School Road and Easy Street, introducing a mixed-use

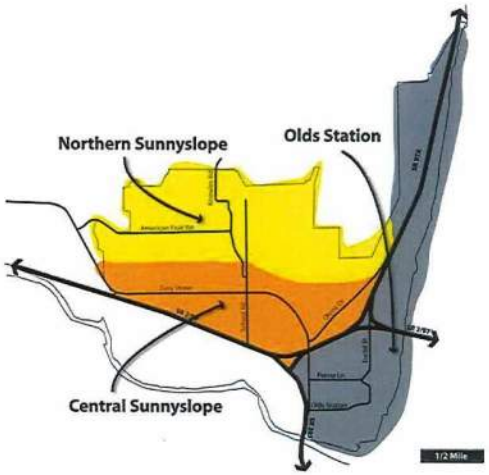


Figure 4.1 –Reference is often made to "Northern Sunnyslope", "Central Sunnyslope", and "Olds Station" in this plan. Though local understandings or other official designations may differ, this presents a diagram of this plan's references. (Studio Cascade, Inc.)

commercial/residential concept intended to become the hub of a safe and walkable community.

Plan Concepts

The Sunnyslope Long-Range Plan draws two broad distinctions of land in the Sunnyslope/Olds Station study area. One is the concept of a "Zone of Protection." The other is the concept of a "Zone of Change." These two schematic features outline a planning strategy that retains identified features residents want, while successfully adapting to forecasted population growth. In order to be successful, the long-range plan also requires reduced reliance on the North Wenatchee Avenue Bridge for daily trips and developing land use patterns that facilitates convenient access to nearby shopping, services and employment.

Overall, the subarea will accommodate up to 6,000 additional residents in Sunnyslope and Olds Station.

Zone of Protection

In this area, existing residential subdivision patterns are expected to remain relatively unchanged. Much of the land once used for orchards was already subdivided, resulting in a pattern of large-lot single-family construction. Lot sizes within this area were largely determined by new residents' market preferences, existing County zoning options, and the lack of a sanitary sewer system.

Even though water is currently available (provided by the Chelan County PUD), sewer lines are not in place to serve this area. This limits development to those able to be

