

---

---

**AGENDA REPORT  
COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT**

---

---

**TO: Wenatchee City Council**

**FROM: Community & Economic Development Staff**

**SUBJECT: Workshop- 2017 Comprehensive Plan Update**

**DATE: March 13, 2017**

**MEETING DATE: March 16, 2017**

---

**I. WORKSHOP OVERVIEW**

Every 8 years the City of Wenatchee is required to update its Comprehensive Plan. These updates are an opportunity for the City to ensure that our plan and guiding goals and policies are responsive to the needs and interests of the community. Plans should have goals and policies that provide direction for implementation and be monitored over time to evaluate success and any necessary course corrections.

Washington State is unique, in that under the Growth Management Act, city capital facility investments, programs and standards must be consistent with local comprehensive plans. Many fundamental decisions about the direction for the City looking 20 or more years into the future are made through the City Comprehensive Plan, and other adopted subarea-plans, studies and documents that are part of our local plan. The City of Wenatchee Planning Commission has been working since 2016 on a process to update the City of Wenatchee Urban Area Plan.

Staff is requesting the City Council conduct a three-part series of workshops to review and provide comment on the proposed 2017 Comprehensive Plan update. The Economic Development, Utilities, Public Facilities, and Transportation Elements are proposed for review during the first workshop. A second City Council workshop is scheduled for April 20<sup>th</sup> and a third workshop on May 18<sup>th</sup>, 2017 to review the remaining set of updated Elements, land use designations and public comments.

Between the three Council Workshops, the Planning Commission will conduct a Public Hearing on April 19<sup>th</sup> and forward their recommendation(s) to the City Council for final action at a Public Hearing on June 8<sup>th</sup>. Both the Planning Commission and City Council may optionally conduct an additional Public Hearing on the proposed amendments, if needed. The City must complete the amendment process by the end of June 2017, to remain in compliance with the Growth Management Act update requirements.

---

---

**AGENDA REPORT  
COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT**

---

---

The four plan chapters and a workshop summary for each element have been included in your packet. To view the draft amendments on the internet select the “2017 60-Day Review” link under the heading of “Current Projects” in the Community and Economic Development Section of the Government heading on the City of Wenatchee website: [www.wenatcheewa.gov](http://www.wenatcheewa.gov). The documents are specifically listed toward the end of that page under updated documents for the March Planning Commission Workshop.

Have questions before the meeting? Please contact Glen DeVries or Matt Parsons at 509-888-3256

**II. ATTACHMENT(S)**

1. Economic Development Element and workshop summary
2. Utilities Element and workshop summary
3. Public Facilities Element and workshop summary
4. Transportation Element and workshops summary

**III. ADMINISTRATIVE ROUTING**

Tammy Stanger  
Kim Schooley

The framework for the Comprehensive Plan - Economic Development Element is outlined in the requirements of RCW 36.70A.070, that states:

**An economic development element establishing local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life.**

The element shall include:

- a) A summary of the local economy such as population, employment, payroll, sectors, businesses, sales, and other information as appropriate;
- b) a summary of the strengths and weaknesses of the local economy defined as the commercial and industrial sectors and supporting factors such as land use, transportation, utilities, education, workforce, housing, and natural/cultural resources; and
- c) an identification of policies, programs, and projects to foster economic growth and development and to address future needs.

The 2017 Economic Element update addresses the above requirements as follows:

- **Pages 2-4** – ‘Key Strategies’ for realizing local economic growth and improving quality of life. Strategies include: education enhancements, developing an innovation district, growing / strengthening a skilled workforce, establishing partnerships at multiple levels, attracting outside wealth, and building on current community assets including tourism and agriculture.
- **Pages 5-9** – Summary of commercial and industrial land use; descriptions (including area percentages) and growth opportunities. Focuses on redevelopment of underutilized properties and continued implement of existing sub-area planning documents.
- **Page 9** – Summary Chart showing estimates for number of businesses and gross sales; classified by zoning district
- **Page 10** - Population and household composition is summarized for the City and Urban Area.
- **Page 12** - Income Distribution comparison for City and Urban Area
- **Page 13** – Workforce profile for City and Urban Area (age, earnings, race, education, gender).
- **Page 15** – Summary of top employment sectors and associated sector payroll for Chelan County (data at the City level is not available)
- **Pages 16-20** – Descriptions of local industry clusters and growth opportunities within each sectors. Sectors are Small Business, Agriculture / Manufacturing, Health Care, Government, and Tourism.
- **Pages 20 – 25** – Descriptions of current economic conditions and summary of sources of funding revenues for governmental services.
- **Pages 28-31** – Economic Development Goals and Policies; intended to harmonize with the 2017 Our Valley Our Future Action Plan to foster economic growth and development and to address future needs.
- Transportation, Utilities, Housing, and Natural/Cultural Resources are identified with the Economic Element. These specific topics are discussed in detail within each of their own respective chapters; including goals and policies. In addition, several of our Sub-Area plans, including the North Wenatchee Master Plan, Central Business District, and Waterfront addresses these criteria at the development level.

# ECONOMIC DEVELOPMENT

## TOPICS

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

## INTRODUCTION

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

Cities are where over 75% of all economic activity occurs and it is growing tremendously as urbanization will likely continue as a major social change. Given these changes, cities have exciting opportunities along with challenges to: one, facilitate or ~~get-out-of-the-way~~ ~~ofremove barriers to~~ technological

advances that improve the economy and quality of life, and two adapt to new ways of business while providing effective governance. Cities are engaging in economic development to help address these opportunities and challenges. Public-Private partnerships are becoming more commonplace in addition to the need to facilitate economic development to create a sustainable revenue stream such that all government services can keep up with the demands of a new economy.

It is the objective of the City to engage staff in economic development to help the symbiotic relationship of government and private business. Both require each other in a balance to sustain a healthy economy. A healthy economy where there are ladders of opportunities for all to maximize their life outcomes is the ~~end~~ gameintended outcome. This element of the Ceomprehensive Pplan 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 cCity staff. The needs of residents and businesses will be enhanced making Wenatchee a great place to live, work, play, and visit. The local economy will thrive, and a diverse array of goods and services will be provided to Wenatchee consumers. Development will be encouraged and will occur within building Wenatchee's character as outlined in this Plan.

## **PURPOSE**

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

## **KEY STRATEGIES:**

A number of high-level key strategies are identified below as methods to measurable outcomes of economic growth. These strategies are also identified in the Our Valley Our Future plan. The reader is referred to that plan for a more comprehensive list of strategies at the local and regional level. As ~~demonstrated-discussed~~ later in this Chapter, ~~our-the area's~~ gross domestic product (GDP) and income levels in the urban area have stabilized over the past five years, although there is room for improvement. ~~Growing—Expanding~~ economic opportunities for all ~~help~~ increases the overall well-being of the community in terms of living wage jobs

with purpose, lowering health and social burdens, and ~~increased—disposable~~ increasing incomes in families. This results in increased revenues ~~to-fund~~ adequatefor governmental services necessary to support a community's overall well-being.

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

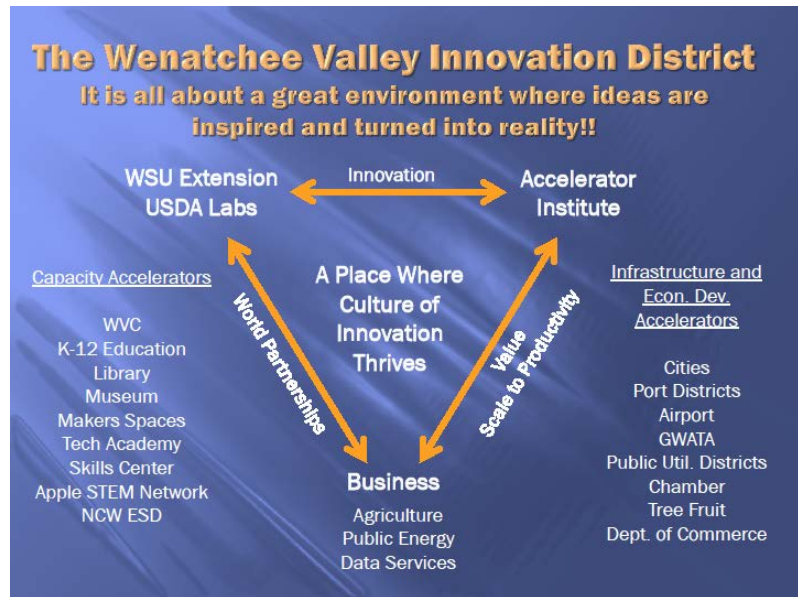
2. Develop a technical STEM High School combined with Skills training. Innovation high schools are being developed as an efficient method of providing relevant educational opportunities to high school aged students with a focus of preparing them for the highly technical career opportunities that exist today. A third high school is needed in the Valley to take the growth burden off of both Eastmont and Wenatchee High Schools. A technical school could be constructed next to the Skills Center in Olds Station as part of the ESD to serve multiple high schools. Collaboration between the School Districts is essential. The cost of

a new technical focused facility would likely be much lower due to the lack of costly athletic facilities.

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

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

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



Innovation Center in Kelowna BC is a great example of a facility and a community highly invested into startup based economic growth.

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

7. Support and improve tourism. Tourism not only provides direct economic benefit, but also provides a high degree of exposure to a community. Making sure visitors experience is exemplary is a key. This includes making sure that the community is clean and attractive in terms of aesthetics of both public and private infrastructure. Some would argue the most important city job is street sweeping because nothing says more about a city than how the streets appear.

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

paying technology based manufacturing jobs.

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

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

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

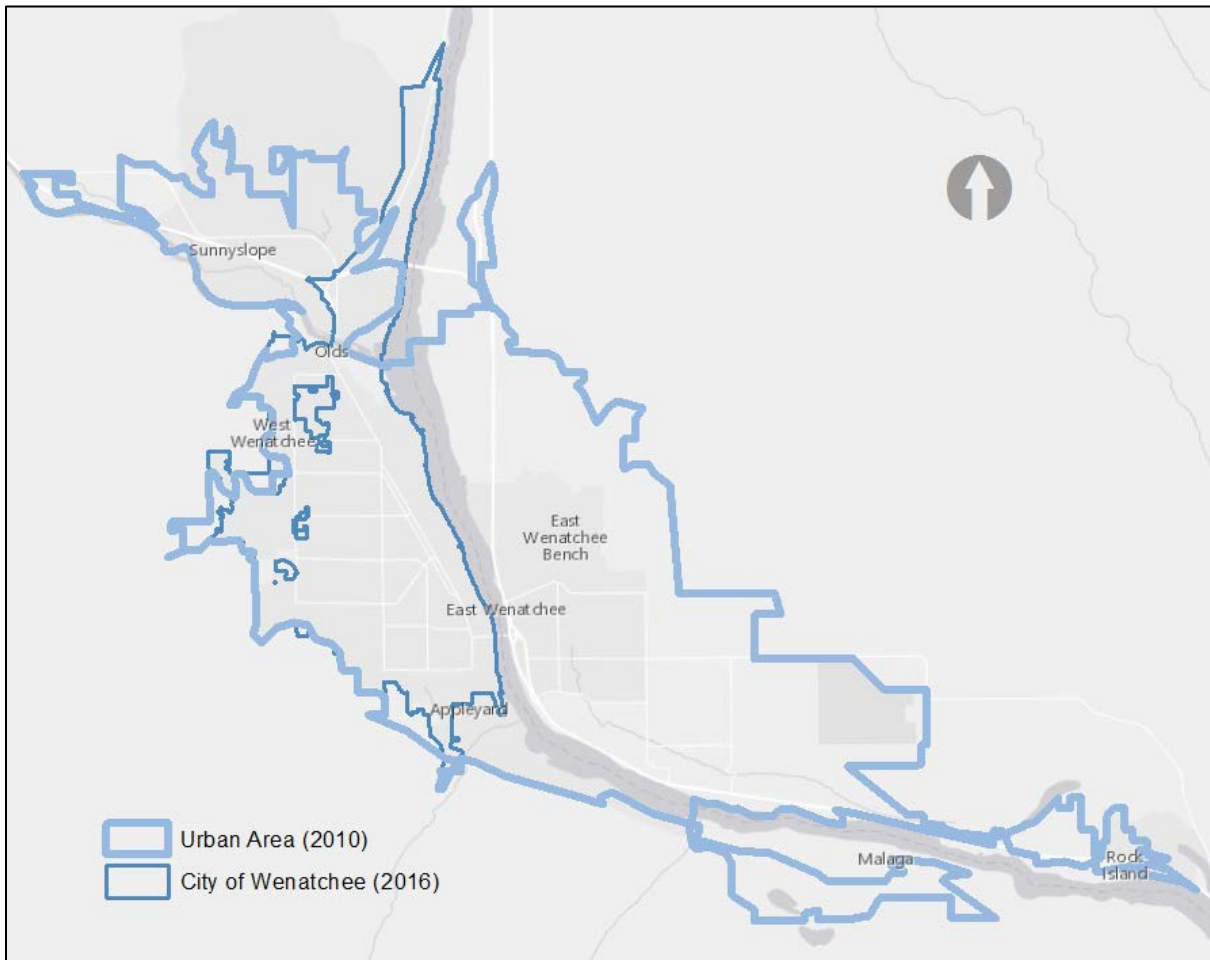
**12.** Recruiting new businesses is extremely difficult unless a niche is identified. However, targeting businesses that need clean and reliable hydropower and a place for their employees to live that is unparalleled in the Northwest is becoming easier due to the high cost of living and business operations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

**13.** Recognize, support, and promote recreation as an asset within the region. Wenatchee's access to ~~numerous an abundance of~~ recreational activities ~~sets this area apart~~ distinguishes this area from many other communities. Recreation ~~is also significant in its capacity to attract~~ pays an important role in attracting new residents and visitors to the area, ~~promoting~~ promote health within the ~~within the~~ local community population, and ~~adding to~~ enhance the area's overall quality of life.