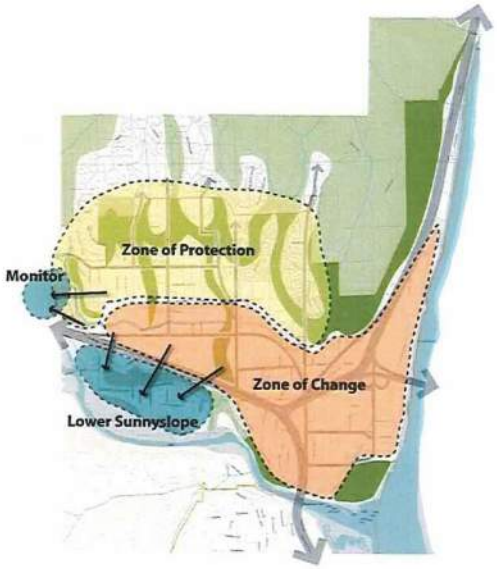
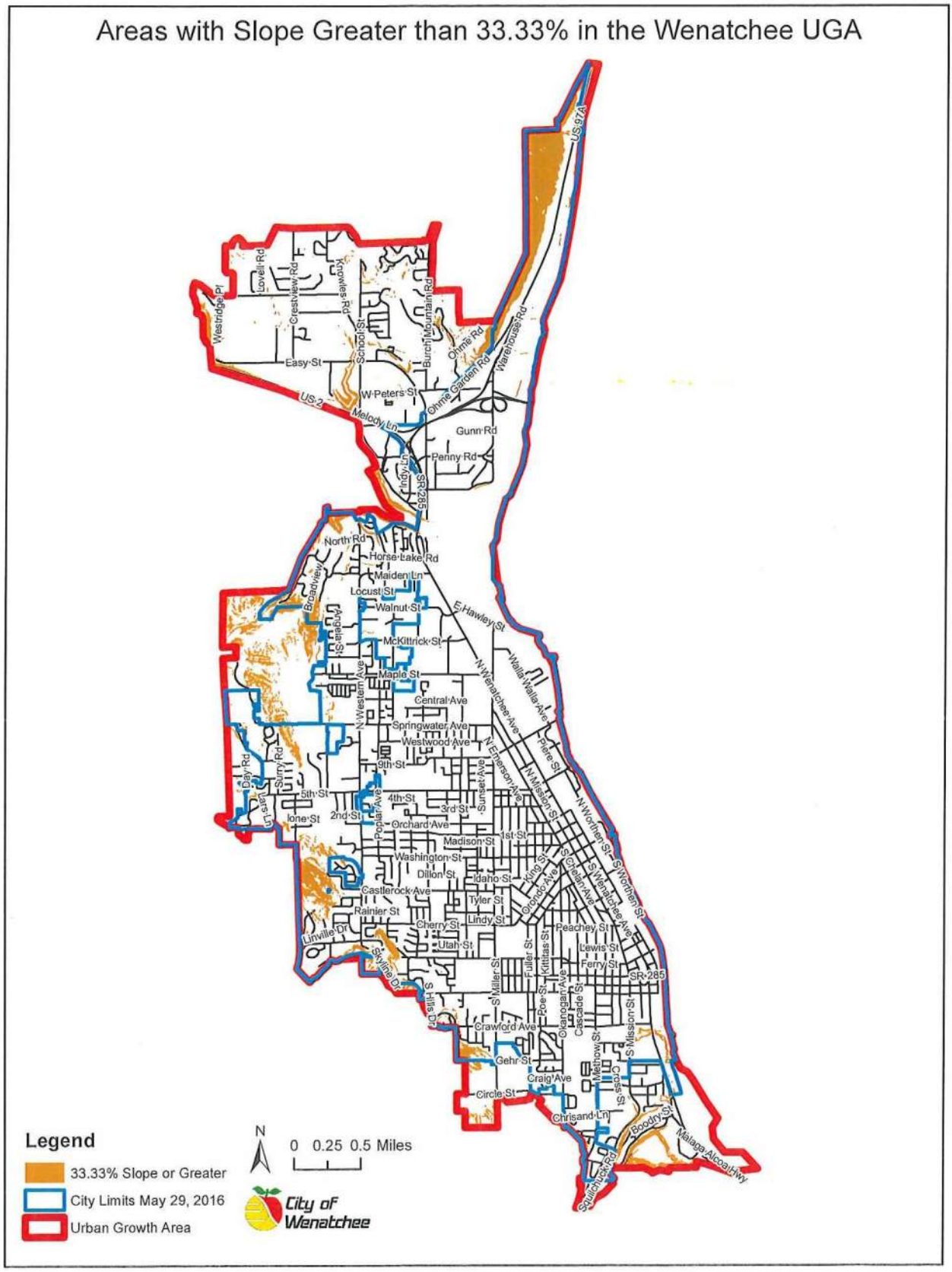
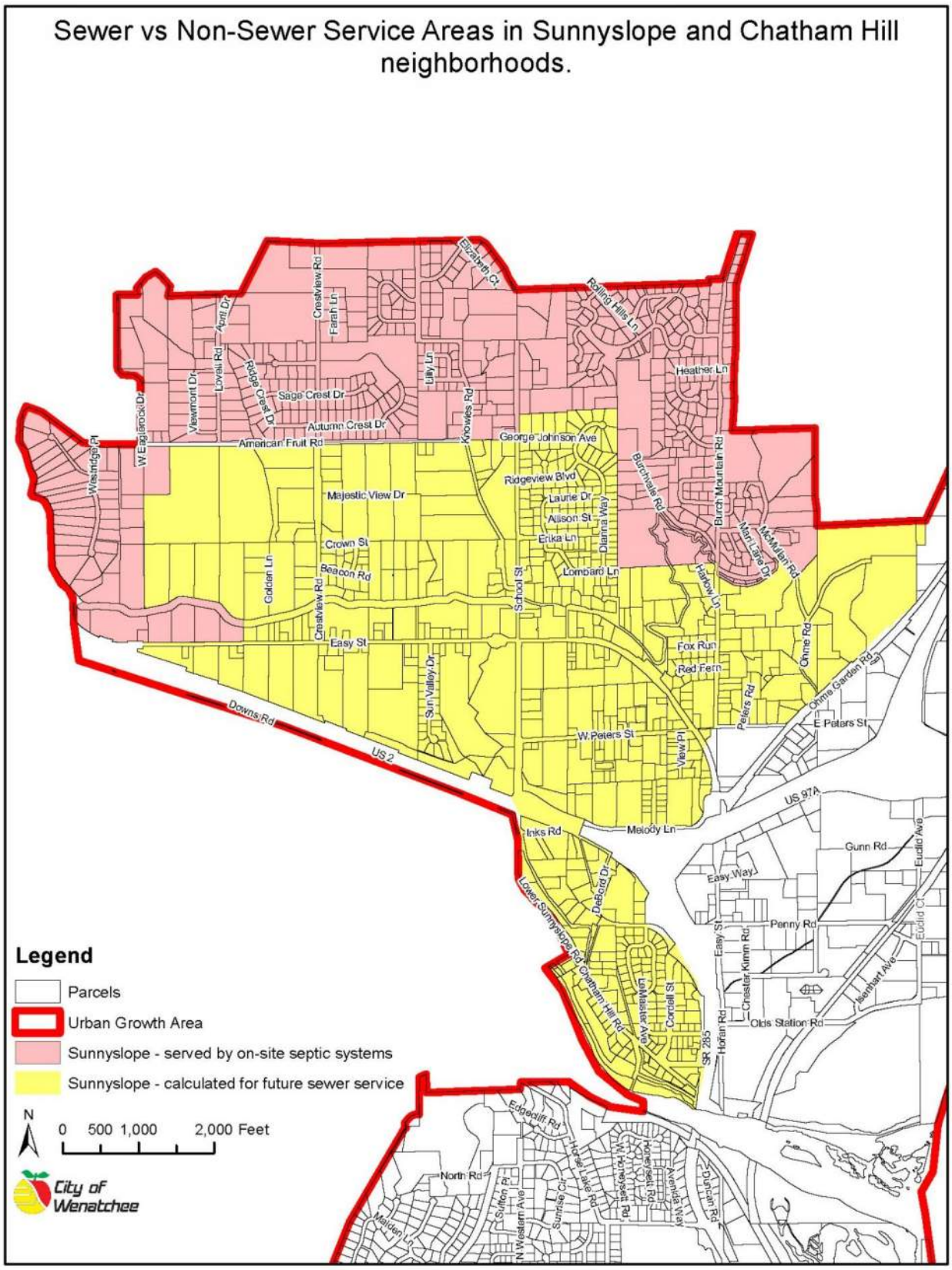