## ECONOMIC DATA / OVERVIEW

### **LOCATION / LAND USE**



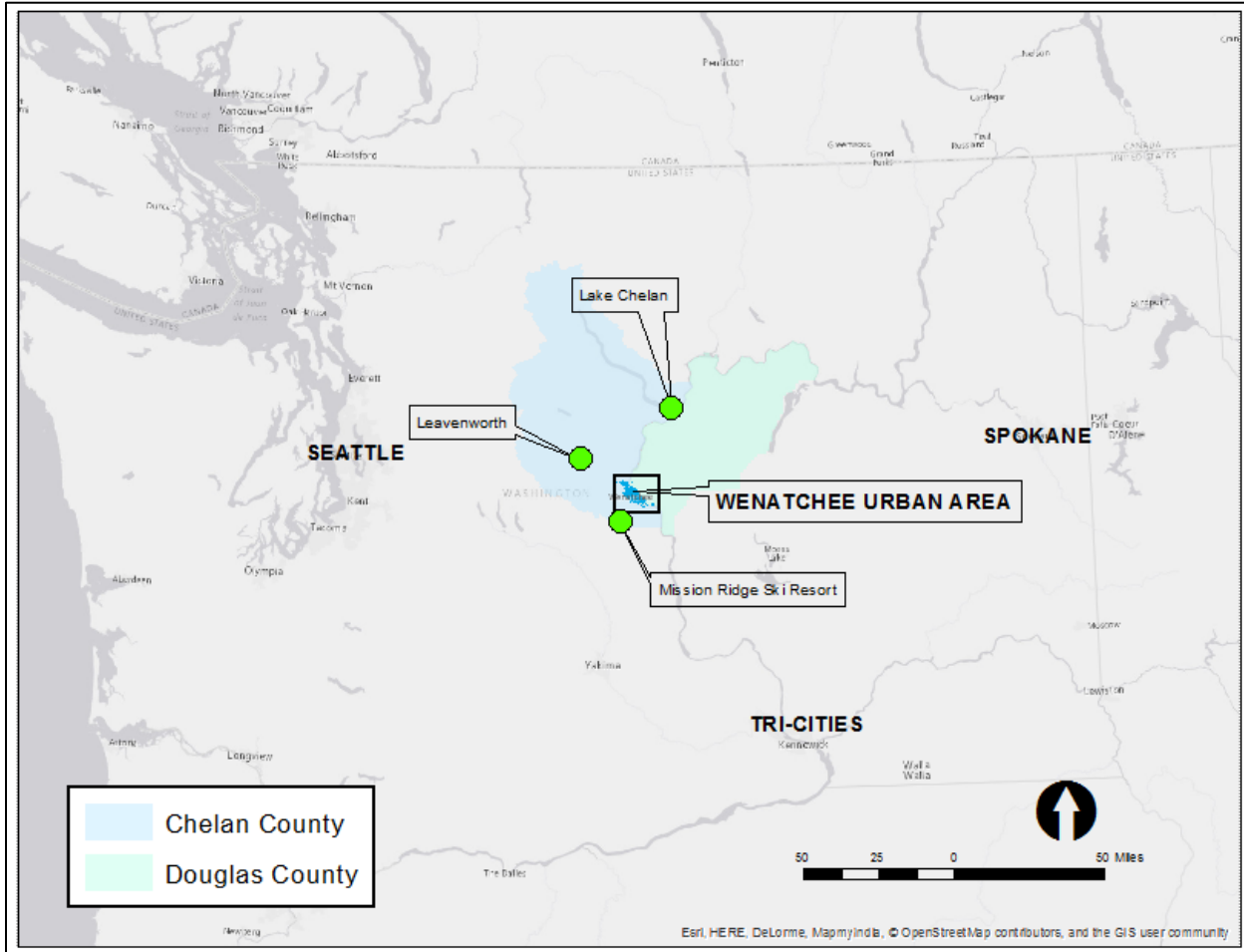
The Wenatchee Urban Area (~~area defined by the~~ US Census Bureau designation) is located within both Chelan and Douglas Counties and comprises the cities of Wenatchee, East Wenatchee, portions of Malaga, and Rock Island. The map below shows the central location within the state and relative location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

~~The Wenatchee Urban Area is part of a regional tourism area that draws thousands of outside visitors annually. The locations of the~~ The Mission Ridge Ski Resort and the cities of Leavenworth and Chelan are recognized as major attractions within a larger regional tourism area that draws thousands of outside visitors annually. this area. Additionally, ~~outdoor recreational opportunities throughout this area are recognized as a key attribute to the area's high quality of life.~~



improvements. To this end, the City has undertaken cohesive and defined planning efforts within these areas to promote development, reinvestment, and business growth.

- The **North Wenatchee Business**



**LAND USE**

Many of Wenatchee’s commercial districts have naturally evolved and expanded naturally over the past half century ~~without a cohesive or defined vision.~~ Revitalization planning efforts within these areas can bring result in many benefits ~~to the community~~, including greater increased tax revenues, local job opportunities, increased diversity, and visual/physical

**District** is characterized by a concentration of national chain store ~~brands retailers~~ and

aAuto- ~~dependent~~ oriented land ~~uses~~ businesses

such as drive through restaurants, car dealerships, and grocery stores. This area currently generates the highest sales tax revenue in the City. Opportunities for additional growth in serving Highway 2 traffic and Upper Valley residents will expand with efforts to improve the aesthetics of the Arterial street system in North Wenatchee and adapt to a more favorable business district and gateway to the city.

~~Planning~~ Redevelopment planning efforts within the area of commercial and industrial uses near McKittrick Street are designed to mitigate the existing north-south auto corridor development pattern. ~~The This plan lays identifies a new out a coordinated mixvision of coordinated~~ retail, office, residential, and light industrial land uses. ~~Together these uses establishing establish~~ a complete neighborhood. ~~A and~~ new east-west ~~connection is intended to serve as a gateway connection~~ to the Waterfront.

~~In addition, the~~ Completion of the recent annexation of Olds Station, north of the Wenatchee River, presents an opportunity to coordinate, compliment, and expand new growth ~~with North Wenatchee Avenue~~. The Olds Station area ~~should be considered for a is identified as an area well suited for a future Ssub-Aarea-Pplanning process to.~~ The goal of this effort should be to identify opportunities for build on the momentum of the that complement the North Wenatchee Avenue sub-area planning process as its build out occurs.

- The **South Wenatchee Business District** contains a broad range of locally owned businesses and services ranging from pedestrian accessible to auto oriented. The physical characteristics of

the area include elements of Historic Downtown along South Wenatchee Avenue ~~with where~~ buildings ~~having have~~ direct presence ~~and frontage along on~~ the sidewalk.

~~A recently completed~~ The 2016 South Wenatchee Sub-Area Plan identified that this area's cultural diversity ~~is as~~ a key asset ~~and that~~ should be ~~championed utilized~~ to stimulate opportunities for expanded growth ~~and potential for~~



~~establishment of a formalized cultural district.~~ ~~This district is also characterized~~ As a district of opportunity, ~~given~~ lower rents and property values ~~allowing its are an incentive to reinvestment that will allow the area's~~ entrepreneurial spirit to flourish.

- The **Central Business District** (Downtown) is the living and physical connection to Wenatchee's economic and cultural history. Architecturally notable brick buildings, pedestrian friendly streetscapes, and ~~strong~~ variety of local retailers, restaurants, and professional services create a unique sense of place that serves as the City's 'experience retail' center. Analysis of the current businesses ~~composition~~ identifies there ~~are additional opportunities to grow business is room for additional~~ retail activity. ~~Doubling the upwards of \$100 Million in annual gross revenues to~~

achieve 100 million in gross revenue over the next 20 years is a quantifiable target. Increasing entertainment and nightlife attractions is an opportunity to increase gross sales within existing spaces.

New multi-family development should be incentivized through expanding the City's Multi-Family Tax Exemption Program ~~or~~ and public private partnerships. Increasing the number of dwelling units and residents within the downtown would add to a greater sense of the area's vibrancy. ~~Adding dwelling units within existing vacant upper stories is are~~ recognized as an opportunity to assist in this effort.

Implementing ~~additional~~ strategies aimed at increasing business efficiencies and sustainability are key to continued growth within Downtown. ~~For example, the City's recently completed Downtown parking study~~ is an example of this effort. ~~The study identified~~ there is significant available parking availability and capacity although ~~it parking~~ is underutilized. To increase efficiency, ~~Removing~~ parking requirements for existing buildings is a recommended as a strategy. Structured public parking is a long term means to parking sustainability and should be evaluated for funding opportunities, ~~including~~. To this end, public-private partnerships, as a longer term goal for achieving highly efficient and centralized parking within Downtown, are a potential opportunity for creating structured parking.



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

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

Notably, in 2009, the City of Wenatchee ~~successfully applied and received authorization for participation in~~ abecame a participant in the State program known as Local Revitalization

Financing (LRF). The LRF program provides an annual state sales tax credit of up to \$500,000 (resulting from increased sales tax generation in the district) to pay for bonds that are used to finance district public infrastructure improvements. To date, the Waterfront LRF District has increased recurring annual gross sales from roughly 9 million dollars in 2009 to over 23 million dollars in 2016; new construction has increased the taxable for 25 years. The state sales tax credit is rebate of the state sales tax generated by new development in the district. In partnership, the Port assessed value within the district by more than 33 million dollars.

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



• The **Office Mixed Use and Residential Mixed Use Zoning Districts** serve as transition areas between residential neighborhoods and commercial areas. These mixed-used districts offer a variety of uses that have seen successful redevelopment of residential structures into new services  
Page 9 of 33

such as professional offices and services. Additional growth within these areas is likely as the adjoining commercial districts evolve.

• The Wenatchee's Industrial Zoning Districts are an important component of the local economy and provide capacity for current and future industry needs. Relative to the 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; in addition to a world-class riverfront park system.

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

As future industrial needs change with technology advancement, the current industrial land capacity is well suited for adaption to meeting new demand. classification provides site locations for Wenatchee's agricultural related processing and warehousing facilities. New industrial users, The region's utilizing the area's hydro-power/hydropower and ample water resources should be sought to are an incentive and opportunity to realize growth in many the existing and underutilized industrial areas.

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

- **Residential Zoning Districts** – Wenatchee’s business license data identifies that a substantial number of home based businesses are found ~~within~~

~~many of the~~throughout the residential districts. Many of these home based businesses are individuals and professionals that require low overhead. Home based businesses are recognized as a potential growth trend opportunity that will ~~will~~ continue expand with advancements in information technology, allowing individuals to work fully in a mobile environment.

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 Physical Business (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

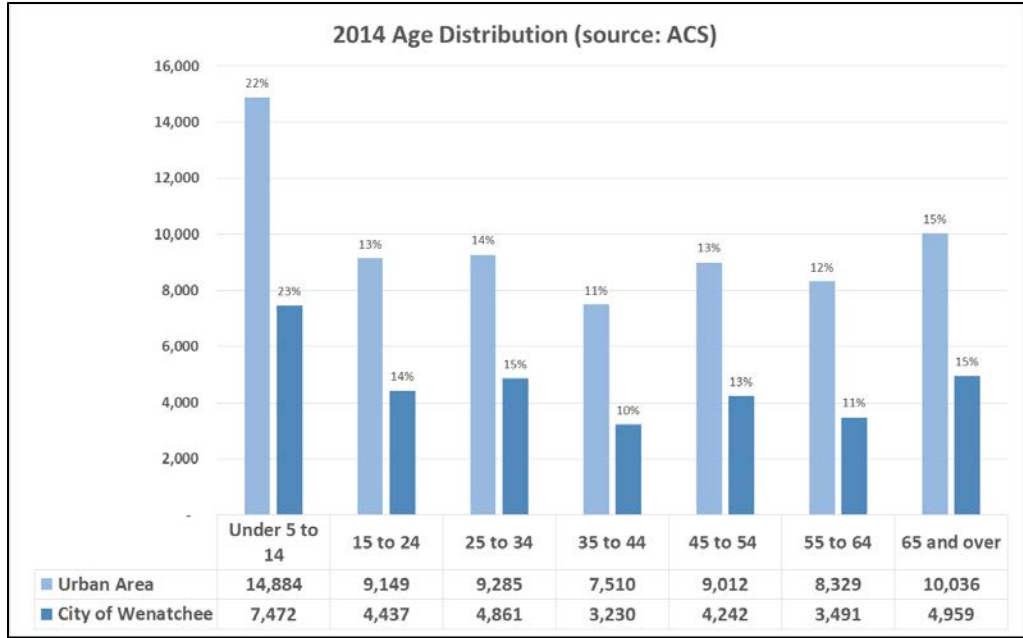
Shown ~~below~~above are the Wenatchee Urban Growth Area land use designations, area percentages, and 2015 gross sales by District within the city. *Not included in the table, is residential zoned property; 74 percent of the total land area and location of the bulk of home based businesses.*

### DEMOGRAPHIC PROFILE

The 2014 Wenatchee Urban Area (cities of Wenatchee, East Wenatchee, portions of Malaga, and Rock Island) population is 68,205 people. Wenatchee is the largest concentration of this area’s overall population at 32,692 people. —Age distribution shows a significant

percentage of this population is under the age of 14 and over 55. It is important to recognize that many of these younger individuals will soon be of age to enter the workforce. Advancements in technology and modernization will create new demands for a dynamic labor force. Enhanced K-12 education, including skills training in later years, is critical to ensuring a solid foundation to meeting this demand.





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

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

**ECONOMIC PROFILE**

Available data show that the over past two and half decades, Chelan County's economy has ~~continually~~ expanded ~~through with~~ steady employment growth. Between 1990 and 2014 total employment increased by 11,570 jobs to

41,345; a 39 percent increase. Wenatchee's employment growth has ~~more or less~~ paralleled this trend.

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

The Housing Chapter of this plan identifies access to market rate and affordable housing is a growing problem. The price of housing is outpacing incomes, resulting in families and individuals spending a greater portion of the earnings toward rent or a mortgage while decreasing spending in other areas. Compounding this program is a lack of

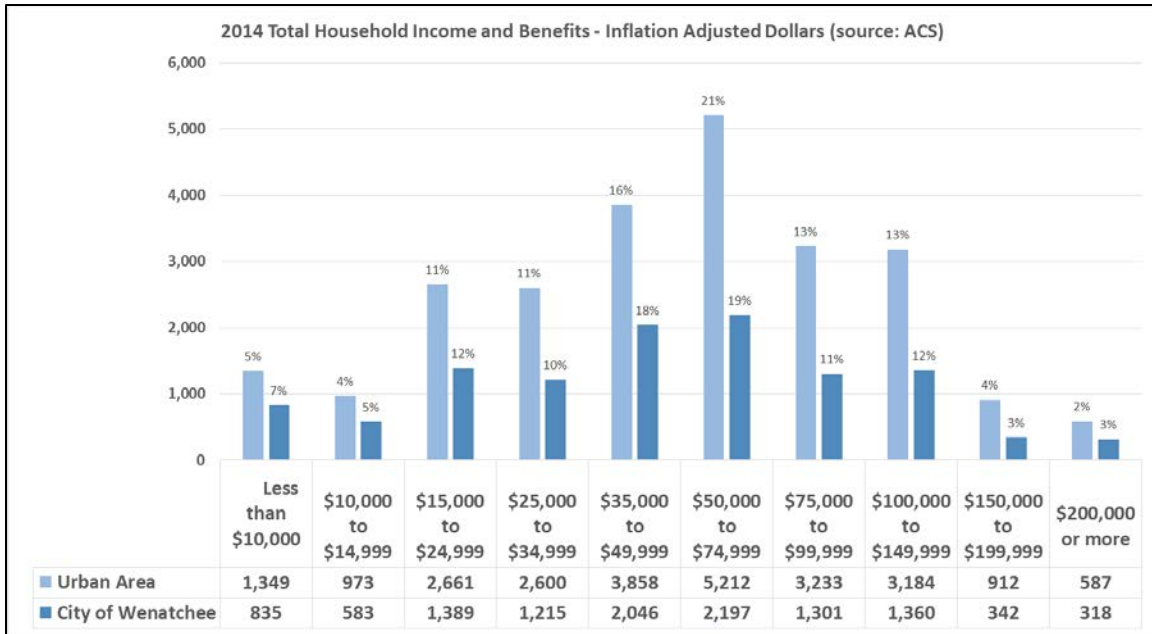
~~existing inventory and within available existing~~ residential properties. Attracting workers from outside the area will become an increasing challenge if housing supply is not addressed. Targeting a five percent vacancy rate ~~as through increased supply target would go far would assist~~ in curbing rising prices resulting from lack of inventory.

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

### Household Income Distribution

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





Wenatchee:

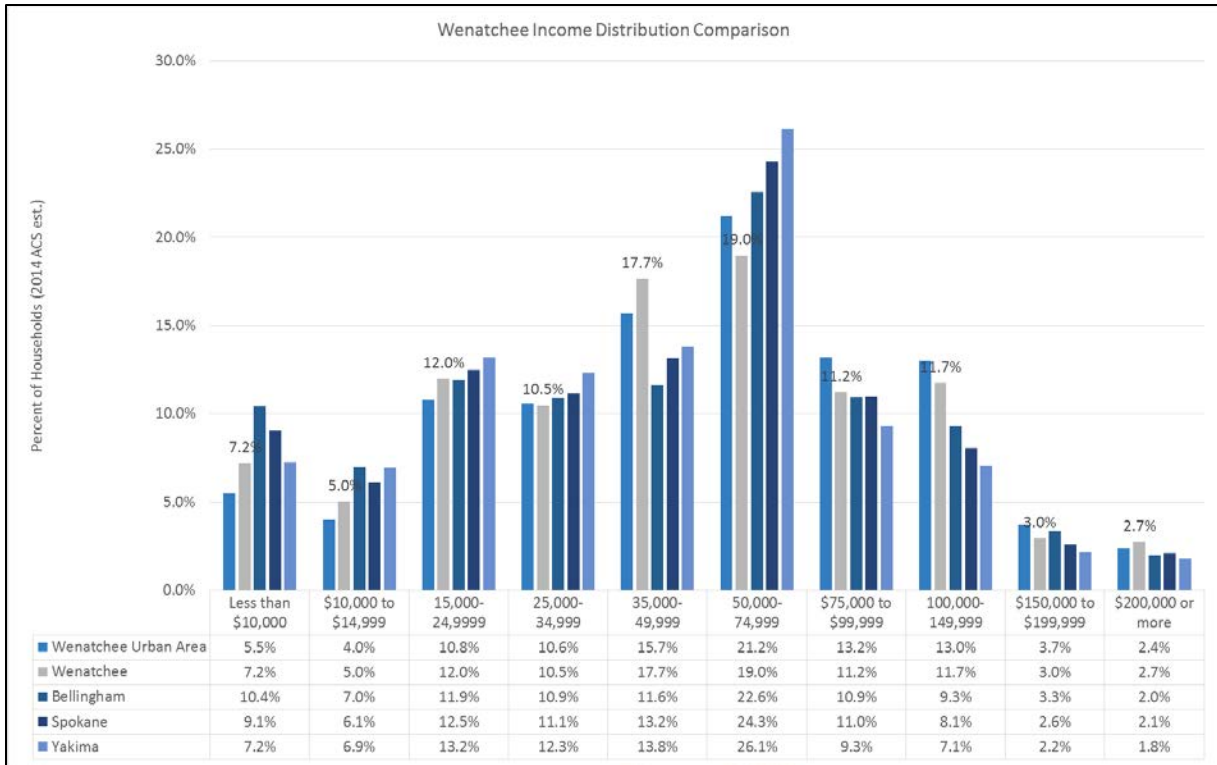
- 35% of households have annual incomes less than \$35,000
- 37% between \$35,000 and \$75,000
- 29% greater than \$75,000

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 connections with the Seattle metro area. Opportunities for expanding Wenatchee’s economy by attracting growth in technology and energy sectors could support new middle-income job opportunities.



**Workforce Profile – Non Farm**

<b>Jobs by Worker Age</b>				
	<b>Wen</b>	<b>Percent</b>	<b>UA</b>	<b>Percent</b>
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%
<b>Jobs by Earnings</b>				
	<b>Wen</b>	<b>Percent</b>	<b>UA</b>	<b>Percent</b>
\$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%
<b>Jobs by Worker Race</b>				
	<b>Wen</b>	<b>Percent</b>	<b>UA</b>	<b>Percent</b>
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%

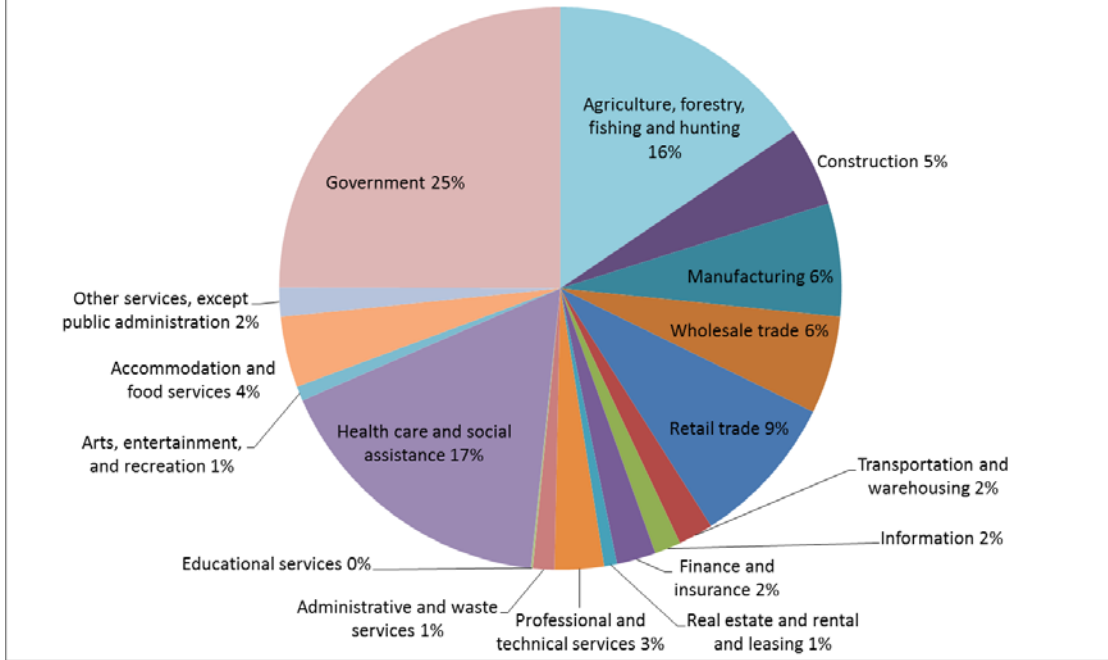
## Employment Sectors

Wenatchee's major employment sectors include agriculture, healthcare, government, retail trade. Tourism, recreation, and associated small

businesses are ~~periphery-supplemental~~ sectors that also support a large-growing employment base within this area. Continued growth within each of these sectors is essential to sustaining the local economy.

**Sector Size by Gross Wages Paid (NAICS)**  
**\$1.6B Total Wages Paid in 2011 in the Wenatchee MSA**

Source: WA Employment Security Department



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

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

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

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

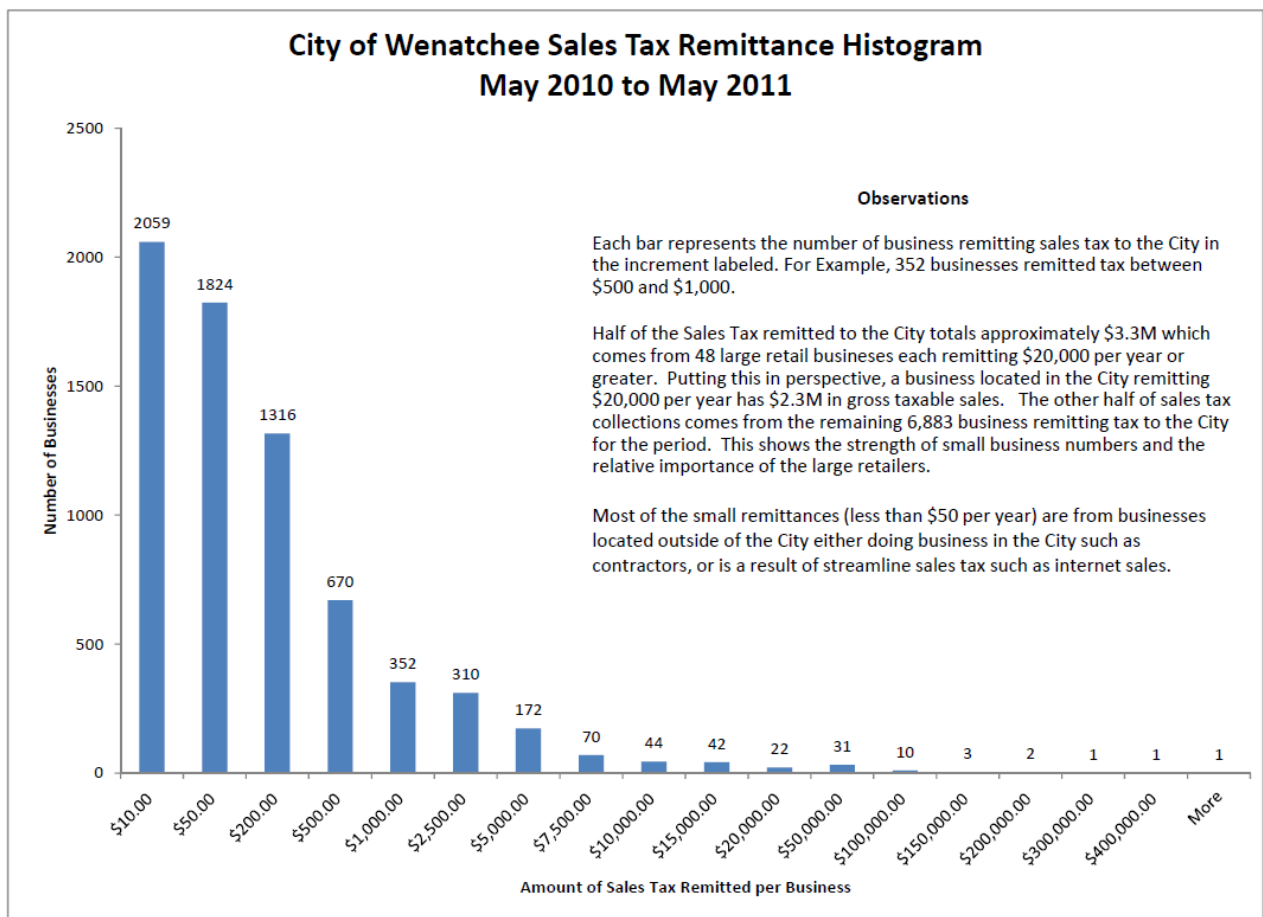
**Small Business:**

Wenatchee recognizes small businesses are fundamental to the local economy for providing goods and services, employment, and tax revenue.

Supporting this sector requires increased access to working capital and commitment from local support agencies and financial institutions. Providing accessible, clear, and concise information regarding permitting requirements allows businesses to avoid startup delays and

develop well manage business plans. Ensuring Wenatchee's commitment to supporting new startups and existing small business promotes a stable economic base in ~~an often-volatile~~ dynamc 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, Bluebird, McDougal and Sons, and Oneonta Starr Ranch. These companies also own and operate large processing

and warehousing facilities within the industrial zoning districts.

Industry advancements in technology and automation are shifting requirements for skilled labor toward higher paying employment opportunities. As the agricultural industry advances with new technologies, the potential for additional growth in supportive businesses will result in economic benefits.

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



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

connectors and advanced micro-electronic hermetic packaging for defense, space, medical and commercial industries.

#### *Supportive Agriculture Opportunities*

~~Advancements in agriculture technology, supportive industries, and expanded research are all strategic economic growth opportunities within this industry cluster.~~ New research and product development opportunities have potential for attracting professionals to Wenatchee. Supporting creation of a new research facility, in cooperation with Washington State University, is a direct path to achieving this goal. The current location and availability of land near the Washington State Extension Office is well-suited development of a master plan to establish an expanded campus area for this purpose.