Figure 4.2 – From a strategic standpoint, the Sunnyslope Long-Range plan may be expressed as defining two basic areas – a "Zone of Protection" where existing patterns and conditions remain largely the same, and a "Zone of Change" where needs and opportunities are addressed more aggressively. Areas for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

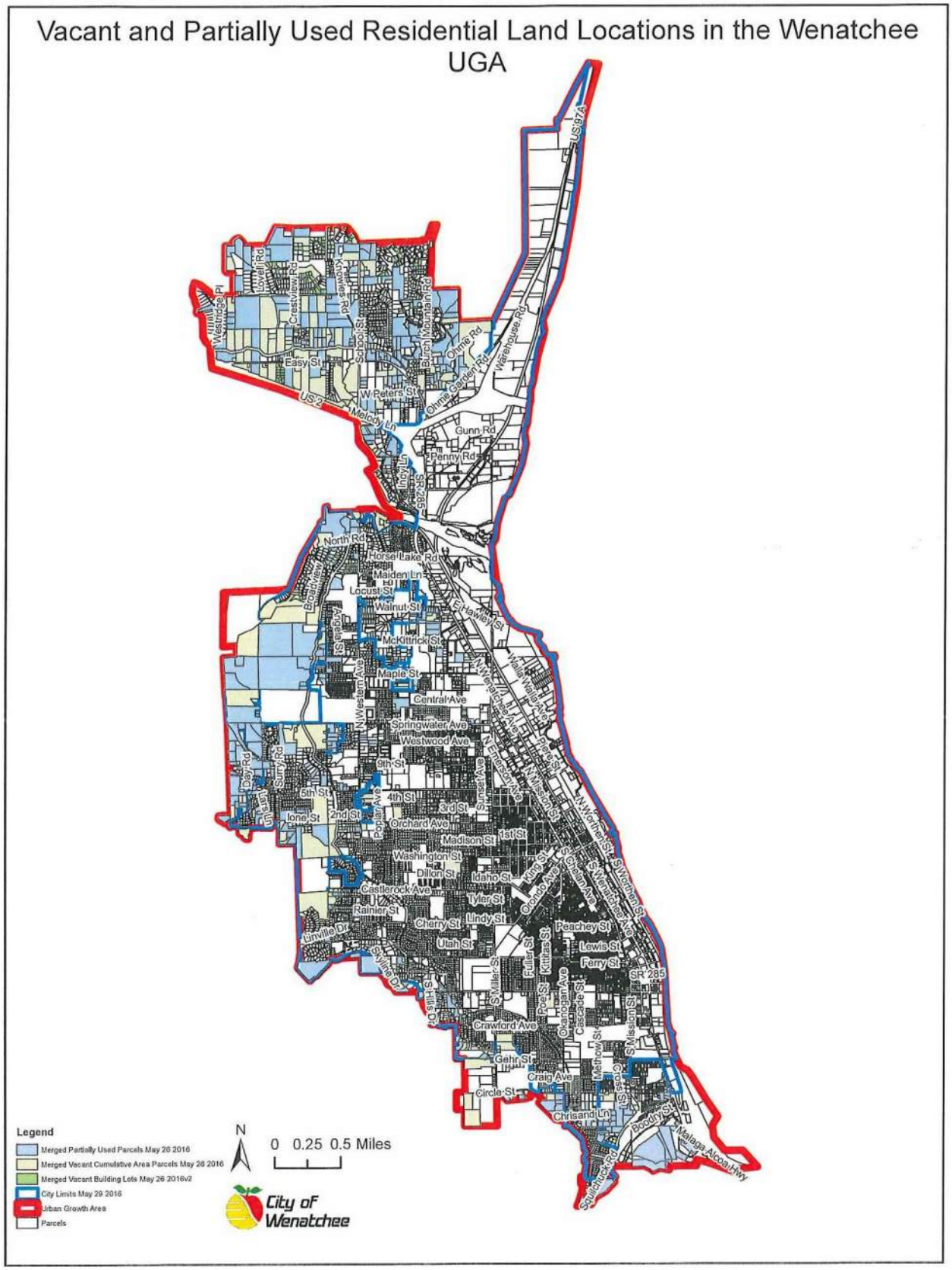
Attachment 6


Areas with Slope Greater than 33.33% in the Wenatchee UGA
Legend
33.33% Slope or Greater
City Limits May 29, 2016
Urban Growth Area
N
0 0.25 0.5 Miles
City of Wenatchee
US-97A
US-2
SR-285
Westridge Pl
Lovell Rd
Crestview Rd
Knowles Rd
School St
Burch Mountain Rd
Ohme Rd
Warehouse Rd
Ohme Garden Rd
Easy St
W Peters St
Melody Ln
Gunn Rd
Penny Rd
Indy Ln
North Rd
Horse Lake Rd
Maiden Ln
Locust St
Walnut St
Broadview
Mission St
E Hawley St
McKittrick St
N Western Ave
Maple St
Central Ave
Springwater Ave
Westwood Ave
N Wenatchee Ave
Walla Walla Ave
Piere St
N Emerson Ave
N Mission St
N Worthen St
S Worthen St
Bay Rd
Surry Rd
Ln St
9th St
5th St
4th St
3rd St
Sunset Ave
Ione St
2nd St
Poplar Ave
Orchard Ave
1st St
Madison St
Washington St
Dillon St
Idaho St
King St
Orondo Ave
S Chelan Ave
S Wenatchee Ave
Castlerock Ave
Tyler St
Rainier St
Cherry St
Lindy St
Peachey St
Linville Dr
Utah St
Lewis St
Ferry St
Fuller St
Kittitas St
Skyline Dr
S Miller St
SR-285
S Hills Dr
Poe St
Okanogan Ave
Cascade St
S Mission St
Crawford Ave
Methow St
Gehr St
Craig Ave
Cross St
Circle St
Chrisand Ln
Boody St
Malaga-Alcoa Hwy
Squilchuck Rd