#### **Manufacturing:**

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

Businesses must now strategically pursue a series of changes, both from an organizational productivity point of view as well as from a technological support point of view. The game is now being played on the basis of agility, responsiveness and innovation, with the fundamental support of technology and people skills. Workers who are prepared and informed will be at the center of the

businesses of the future. They will provide the level of flexibility needed to meet the increasing demand for customized products.” – source: <http://www.automationworld.com/role-manufacturing-economic-development>

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

### **Health Care:**

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



Increases in the population segment nearing retirement over the next 20 years will require increases in the

availability of high quality medical services to meet demand. Ensuring quality medical services are available in the future is a significant factor in quality of life for ~~a the~~ the community. ~~Additionally,~~ 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 through commercial areas.

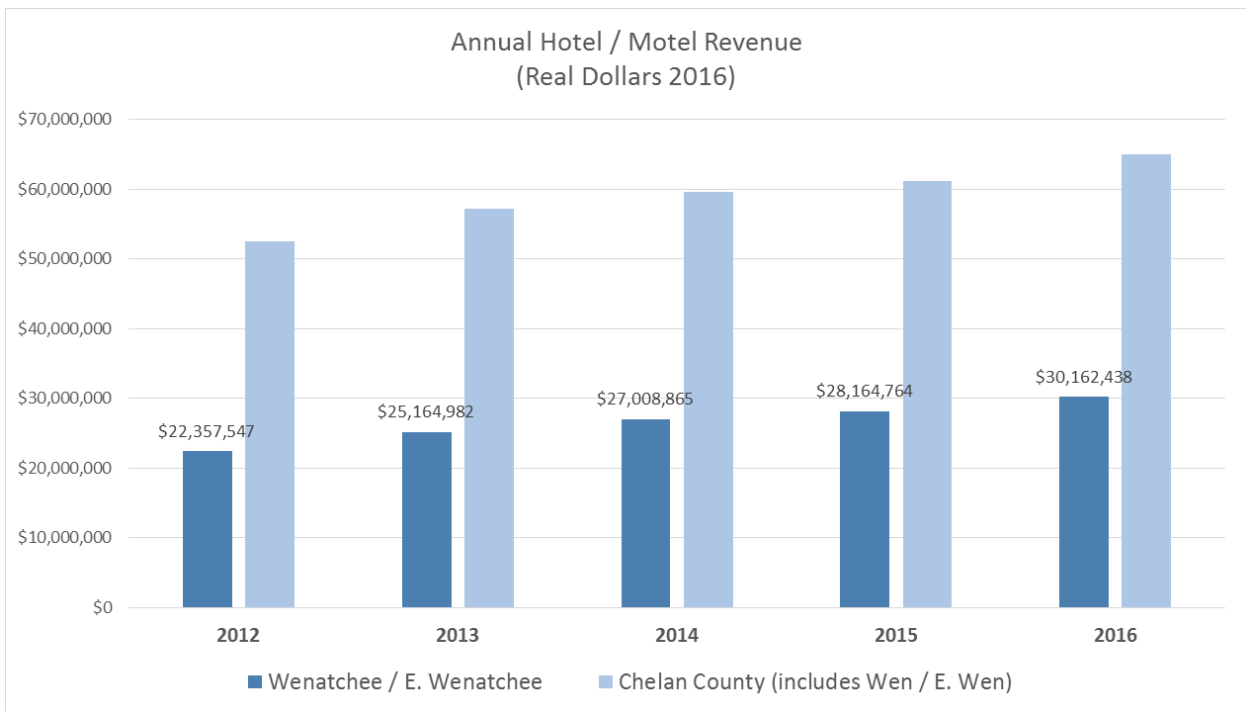
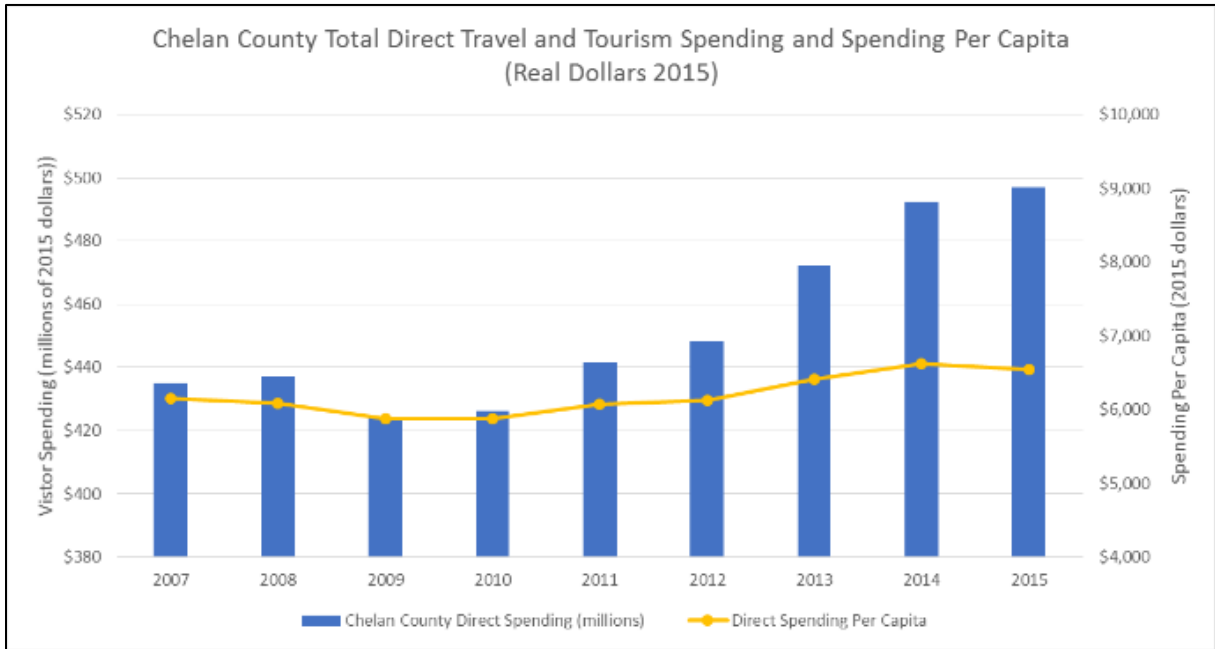


#### **Tourism:**

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

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

shop or stop here for further travels originating from the Highway 97 corridor.

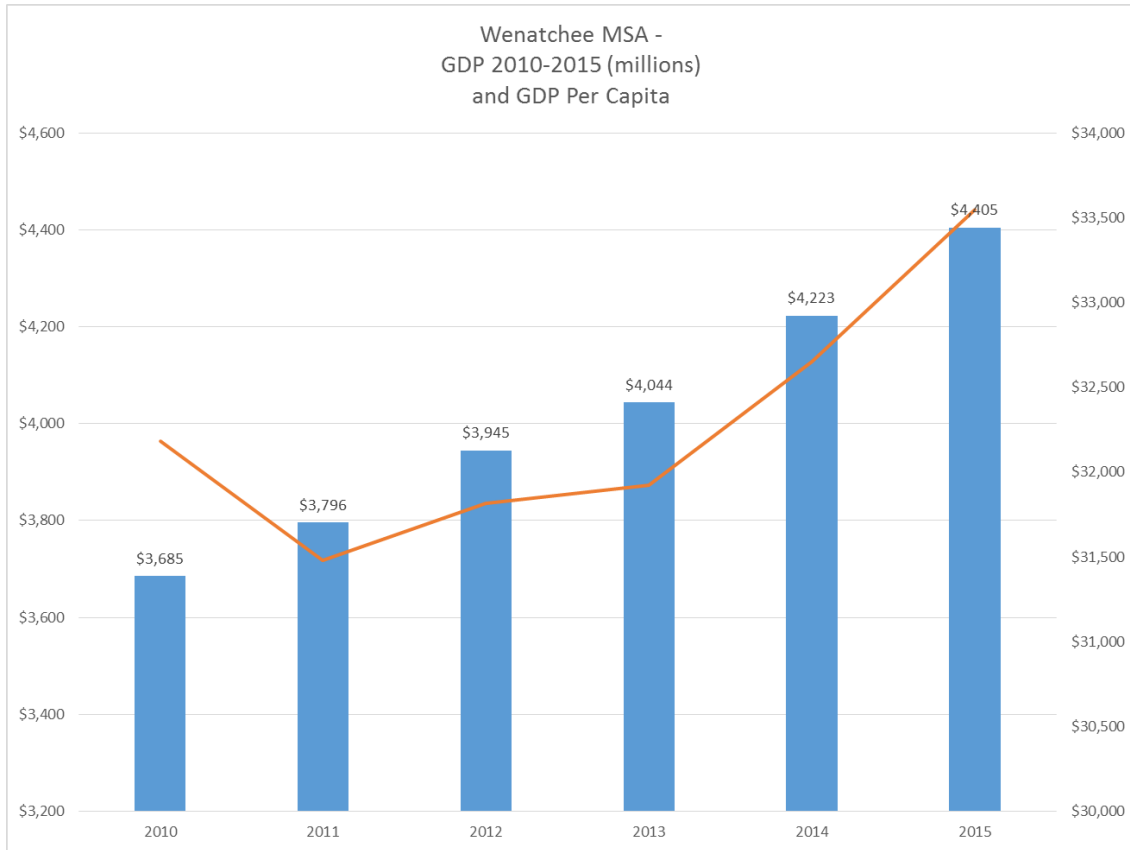


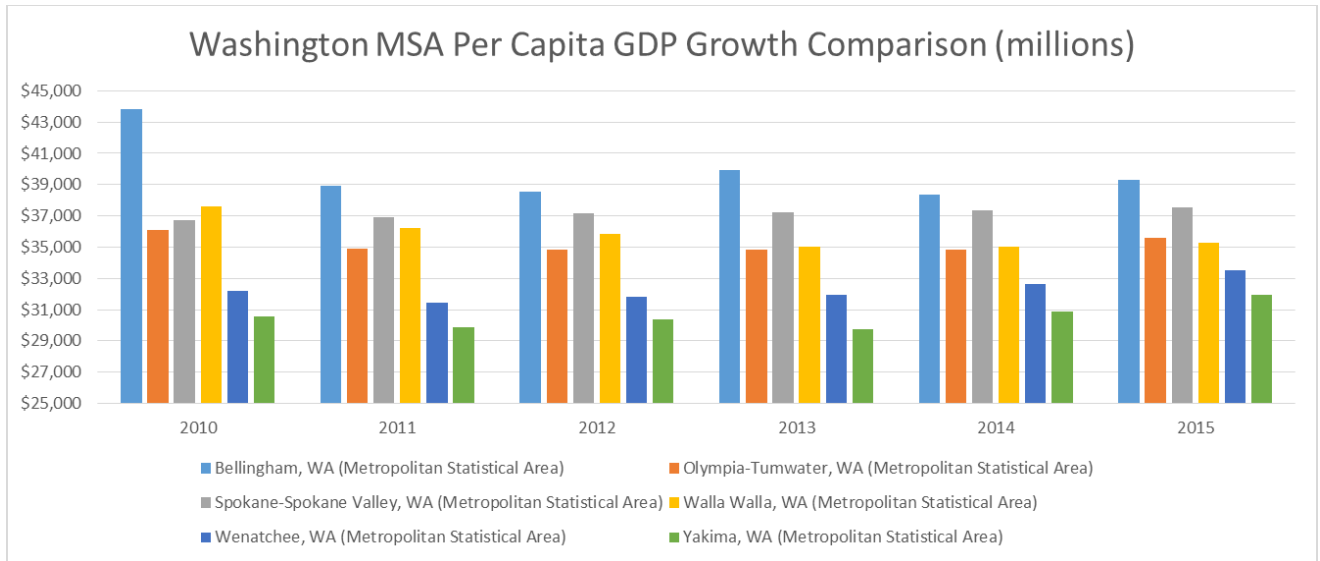
**Gross Domestic Product**

Gross domestic product (GDP) is the monetary value of all the finished goods

and services produced within defined area over a specific length of time. ~~As a measure of an area's economic health over time, the~~The following chart shows the Wenatchee MSA GDP has increased nearly 20 percent between 2010 and 2015;

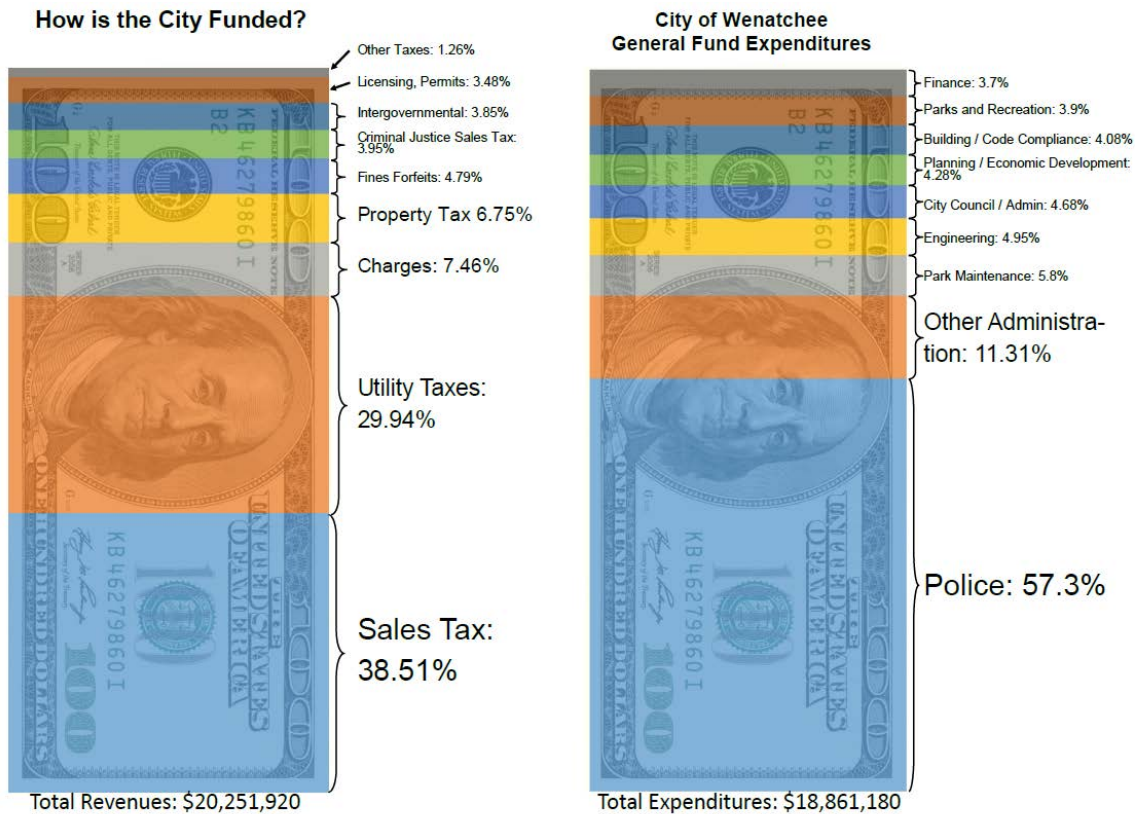
outpacing GDP growth amongst other relative MSAs within Washington. Moreover, per capita GDP has increased by roughly 4 percent, second only to Yakima during the same time. Detailed description of the composition of GDP for the Wenatchee is available within the Consolidated Plan.

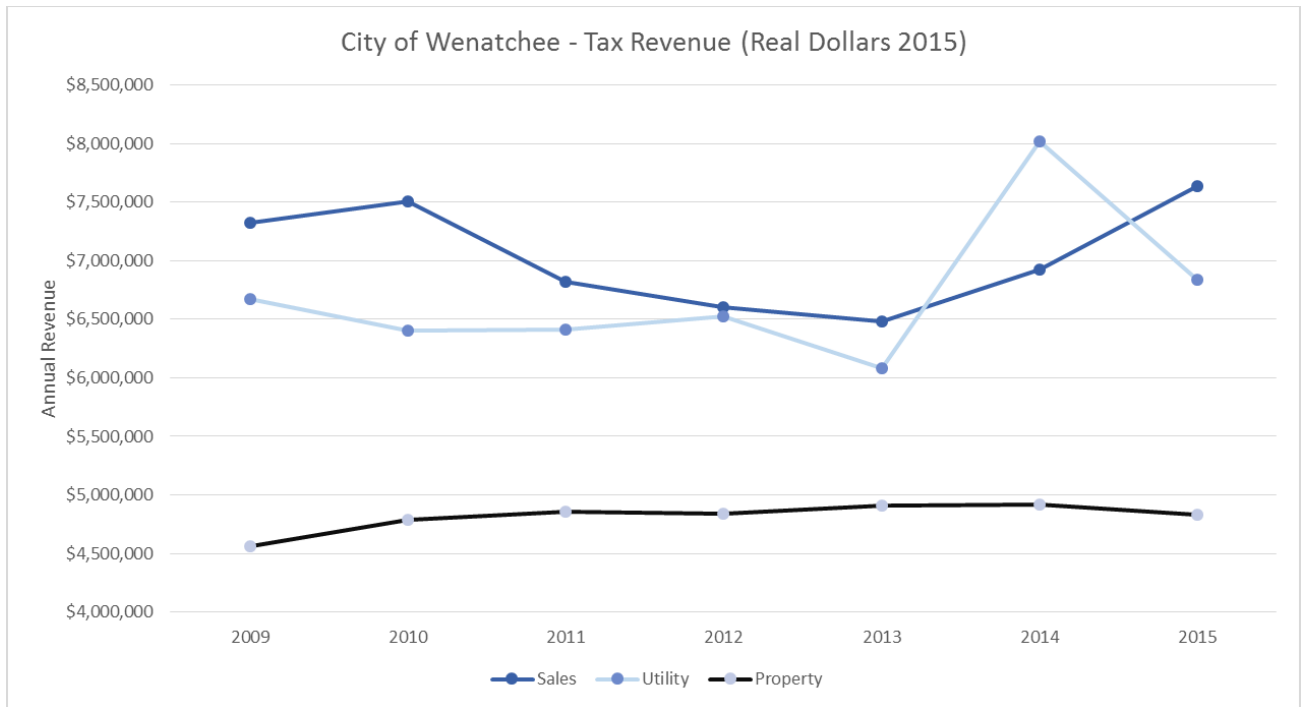
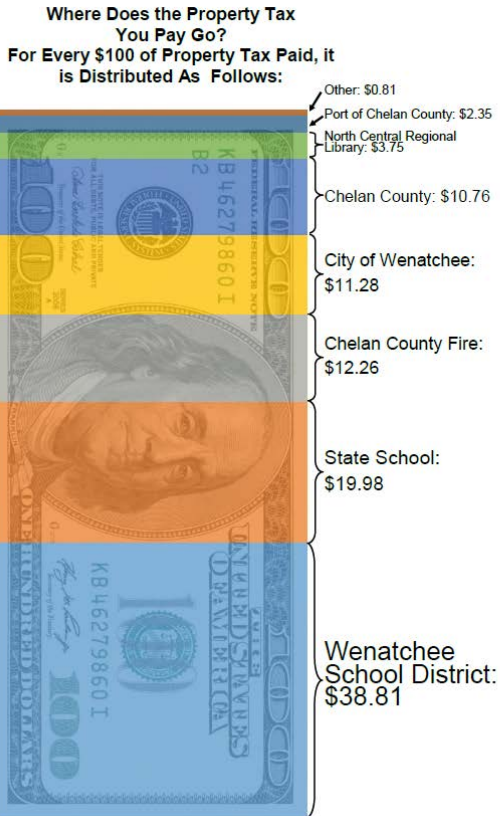




## Sources of Revenue

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





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

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

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

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

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

### **Streamlined Sales and Use Tax**

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

### **Utility Tax**

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

### **Property Tax**

Property tax, although relatively more stable than sales tax a revenue source, is largely limited to annual growth resulting from new construction and annexation\*. In particular, School District levies tied to assessed property values are reflected in the amount of money available for educational services and facilities. In the case of the Wenatchee School District, the locally collected property tax per student is lower than surrounding school districts. Increasing assessed values and property tax collections per student requires balance and community support in the likely form of voter approved bonding.

*\*Property tax is calculated on the value of real estate determined locally by the Chelan Assessor and collected by the County Treasurer. In Washington State, property tax increases are not based on the increasing value of properties. Increases in property tax are based on last year's property tax levy, which is the amount of the property taxes that were*



assessed in the prior year. Each year's levy may be increased by no more than one (1) percent unless the public votes for a greater increase or the jurisdiction uses banked capacity. An exception to

the one percent annual increase is the addition of new construction to the property tax rolls.

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

Values shown are for the year 2015

Additional Tax Increment Financing opportunities should be explored

### Tax Increment Financing

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

~~In 2009, the City of Wenatchee successfully applied and received authorization for participation in the Washington State program known as Local Revitalization Financing or LRF for short. The LRF program has been implemented within the Waterfront District and includes an annual state sales tax credit of up to \$500,000 to finance public improvements for a maximum of 25 years. The state sales tax credit is in essence a rebate of the state sales tax generated by new development. In addition, the Port of Chelan County and Library District supported the LRF District by allowing of a portion of their property tax associated with individual new developments for utilization within the Waterfront District.~~

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

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

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



cable, and fiber infrastructure), natural gas, and hydro power.

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

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

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

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

Wenatchee's economy is on a solid foundation ready to be built upon. As a community, the people here have never been adverse to working hard to improve their quality of life. From harnessing the power of the Columbia River in producing electricity to growing a ~~world class~~world-class agricultural industry out of an arid landscape, hard work has seen many dreams become reality. Looking to the future, the ways in which people work and interact is 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 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  
Page 29 of 33

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.





## Utilities Element

Applicable Statute: RCW36.70A.070(4)

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.

### SUMMARY OF KEY UPDATES

- Updates to text to reflect current conditions
- Policies addressing when utility providers provide location data regarding their utility infrastructure in an electronic format acceptable to the City (Goal 1 Policy 5 and 8)
- Policy support for contract language with a solid waste removal purveyor that: (Goal 1 Policy 9)
  - Provides both recycling and yard waste pickup free of charge to both commercial and residential customers
  - Provides multiple garbage can sizes for residential customers
- Policy support for reviewing design standards for wireless communications facilities (Goal 2 Policy 5 and Goal 4 Policy 1)
- Policy support for studying the feasibility of extending irrigation water service to areas not currently served (Goal 3 Policy 1-2)
- Policy support for requiring developments to maintain irrigation service (Goal 3 Policy 3)

## UTILITIES

### TOPICS

- Purpose
- Background
- Electricity
- Irrigation
- Fiber Optics
- Natural Gas
- Wireless Communication Facilities
- PUD Water Service
- Goals & Policies

### PURPOSE

The Growth Management Act (GMA) requires a city's comprehensive plan to include a Utilities Element, or chapter, *"consisting of the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines."* Knowledge of these capacities helps gauge where, and to what extent, development may be possible and where there may be a need for increased capacities to meet future demands.

### BACKGROUND

Utilities covered in this section include those not managed by the City. These consist of the utilities listed below:

- Electricity and Fiber Optics  
These services are provided in Wenatchee by the Chelan County Public Utility District (CCPUD) and Charter Communications.
- Internet (excluding fiber)  
Dial-up, DSL, and wireless internet access is provided within the area by a variety of local businesses.
- Irrigation

The Wenatchee Reclamation District is the primary provider of irrigation services to landowners with ~~reclamation rights~~ the right to use water. Smaller assemblies include Beehive, Lower Squilchuck, Pioneer, and Millerdale Irrigation Districts, which cover areas within the southern and northeastern portion of the UGA.

- Natural Gas  
Cascade Natural Gas is the principle provider of natural gas to Wenatchee.
- Telephones (land-line)  
Service for the land-line telephone network is provided by Verizon and Charter and has capacity to meet the needs of all current and future residents. Service areas are extended based upon consumer requests.
- Television  
Cable television is provided through the Charter Communications network and by ~~Genext and~~ LocalTel through the Chelan County PUD's fiber network. Satellite service is provided through DirectTV and Dish Network. Wenatchee Valley Community Television also transmits channels locally, for free viewing.
- Water (non-city)  
The CCPUD provides water service to all outlying areas of the UGA outside of City water service area.
- Solid Waste Removal  
Solid waste removal is provided by Waste Management under a contract with the City of Wenatchee. Garbage, recycling, and yard waste are curbside services currently provided to residential customers.

(For all utilities and public services administered by the City, please see Public Facilities and Services.)

While the GMA requires showing the general location and capacity of all existing

and proposed utilities; much of this information is not available to the public for proprietary and/or security reasons.

**City Requirements**

All utility companies wanting to use public right-of-ways begin by entering into a franchise agreement with the City. Typical franchises serve as binding contracts and provide basic parameters for allowing public right-of-way use. The City has current franchises with Charter Communications, ~~Firefly, Genext,~~ LocalTel, ~~and the~~ Chelan County PUD, ~~and~~ Zayo Group, LLC.

**ELECTRICITY**

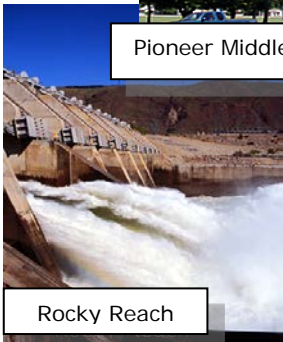
Electricity is provided to Wenatchee residents, and the rest of Chelan County, by the Chelan County Public Utility District. The CCPUD is administered by a five-member commission and is divided into three service districts: the Wenatchee area, Chelan-Manson area, and Leavenworth area.

Electricity provided by the Chelan County PUD is generated at Lake Chelan, Rock Island and Rocky Reach Dams. Electricity is relatively cheap and not considered a scarce resource.

As of ~~2005~~2015, Chelan County PUD serves ~~43,755~~49,702 customers in Chelan



Pioneer Middle School Solar Panels



Rocky Reach

County, with total energy sales at ~~4,577,000~~5,762,000 MWh including retail and resale. Electricity is transmitted in Chelan County by ~~301-254~~ miles of 115kV transmission lines to ~~7-9~~ switching stations. Two switching stations are located within Wenatchee’s urban growth area. A new 230kV transmission line was constructed in 2006 to increase transmission capacity to the County. ~~This new line will be energized in 2009.~~ Electricity is distributed to 36 substations in the County from the 115kV transmission lines. Located within the Wenatchee UGA are ~~10-12~~ substations to serve the area’s electrical demand.

CCPUD produces several planning documents including the Transmission and Distribution 5 Year Plan. Electrical planning guidelines and work plans are also produced annually.