Attachment 7


Sewer vs Non-Sewer Service Areas in Sunnyslope and Chatham Hill neighborhoods.
Legend
Parcels
Urban Growth Area
Sunnyslope - served by on-site septic systems
Sunnyslope - calculated for future sewer service
N
0 500 1,000 2,000 Feet
City of Wenatchee
Elizabeth Ct
Rolling Hills Ln
Crestview Rd
Farah Ln
April Dr
Lowell Rd
Viewmont Dr
Ridge Crest Dr
Sage Crest Dr
Autumn Crest Dr
Lilly Ln
Knowles Rd
Heather Ln
W Eaglerock Dr
Westridge Pl
American Fruit Rd
George Johnson Ave
Ridgeview Blvd
Laurie Dr
Alison St
Erika Ln
Dianna Way
Burchvale Rd
Burch Mountain Rd
Mari Lane Dr
McMullen Rd
Majestic View Dr
Crown St
Beacon Rd
Golden Ln
Creatview Rd
Easy St
School St
Lombard Ln
Harlow Ln
Fox Run
Red Fern
Ohme Rd
Ohme Garden Rd
Peters Rd
E Peters St
W Peters St
View Pl
Sun Valley Dr
Downs Rd
US 2
US 97A
Melody Ln
Inks Rd
Gunn Rd
Euclid Ave
Easy Way
Euclid Ct
Penny Rd
Easy St
Kimm Rd
Chester
Lower Sunnyslope Rd
Chatham Hill Rd
DeBord Dr
LeMaster Ave
Concell St
SR 285
Horan Rd
Olds Station Rd
Isenhart Ave
Edgecliff Rd
Horse Lake Rd
W Honeysett Rd
Honeysett Rd
Avenida Way
Duncan Rd
North Rd
Sutton Pl
N Western Ave
Sunrise Ct
Malden Ln

Attachment 8


Vacant and Partially Used Residential Land Locations in the Wenatchee UGA
Legend
Merged Partially Used Parcels May 26 2016
Merged Vacant Cumulative Area Parcels May 26 2016
Merged Vacant Building Lots May 26 2016v2
City Limits May 29 2016
Urban Growth Area
Parcels
N
0 0.25 0.5 Miles
City of Wenatchee

APPENDIX B: CITY OF WENATCHEE EMPLOYMENT PROJECTION REVIEW

Summary / Analysis:

Employment growth within the Wenatchee Urban Growth Area (UGA), through the year 2040, is anticipated to remain consistent with the historical local trends. Employment within the Metropolitan Statistical Area (MSA) will continue to concentrate within the Wenatchee UGA with an increase in the number of non-residents working within the city limits. An estimated 20,000 jobs will exist within the Wenatchee UGA in 2040. Current commercial, industrial, and mixed use land capacity can accommodate this employment projection.

The geographic proximity of the cities Wenatchee and East Wenatchee and their respective counties of Chelan and Douglas creates difficulty in trying to evaluate employment information at an individual city level. Employment data sources typically track job location and not where a person resides; many employees work outside of their jurisdiction of residence. The Chelan Douglas Transportation Council 2040 Transportation Plan identifies the 2015 ratio of non-residents to residents working within the City of Wenatchee at 2 to 1.