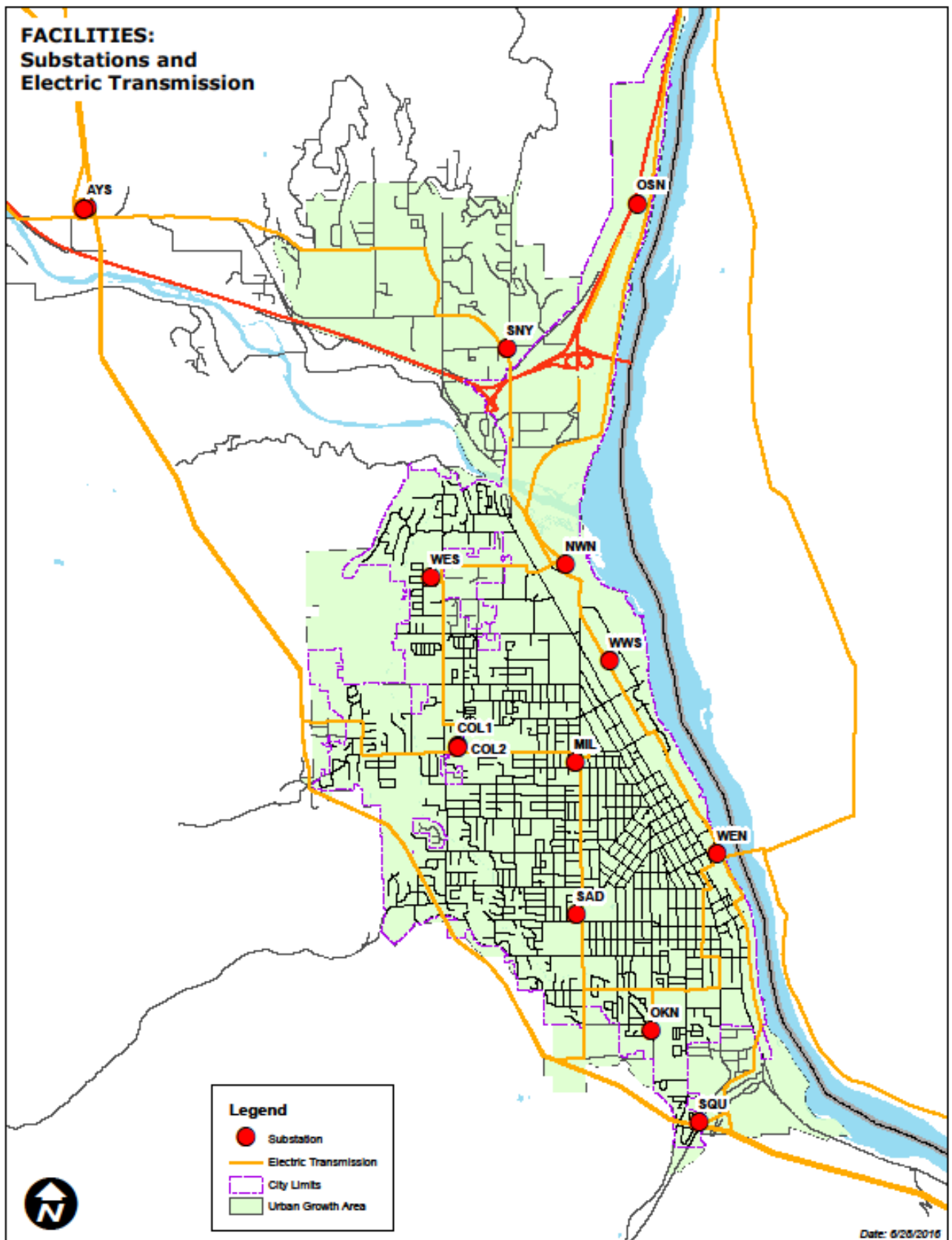
Demand for electricity in the County is increasing. Chelan County PUD is planning on increasing system capacity, county-wide, an average of ~~1-91.8%~~ or ~~8-37~~ MW annually for the next twenty years. Below are substation projects planned within the Wenatchee UGA over the next twenty years:

1. Castlerock Substation – The addition of a new 28MVA substation off Castlerock Street, west of Western Street. Substation to serve load growth in the area and will relieve nearby substations.
- ~~2. Okanogan Substation – The addition of a new 28MVA substation off Okanogan Street south of Crawford. Substation to serve load growth in the area and will relieve nearby substations. Rebuild/relocation of the Olds Station Substation – Possibly relocate and~~

double the capacity, from 28 MVA to 56 MVA, the Olds Station Substation that serves primarily industrial and commercial customer/owners in the newly annexed north end of Wenatchee.

~~3. Waterfront Substation – The addition of a new 28MVA substation near 9th Street and Pierre. Substation to serve load growth anticipated for zone changes near Columbia River.~~

~~2. College | 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.~~



~~and 230kV switching station located near Asamera Mine property off Circle Street. This station will add transmission capability in the southwest portion of Wenatchee to support new substations in the area.~~

Several alternatives exist for planning future electrical needs of the city.

1. Promote energy conservation. Providing greater outreach on ways to conserve energy in existing and new structures.
2. Allow solar/wind energy. Ensuring that solar/wind energy facilities are allowed in appropriate zones.
3. Continue Coordination. Continue good coordination between the City and the PUD in regards to future and current development plans.

### **Irrigation**

The primary irrigation water supplier to the Wenatchee area is the Wenatchee Reclamation District. Other irrigation districts serve certain properties in the southern portion of the UGA; they include the Beehive Irrigation District, Millerdale Irrigation District, and the Lower Squilchuck Irrigation District. Also, the Pioneer Irrigation District serves a small area in the northeast end of Wenatchee from Gunn Ditch.

The Wenatchee Reclamation District currently provides irrigation to roughly 9,000 water users within Chelan and Douglas Counties. Their capacity is limited only by their water rights to 200 CFS (cubic feet per second) of water from the Wenatchee River. This water, obtained at the Dryden Dam, is then carried along 34 miles of canal.

The Wenatchee Reclamation District's distribution system includes canals, flumes, and tunnels, including the Highline Canal in Wenatchee. The system crosses the Columbia River at the District's

pedestrian footbridge and proceeds to East Wenatchee and south to Rock Island. Currently, only about half of city residents have access to irrigation water, most being west of Miller Street and south of Red Apple Road. Some property owners pay for water shares, but don't have access to them.

Private laterals-lines off of the District's Canal provide irrigation water to individual property owners. These laterals-lines are located in many of the streets west of Miller and some are in poor or failing condition. In the past the City has replaced these lines as part of street reconstruction projects primarily to protect the City's investment in street infrastructure.

These irrigation systems reduce the demand on the regional aquifer and domestic water system particularly reducing summertime demands caused by an increase in outside water use (i.e. watering lawns/gardens, washing cars, filling up swimming pools). Although many irrigation users form irrigation water associations to maintain principal lateral lines, there is no comprehensive funding mechanism to assist property owners in the replacement, maintenance, and extension of these private distribution systems.

There are a few strategies that could be considered in regard to Irrigation water:

1. Funding Assistance. City could coordinate with the Wenatchee Reclamation District and property owners within the District's service area to form a utility local improvement district (ULID) to help fund maintenance of the distribution system.
2. Development Requirements. Requiring new developments to maintain and

utilize irrigation water would reduce future demands on the public water supply.

3. ~~Support Reclamation—Irrigation Districts. The City can be an active supporter for reclamation—irrigation districts in preserving historic water rights.~~
4. ~~City Irrigation System. Taking over or becoming a partner in the role of the Wenatchee Reclamation District could allow the city to most efficiently utilize water rights as a preservation measure for the domestic water supply.~~

## **FIBER OPTICS**

Charter Communications and Chelan County PUD provide fiber optics in the Wenatchee area.

Currently, there are ~~14—8~~ high-speed internet service providers using the PUD fiber optic network, ~~two—one~~ of which also provides telephone and cable television service, ~~and two offer cable television~~. By increasing their fiber optic capacity, the PUD is planning on extending service to ~~75~~ 85 to 90 percent of Chelan County ~~by 2008 and to the entire County by 2012~~ within the next 11 years.

A fiber and coaxial cable network is provided by Charter Communications, offering high-speed internet and cable television. According to Charter representatives, there are no capacity restrictions on the network. Service to areas that are more than 150 feet from the existing network must be arranged between potential subscribers and the company. Most of the network is aligned with Chelan County PUD lines. Most extensions occurring in the past 15 years utilize an underground fiber network. Similarly, for future extensions to the network, underground lines will be used.

There are a couple strategies that could be considered for Fiber Optics:

1. Increase Communication. Extending more information and opportunities for inclusion when developing company/city plans increase coordination helping to ensure that future demand can be met in a timely and cost effective manner.
2. Equal Access. Adopting a city policy requiring service to all areas of the city regardless of perceived demand, possibly assisting in service extension costs for areas without service available.

## **NATURAL GAS**

Cascade Natural Gas Corporation is the primary provider of natural gas within ~~Wenatchee~~ Wenatchee. According to company representatives, the existing gas system meets current need, and extensions to the system are determined by private requests.

In 2015, Cascade Natural Gas served 1,652 customers in the community using a total of 9,115,006 therms of natural gas. In the same year, 1,411 feet of main lines were replaced and 1,344 feet of new service lines were installed. A total of \$876,246 was spent on operation and maintenance of the Cascade distribution system in this area.

## **WIRELESS COMMUNICATION FACILITIES**

The Federal Telecommunications Act of 1996 places some restrictions on the ability of communities to regulate wireless telecommunications facilities. The net effect of the Act is that communities:



- 1) Cannot enact a blanket ban on all wireless facilities, but can place reasonable restrictions on facilities in certain zones or areas;
- 2) Cannot unreasonably discriminate among equivalent service providers;
- 3) Cannot regulate placement, construction and modification of wireless facilities on the basis of environmental effects, provided the facility complies with Federal Communications Commission emissions regulations;
- 4) Can exert reasonable control over tower aesthetics, including height restrictions, co-location, setbacks, other design issues, and safety.<sup>1</sup>

Wenatchee City Code places siting and height limitations on wireless antennas and towers but does not impose design standards beyond landscaping.

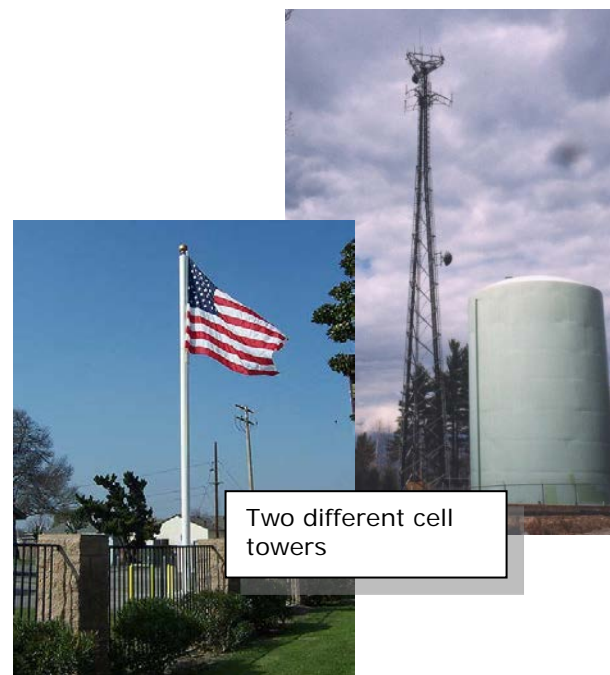
Varying degrees of wireless communication facility regulation are possible:

1. Siting and Height. Restricting the height and location of antennas/towers, such as in Ch 10.58 of the Wenatchee City Code (WCC), reduces many negative impacts.
2. Aesthetics. Additional design standards could further lessen negative aesthetic impacts of antennas/towers and could increase potential site locations.

## **PUD WATER SERVICE**

The Chelan County PUD provides water to portions of Wenatchee within city limits as well as the surrounding Urban Growth Area. In the Wenatchee area, the PUD serves approximately 4,5004,863 customers, with average water use

greater than 1 million gallons per day. Under the contract with the City of Wenatchee and East Wenatchee Water District, the PUD is entitled to up to four million gallons per day or 20 percent of the potential supply from the regional aquifer.<sup>2</sup>



<sup>1</sup> Model Telecommunications Tower Ordinance, Scenic America, <http://www.scenic.org/Default.aspx?tabid=187>

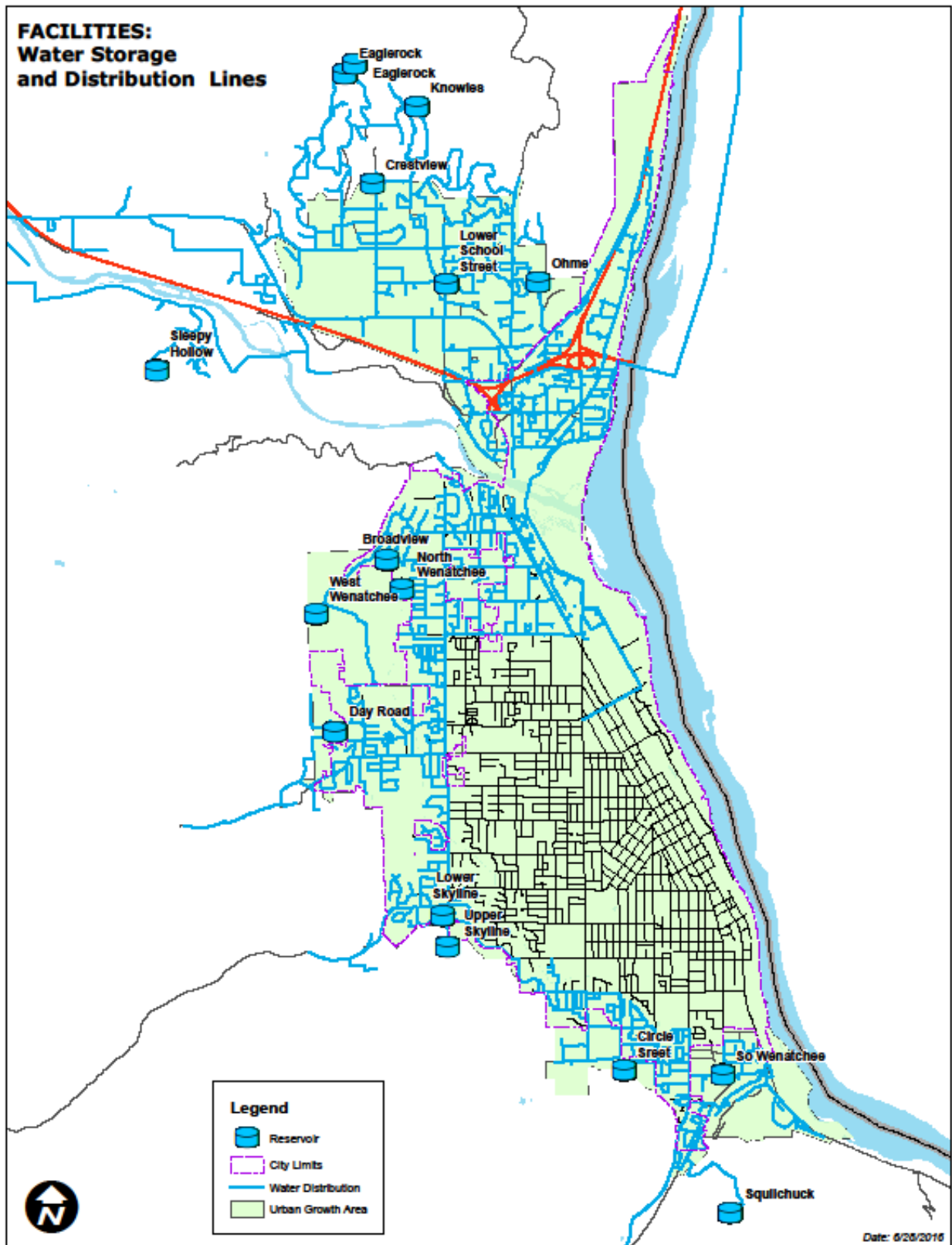
<sup>2</sup> Chelan County PUD, Water and Wastewater, <http://www.chelanpud.org/>.

Managing Wenatchee's water could take different avenues:

1. Two Water Purveyors. Maintaining Wenatchee's current water service system would not affect the area receiving service or current improvement and extension plans of either the City or the PUD.
2. One Water Purveyor. If the City pursued taking over the PUD's service area within the UGA, it could improve service uniformity, system upgrades, and future need assessments.

### **SOLID WASTE REMOVAL**

Waste Management currently provides solid waste removal in the City. Garbage, recycling, and yard waste are curbside services currently offered to city residents. Commercial customers have a variety of options for various sizes of cans and dumpsters. Recycling is not provided for free to commercial customers as it is for residential customers.



## **GOALS AND POLICIES**

**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.

**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:** Work with local reclamation districts, particularly the Wenatchee Reclamation District, to review strategies such as forming an active irrigation utility district, providing funding assistance through utility local improvement districts, requiring developments to maintain irrigation service, and supporting districts in preserving water rights. Identify and incorporate irrigation lines in appropriate utility corridors in coordination with irrigation purveyors. The long term ability to provide for a more efficient updated irrigation distribution system is in the community's best interest.

**Policy 2:** Study the feasibility and consider the benefits of extending irrigation water service to areas of the city not currently served.

**Policy 3:** Require developments to maintain irrigation service and support irrigation districts in preserving water rights, and utilizing water to be put to beneficial use.

**GOAL 4: SUPPORT SERVICES - Provide reasonable accommodation for the provision of other support services (i.e. electricity, natural gas, telephone, cable TV, etc.) to serve development in a timely manner.**

**Policy 1:** Adopt-Review design standards for wireless communication

facilities to ensure such facilities are that aim to appropriately integrated such facilities into the surrounding environment and limit negative aesthetic impacts.

**Policy 2:** Ensure services are provided to all existing populations, regardless of demographics.

**Policy 3:** Promote solar and wind energy by providing informational resources and working in cooperation with utility providers to create effective incentives.

## Public Facilities Element

Applicable Statute: RCW36.70A.070(3)and(4)

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.

### SUMMARY OF KEY UPDATES

- Updates to text to reflect current conditions
- Additional policy support for ensuring the ongoing viability of the regional water system to serve projected future growth (under Goal 1)
- Policy support for monitoring the capacity of the waste water treatment plant and expanding as needed (Goal 2 Policy 4)
- Policy support for developing and implementing a sewer extension program to promote infill development within city limits (Goal 2 Policy 5)
- Policy support for studying the benefits and feasibility of a regional sewer system (Goal 2 Policy 6)
- Updates to storm water policies to work with Chelan County Flood Control District and reduce impacts of canyon flooding (Goal 3)
- Updates to policies to address level of service as it pertains to health, safety, and general welfare (Goal 4 Policy 3)
- Updated policy on addressing gang activity (Goal 4 Policy 4)
- New policy support for partnering with regional agencies to address wildland urban interface risks and other hazard mitigation efforts (Goal 4 Policy 6 and 7)
- Policy support for taking a community oriented policing approach to code enforcement and law enforcement (Goal 4 Policy 8)
- Policy support for youth engagement through arts, education, recreation, and other city services including internships for high school and college age youth (Goal 4 Policy 9 and 10)
- Policy support for reinstating the South Wenatchee Police Substation (Goal 4 Policy 13)
- Policy support for regional consolidation of services (Goal 4 Policy 14)
- Additional policy support for working with the Wenatchee School District in a variety of ways (Goal 5 Policies 4-6)
- Policy support for taking a long term approach to planning and funding facility needs for the City (Goal 7 and associated policies)

# 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. this Chapter, as now or hereafter amended:](#)

- ~~Wenatchee Valley Transportation Council's Confluence 2025: A Strategic Transportation Plan for Wenatchee Valley~~
- ~~City of Wenatchee's Six Year Transportation Improvement Program 2012-2017~~
- ~~City of Wenatchee Capital Facilities Plan 2012-2017~~
- ~~Greater Wenatchee Bicycle Advisory Board's Master Plan~~
- ~~City of Wenatchee Comprehensive Stormwater Management Plan~~
- ~~City of Wenatchee Comprehensive Sewer Plan~~
- ~~City of Wenatchee and Regional Water Plan~~
- ~~Chelan County Solid Waste Management Plan~~
- ~~City of Wenatchee Parks and Recreation Plan (2006)~~

## BACKGROUND

The City provides normal administrative services to the citizens and businesses in Wenatchee. The City of Wenatchee includes the following departments:

- Mayor and City Council – The seven council members and Mayor constitute the elected officials for the City and are responsible for adoption of city codes and policies. The Mayor serves as the Chief Administrative



Officer, directly supervising the various departmental directors.

- Finance Department – This department is responsible for the administration, coordination, supervision, and control of all financial, accounting, treasury, debt, purchasing, utility billing, and information service activities of the City.
- Human Resources Department – The mission for the department is to attract and retain qualified employees and to create a work environment that promotes excellent service to our customers and excellent work opportunities for employees.
- Public Works Department – This department manages the planning, design, and maintenance of water, storm water, and sanitary sewer utilities. This department is also responsible for design and management of all items included within the right-of-way which include but are not limited to: roadways, street lights, traffic signals, and landscaping. The maintenance of the City parks and cemetery is also a function of the public works department. Staff in this department design and administer the maintenance and construction of public utilities such as water, storm water, and sanitary sewer systems.
- Community Development Department – This department handles current, long-range, and neighborhood planning, in addition to overseeing building compliance and enforcement and Community Development Block Grant programs.
- Information Systems Department – This department manages the City's network and computer systems.

- Other – (Parks and Recreation, Museum, Fire and Police departments will be described in other sections)
- Contract Services – The City contracts for legal services with a private firm, garbage collection and recycling with Waste Management, and animal control with the Humane Society.

The departments described above are housed in three different buildings: City Hall (129 So. Chelan), the former police station (135 So. Chelan), and the Public Services Center (1350 McKittrick Street).

The existing facilities are adequate for the operation of the various administrative departments at this time.

Financing for general administrative facilities comes from general funds or taxpayer approved bonds. The Public Services Center and City Hall facilities, since they house water, sewer, and stormwater functions, are partially financed from those funds derived from utility payments.

City Hall (129 So. Chelan), the former police station (135 So. Chelan), and Public Works (25 N. Worthen).

The existing facilities are adequate for the operation of the various administrative departments. The Public Works facility, however, is located on a prime piece of waterfront property adjacent to downtown. As part of the recently adopted Wenatchee Waterfront Plan, the City has decided to move the Public Works facility to a location recently purchased on McKittrick Street. The City is evaluating site plans and costs for development of this new site, and will surplus the waterfront property once plans are approved.

Financing for general administrative facilities comes from general funds or taxpayer approved bonds. The Public Works facility, since it houses water, sewer, and stormwater

functions, is partially financed from 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.

~~The city operates five different facilities and services that are not always associated with city governments: the Wenatchee Valley Museum and Cultural Center, the Wenatchee Convention Center, the Wenatchee Cemetery, the Home of Peace Mausoleum, and (currently under construction) the Wenatchee Community Center.~~

### ***Wenatchee Valley Museum and Cultural Center***

~~Since 1939, the Wenatchee Valley Museum has showcased and celebrated local and regional history, culture, art, and sciences.~~

~~The Museum has its roots in the former Columbia River Archaeological Society, founded in 1920. The museum's first home was in the Wenatchee Carnegie Building, where it stayed until it outgrew the quarters in the mid-1970's. In 1978, the Museum opened its doors to the public in its new home — two former federal government buildings in downtown Wenatchee. The buildings are now a local landmark on the National Register of Historic Sites.~~

~~Today, the Museum operates under a partnership between Wenatchee and the private Wenatchee Valley Museum Association. The building houses four floors of engaging exhibits, which connect local community members and visitors to the rich heritage and diversity of the Wenatchee Valley.~~

### ***Wenatchee Convention Center / Numerica Performing Arts Stanley Civic Center***

The Convention Center is a city-owned facility that is operated under agreement with The Coast Hotel. This maintenance duties of this facility are shared between the City and The Coast Hotel. The Center, located in downtown Wenatchee, has 50,000 square feet of flexible function space available and is capable of accommodating groups of up to 2,000 people. The Convention Center is attached to a private, non-profit facility, the 525-seat Numerica Performing Arts Center of Wenatchee. Both facilities are under the umbrella name Stanley Civic Center.

### ***Cemetery and Mausoleum***

Wenatchee operates a 34-acre cemetery on the western edge of town.

~~The Cemetery Advisory Board was formed in 2004 to identify the needs of the City's 34-acre facility and to develop a plan for remedying the projected budgetary shortfalls in the coming years. The Board identified a lack of certain commodities such as cremation niches, a scattering garden, full interment crypts, and side-by-side full interment graves, which has hurt the Cemetery's ability to generate revenue.~~

The City also maintains the House of Peace Mausoleum on Miller Street. This facility, the final home of 208 people, was built in 1916 and was completed in 1983. There are no crypts left for sale in this facility.

The long-term Cemetery capital plan calls for improvements to the Home of Peace

Mausoleum and the installation of additional facilities at the Cemetery including crypt walls, roadway drainage improvements, Veteran section improvements, and a new office structure~~Veteran's section improvements.~~

### **Wenatchee Community Center**

The Wenatchee Community Center opened Memorial Day 2006. Located at the former St. Joseph's Church (504 S. Chelan), the facility is operated by the Chelan-Douglas Community Action Council and houses several different community services. The facility is available to rent by community groups for functions, meetings, and cultural/entertainment activities.

~~The Wenatchee Community Center opened Memorial Day 2006. Located at the former St. Joseph's Church (504 S. Chelan), the facility includes the following programs and services: Veteran's Services and Memorial Hall, Head Start early childhood education, Wenatchee Valley Literacy Council, Wenatchee Valley Learning Center (operated by Wenatchee Valley College), Food Bank, Wenatchee Police Substation, and the Wenatchee Recreation program. The facility is available to rent by community groups for functions, meetings, and cultural/entertainment activities.~~

### **Wenatchee Valley Museum and Cultural Center**

Since 1939, the Wenatchee Valley Museum has showcased and celebrated local and regional history, culture, art, and sciences.

The Museum has its roots in the former Columbia River Archaeological Society, founded in 1920. The museum's first home was in the Wenatchee Carnegie Building, where it stayed until it

outgrew the quarters in the mid-1970's. In 1978, the Museum opened its doors to the public in its new home - two former federal government buildings in downtown Wenatchee. The buildings are now a local landmark on the National Register of Historic Sites.

Today, the Museum is privately operated by the Wenatchee Valley Museum but the buildings remain under the cities ownership. The buildings house four floors of engaging exhibits, which connect local community members and visitors to the rich heritage and diversity of the Wenatchee Valley.

## **EMERGENCY SERVICES**

### **Wenatchee Police**

The Wenatchee Police Department has approximately 40 sworn personnel working as patrol officers, detectives, school resource officers, leaders, and other specialties (including a gang officer, narcotics officer, crime prevention officer and traffic officer). The agency also has a parking enforcement officer, nine clerks, and a records supervisor.

The Wenatchee Police Station is located at 140 S. Mission Street, just north of Yakima Street, near downtown Wenatchee. The RiverCom Regional E911 Dispatch Center is located in the same building. ~~A police substation is located in the 800 block of Walker Street but is scheduled to move to the new Community Center upon completion.~~

**Police Level of Service Standard:**

*All calls for assistance will be answered within a reasonable time consistent with the nature of the call.*

Four to six patrol officers work every day protecting and serving the public. The department prides itself on a rapid response time to emergency calls, usually arriving within five minutes of being dispatched. Non-emergency calls are prioritized, and due to the call load, it may take longer for an officer to respond.

**Wenatchee Fire**

The Wenatchee Fire Department has 34 uniformed personnel and two support staff. Uniformed personnel include a fire chief, two assistant chiefs, three battalion chiefs, six captains, six engineers, and sixteen firefighters.

The main fire station (Station 41) is on Chelan Street, just west of the downtown business district. Built in 1929, it serves as the headquarters station and houses one structural engine (pumper), a Type 6 light brush unit, a reserve engine, a reserve aerial, and the on-duty Battalion Chief's response vehicle. The station is staffed by an officer, an engineer (driver), and a firefighter on the engine, as well as the duty Battalion Chief. In the event of a wildland fire, the three-person engine crew can respond with the brush engine instead of the structural engine. Fire Department administrative offices, the Fire Prevention Bureau, the Training Office, and crew quarters are located on the second floor of this station.

Station 42 is on Maple Street, in the north end of town. This two-bay station is a steel frame structure. It houses a combination aerial

~~ladder/engine and another reserve engine. A crew of three people staffs one apparatus at all times.~~

~~All hazard emergency response, fire prevention and education, emergency management, annual commercial building inspection programs, and regional resources are provided by the Fire Department.~~

**Fire Level of Service Standard:**

*Six-minute response time or less.*

The department's goal is to have a response of less than six minutes 90% of the time, measured from the time of dispatch at Rivercom until the arrival at the emergency location. There is a minimum of seven uniformed personnel on each shift, with three on each unit for equipment staffing.

**Chelan County Fire District #1**

Chelan County Fire District #1 provides both fire and Emergency Management Services, (EMS) and covers approximately 72 square miles including the City of Wenatchee and surrounding areas to the north, west and south. The District also responds to much of the unincorporated land surrounding the District through interagency agreements and mutual aid agreements. The District is an all-risk fire department, responding to all types of emergencies including structure fires, wildland fires, vehicle fires, hazardous material calls, and emergency medical calls.