Employment projections within the Wenatchee UGA have been estimated in the context of overall employment and population trends within the Metropolitan Statistical Area (MSA) comprised of Chelan and Douglas counties. Future employment within the Wenatchee UGA will continue to develop proportionately with the current top three sectors for Chelan County; agriculture, government, and health care.

Additional employment in the service and trade sectors to support growth occurring in the MSA as a whole is anticipated. A significant change in employment, such as a major employer locating from outside the MSA and requiring 500+ local employees is not anticipated. Conversely, the loss of a major employer in the top three sectors is not anticipated.

In terms of land capacity, excluding public lands, the Wenatchee UGA is 75 percent residential, 11 percent industrial, 8 percent commercial, and 5 percent mixed use. The estimated increase in the number of jobs through the year 2040 can be accommodated through existing land use classifications at current percentages. Many of the commercial and industrial land uses are underutilized in terms of vacancy, allowed heights, lot coverage, and occurrence of surface parking lots.

The following three charts display employment, population growth, and the ratio of population to employment within Chelan and Douglas counties between the years 1969 and 2014. The charts identify overall employment has steadily increased in both counties, the employment to job ratio in Douglas County has remained balanced, and the employment to job ratio in Chelan County has increased.

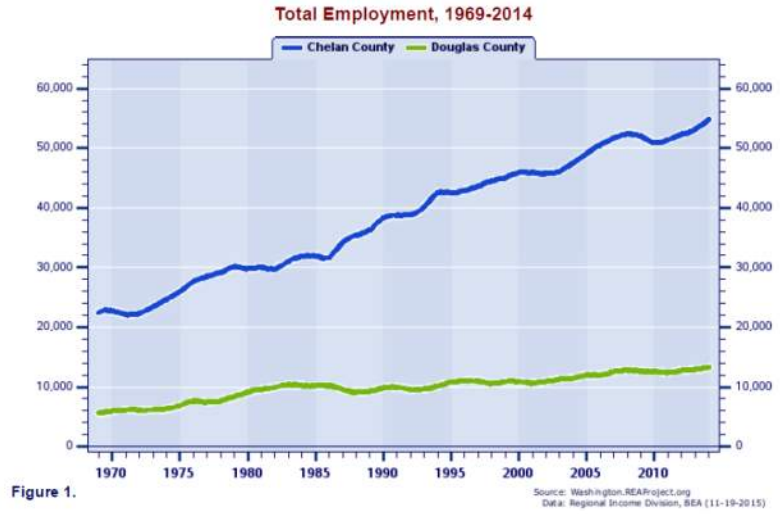


Figure 1.

Figure 1 tracks Chelan County's and Douglas County's annual total employment for the period 1969-2014 to illustrate total employment patterns over time. During this 46-year period, Chelan County's total employment rose from **22,491** in 1969 to **54,815** in 2014, for a net gain of **32,324**, or **143.7%**. In comparison, Douglas County's total employment increased from **5,639** in 1969 to **13,335** in 2014, for a net advance of **7,696**, or **136.5%**. Chelan County's total employment ranked 12th among the 39 counties in 2014, Douglas County's ranked 27th.

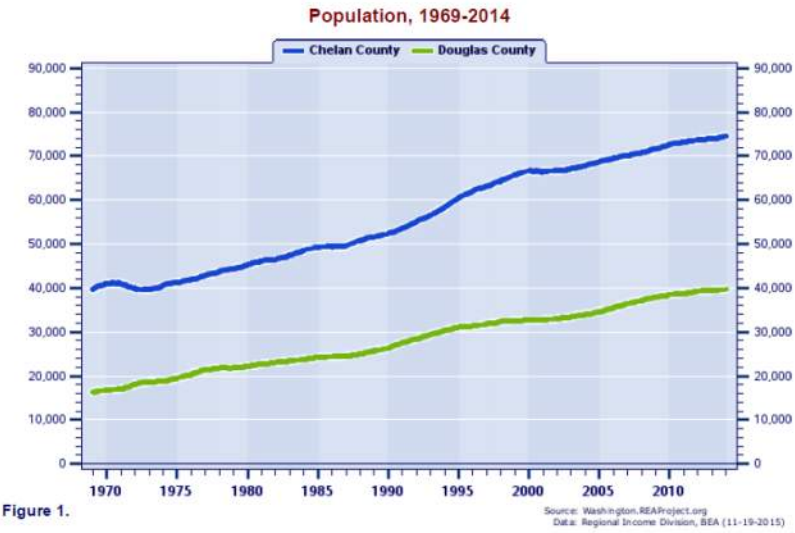


Figure 1.

Figure 1 traces Chelan County's and Douglas County's annual population for the period 1969-2014 to illustrate population patterns over time. During this 46-year period, Chelan County's population rose from **39,659** in 1969 to **74,588** in 2014, for a net gain of **34,929**, or **88.1%**. In comparison, Douglas County's population advanced from **16,336** in 1969 to **39,804** in 2014, for a net gain of **23,468**, or **143.7%**. Chelan County's population ranked 17th among the 39 counties in 2014, Douglas County's ranked 26th.

NOTE: The county and state population totals reported by the Bureau of Economic Analysis (BEA) are from the Bureau of Census midyear (July 1) estimates. These estimates may differ from those prepared independently in some states by various agencies and/or universities.

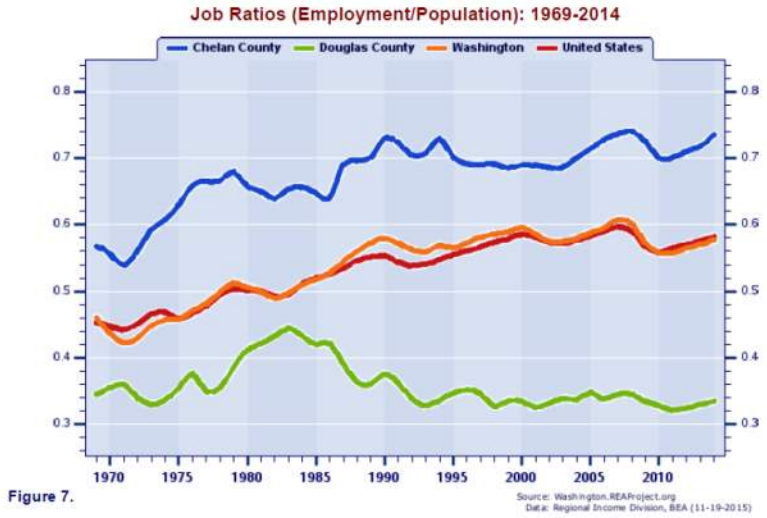


Figure 7.

The job ratios shown in Figure 7 for Chelan County, Douglas County, Washington and the nation not only portray a number of important trends, they also serves as a thumbnail guide to evaluating an economy's capacity to generate enough jobs fast enough to absorb the increasing number of workers attendant to a growing population. The job ratio is the number of full-time and part-time jobs by place of work, divided by population.

Nationally, the job ratio rose from **0.45** to **0.58** between 1969 and 2014. Chelan County's job ratio registered **0.57** in 1969, and **0.73** in 2014. Underlying the rising job ratio over the past several decades have been the increases in the labor force participation rates, with the number and proportion of women in the labor market playing a leading role.

An assortment of other factors can contribute to regional differences in the job ratio. They include differences in the proportion of elderly and retirees who no longer work and participate in the labor force, differences in the number and proportion of part-time vs. full-time workers, differences in industry composition, and differences in age and sex distribution and degree of urbanization. Also, a disproportionate number of workers commuting to work outside a county tends to lower its local county job ratio, while a net inflow of workers commuting to work inside the county tends to augment its local county job ratio.

Avoid interpreting the job ratio as the fraction (or percent) of the local population employed. This interpretation should only apply to the "employment-population ratio" statistic compiled by the Bureau of Labor Statistics (BLS) from the Current Population Survey (CPS).