The area around Wenatchee and west of the Columbia River receives fire and Emergency Management Services (EMS) from Chelan County Fire Protection District #1 (FD #1). FD #1 is a municipal agency organized under Title 52 RCW. It is a special purpose district similar to a hospital or library district. It is governed by a three member Board of Fire Commissioners, elected at large by citizens. The Fire District receives the bulk of its funding through collection of property taxes, and is authorized to collect up to \$1.50 per

~~\$1,000 of assessed valuation. The District also receives approximately a portion 9% of its annual revenue from fire protection contracts with public and private entities that are exempt from paying the regular fire district levy.~~

~~FD #1 responds from five seven stations. Located at the intersection of Easy Street and Ohme Gardens Road, just north of the intersection of US 2/97, and across from the Wenatchee National Forest Headquarters. Station 11 is one of four stations within the fire district that are staffed 24 hours per day.~~

~~Station 12 is located at the intersection of Western Avenue and 5<sup>th</sup> Street in the west side of Wenatchee, at the entrance to Number 1 Canyon. Located ½ mile from Wenatchee Valley College. Station 13 is located on South Mission Avenue just south of Terminal Avenue in the historic communities of South Wenatchee and Appleyard. Station 13 will be replaced with a new station in 2017.~~

~~Station 10 is located at Chelan Street, just west of the downtown business district. Built in 1929, it serves as the headquarter station. This station is owned by the City of Wenatchee. The District anticipates the construction of a new Station 10 on Wenatchee Avenue in the near future.~~

~~Station 15 is located in the north end of town at 1420 Maple Street. This two-bay station is a steel frame structure. Three additional stations and training facilities are owned and maintained by the District outside of the Wenatchee Urban Growth Area.~~

~~Headquarters Station 11 is at the north end of the District. It is staffed 24 hours per day by a career officer and a~~

~~career firefighter. It also receives increased staffing during nights and weekends from the District's resident firefighter program. A number of paid-per-call firefighters also respond to staff additional apparatuses. The on-duty crew will respond to most calls in the aerial or, if appropriate, in a brush or wildland unit. The same site also houses the district administrative offices in a separate building and a covered shed structure to protect the wildland apparatus when it is not in use.~~

~~Station 12 is located within the city limits at 5<sup>th</sup> and Western Avenues. It is a two-bay station with a structural engine and a wildland engine. The office space in this station has been leased to Chelan County Sheriff's Office and houses the Chelan County Department of Emergency Management. This station protects the areas west of the city limits, particularly in the Number 1 and Number 2 Canyon areas.~~

~~Station 13 is located just south of the Wenatchee city limits and serves the lower portions of the Squilchuck Road area. It is a small station with few amenities other than the apparatus floor. Again, there are two pieces of apparatus, comprised of a structural engine and a wildland engine.~~

## **CHELAN COUNTY**

Chelan County provides several regional services that benefit the citizens and businesses in Wenatchee.

Chelan County Superior Court is a court of general jurisdiction. Three Superior Court judges and one full-time Court Commissioner presently serve Chelan County and Wenatchee. These judicial officers preside over criminal and civil cases including crimes against persons, property crimes, divorces, juvenile crimes, probate of estates, personal injury actions, adoptions, mental illness,



matters of domestic violence, dependencies, and other civil actions.

Chelan County District Court, created in 1961, is a court of limited jurisdiction. The court hears criminal, civil, infraction, and miscellaneous cases. Two District Court judges presently serve Chelan County and Wenatchee.

The Chelan County Juvenile Center operates a 50-bed juvenile detention facility. The building was completed in 1998 and is located at the corner of Washington and Orondo, across the street from the old county courthouse.

Additional regional services provided by Chelan County include those of the County Auditor, County Assessor, County Treasurer, and County Coroner. The County also has a Solid Waste program and oversees mental health and substance abuse funding for its citizens.

### **RIVERCOM AND REGIONAL JUSTICE CENTER**

Wenatchee is a partner in two regional facilities: Rivercom (enhanced 911 emergency services) and the Regional Justice Center (jail).

Serving 30 public safety agencies in Chelan and Douglas Counties, RiverCom is a civilian staffed 911 center located in Wenatchee. Spanning two counties, RiverCom provides public safety communications from Stevens and Blewett passes to the Grand Coulee Dam and Crescent Bar. RiverCom is an independent municipal corporation.

The Chelan County Regional Jail is a 383 bed an-adult correctional facility

located in the City of Wenatchee. The Regional Jail contracts with numerous cities in Western Washington for available bed space. Satellite buildings include a 42 bed minimum security facility and a 66 bed direct supervision minimum security facility that houses work release and volunteer inmate worker participants. The jail is operated in a partnership between Chelan County, Douglas County, and Wenatchee. In July 2005, the jail opened a 66 bed minimum custody, direct supervision dormitory to house inmate work crews and work release inmates, thus freeing up 66 beds in the main facility.

## **LIBRARIES**

Wenatchee has one public library, which is operated by the North Central Regional Library System. The library property is partially owned by the City. The Regional Library has also just completed the renovation of the old Coke building on Columbia Street, but this is an administrative and warehouse facility only.

## **WATER & SEWER FACILITIES AND SERVICES**

Domestic water service for the City is provided through a partnership between the City, Chelan County PUD, and East Wenatchee Water District, named the Regional Water System. The water supply comes from the "Eastbank Aquifer," an underground water supply near Rocky Reach Dam that currently provides about 50 million gallons a day for commercial and residential use in Wenatchee and for the Chelan County PUD's fish hatchery.

The City of Wenatchee operates the Regional Water system on behalf of the regional partners. The system is governed by the Regional Coordinating Committee which is made up of representatives from each water purveyor. An updated regional water system plan was adopted in 2012.

Included in the plan are a number of studies and improvements to address redundancy of the water supply system as well as expansion for growth. Related to expansion of the system is the acquisition of water rights. The coordinating committee has committed to maintain a 2-30 year reserve of water rights to accommodate growth. Growth and water right reserves are continually monitored and evaluated in detail every 6 years. Water

conservation is encouraged by each purveyor.

Domestic water service within the Wenatchee urban area is provided by both Wenatchee and the Chelan County PUD. Based on an agreement between these two agencies, the City's water service area is limited to a portion of the City and some unincorporated areas. The City's water system has been upgraded over the past several years to meet fire flow requirements. The City has four reservoirs, totaling 15 million ~~gallons, that~~ gallons that store water prior to delivery to residential and commercial customers.

Sanitary sewer service is provided by Wenatchee. Treatment of waste occurs at the Wenatchee 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 developed occur for population and density expectations in the Comprehensive Plan. The Sunnyslope Sub-Area Plan does anticipate that specific identified areas with existing sub-urban development patterns will likely not receive sewer service in the 20 year planning period.

~~By separate agreement, the City has agreed to extend sanitary sewer service to Olds Station and Sunnyslope without requiring annexation. In return, Chelan County has~~



~~agreed to a revenue sharing agreement with Wenatchee.~~

Financing for the water and sewer systems are generated from utility rates for services.

**Water Level of Service Standard:**  
*International Fire Code.*

**Sewer Level of Service Standard:**

- Daily load demand times 2.5 for collection system.
- Daily load demand for treatment capacity.

## **STORMWATER**

The City collects stormwater in facilities located throughout Wenatchee. These facilities are designed to handle a 10-year storm event. A 10-year storm is defined as a storm that can be expected to occur, on average, once every 10 years, based on empirical data. Parts of the existing system, particularly in the residential areas, were designed for a 5-year storm. Also, storm sewer systems were generally not installed in areas above the Reclamation District Canal. As these areas are brought up to standards, and as new developments occur that increase runoff to the existing system, a large number of existing trunk lines will be under capacity. The intent of this capital improvement program is to update existing and/or install new storm sewer mains in a timely manner so that the ultimate build out of the urban area will accommodate a 10-year storm.

Due to the increasing requirements of the National Pollution Discharge Elimination (NPDES) and the addition of newly annexed area, an update to the Stormwater Comprehensive Plan is

~~planned in 200618. This plan will be done in conjunction with Chelan County, East Wenatchee and Douglas County.~~

Financing of capital improvements and maintenance is created through a special revenue fund designed to account for the financial activities related to the City's ongoing improvement and expansion of the storm sewer system. The revenue for this fund is generated from a flat monthly charge to each single-family residence, as well as a monthly charge to commercial and multi-family residences based on "equivalent residential units." The equivalent residential unit is an impervious surface of 3,000 square feet.

**Stormwater Level of Service Standard:**

*Ten-year storm.*

## **SCHOOLS**

The Wenatchee School District is the public school district serving Wenatchee and the surrounding community. The School District has seven elementary schools, three middle schools, an alternative high school, and a 4A high school and skill center. ~~The~~ are are approximately 7, ~~800~~ 125 students and ~~450~~ 540 teachers. The Wenatchee School District has a large minority student population: ~~39~~ 9% are Hispanic, 1.3% Asian, and 0. ~~006~~ 5% African American. The district strives to employ exceptional educators to serve the diverse student population.

Financing of capital improvements for the school district is generally derived from voter-approved bonds and state matching funds. Financing of school operations is generally derived from property taxes, voter approved levies, and the State of Washington.

The City of Wenatchee's Consolidated Plan, updated in 2013, provides critical data relative to demographics, work force

development, and disadvantaged children. The Wenatchee School District is responsible for facility planning and service levels of the School District. The following service levels are recommended for the District's consideration to assist in securing capital for school facilities in order to support educational goals of the community.

**School Level of Service Standard:**

K-1	26 students per basic education (BEA) classroom	
2-4	27 students per BEA classroom	
4-5	29 students per BEA classroom	
6-8	28 students per BEA classroom	
<i>Comprehensive</i>		
9-12	28 students per BEA classroom	
<i>Alternative</i>		
9-12	24 students per BEA classroom	
<i>Ancillary Facilities</i>		
Administration Center		1 per district
Transportation Center		1 per district
Maintenance Shop/Office		1 per district
Football Stadium		1 per district
Baseball Stadium		1 per district
Swimming Pool		1 per district
Outdoor Agricultural Lab		1 per district

**HEALTH SERVICES**

The Chelan-Douglas Health District provides public and environmental health services to the City in several areas, including: restaurants and food workers, septic systems, chemical and physical hazards, playgrounds and personal health.

**PARKS AND RECREATION**

Please see the Parks and Recreation ~~chapter~~Element for information regarding parks and recreation.

**THE GREATER WENATCHEE REGIONAL EVENTS CENTER PUBLIC FACILITIES DISTRICT**

The Greater Wenatchee Regional Events Center Public Facilities District was formed by an inter-local agreement between the City of Wenatchee, the City of East Wenatchee, City of Cashmere, City of Entiat, Town of Waterville, City of Chelan, City of Rock Island, and Chelan and Douglas County. The Town Toyota Center is a 4,300-seat multi-purpose arena in Wenatchee, Washington. The arena was built and is owned and managed by the District, or PFD. It is the home of the Wenatchee Figure Skating Club, Wenatchee Curling Club, and the Wenatchee Wild of the British Columbia Hockey League. The arena provides a venue for a variety of other business, community and entertainment events throughout the year.

During planning and early construction, the arena was known as the Greater Wenatchee Regional Events Center, but in August 2008, a local auto dealer bought the naming rights of the arena for an undisclosed amount, giving the arena its current name.

## 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 conservation of water.

**Policy 4:** Ensure the adequacy and availability of the water system for new development, including fire flow standards.

Policy 5: Through the Regional water partnership, the city should ensure that the water rights 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 of the 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:** Protect the waterfront and park by minimizing odors from the treatment plant and pursue options to screen, cover or enclose the facility to minimize odors and visual impacts.

Policy 4: Monitor and expand the treatment capacity of the plant in advance of reaching critical capacities in accordance with the Department of Ecology planning requirements.

**Policy 5:**

Develop and implement a ~~streamlined~~ sewer extension program to promote infill development within the City limits.

**Policy 6:** Study the benefits and feasibility of a regional sewer system.

**GOAL 3. STORM WATER – Provide storm water collection systems within the urban area.**

**Policy 1:** Continue to develop and maintain a city-wide, user-supported storm water operation, maintenance and improvement program.

**Policy 2:** Establish review requirements ~~to so that~~ ensure that all development projects do not adversely impact the rate and amount of runoff into adjacent waters or lands. ~~Follow the requirements of the City's NPDES permit and the Eastern Washington Stormwater Manual as adopted by the City are met.~~

**Policy 3:** ~~Actively participate in Chelan County's Flood Control District in a collaborative effort to proportionately reinvest funds from City of Wenatchee residents paid to the District to flood and stormwater control efforts within the City of Wenatchee Urban Growth Area.~~

**Policy 4:** ~~Look for and implement opportunities to reduce the impacts of Canyon Flooding utilizing strategic infrastructure investments for~~ ~~to utilized the stormwater and the existing Canyon system.~~ This includes investing in programs to accelerate and leverage Chelan County Flood Control District resources and grant capacity.

**GOAL 4. CITY SERVICES – Enhance the quality of life and protect public safety through essential city services.**

**Policy 1:** Support programs and services for children and youth which provide positive activities.

**Policy 2:** Support educational, cultural and arts activities for people of all ages and cultures.

**Policy 3:** ~~Minimize the loss of life and property resulting from low service levels or improperly designed developments.~~ Seek to protect the public health, safety and general welfare by implementing established level of service standards in development and infrastructure projects.

**Policy 4:** ~~Support efforts to minimize the growing significance of gang activity in the city.~~ Continue to develop and maintain partnerships with community leaders, organizations, neighborhood groups and other jurisdictions to effectively limit and remove the significance of gang activity in the City and the valley.

**Policy 5:** Cooperate with other public agencies, private and non-profit groups to enhance and promote services that enhance the quality of life and protect public safety in Wenatchee.

**Policy 6:** Partner with Chelan County Fire District 1, the Chelan County Conservation District, and Chelan County Emergency Management to develop and implement programs mitigating the risk of wild land urban interface fire disasters.

**Policy 7:** Partner with Chelan County Emergency Management to keep the regions' ~~all-hazards~~ mitigation plans current.

**Policy 8:** Coordinate ~~and/or~~ police and code enforcement ~~and~~ with encouraging community oriented policing efforts to improve neighborhood connections with law enforcement and enhance neighborhood quality and safety.

**Policy 9:** Support youth engagement programs through community participation in the arts, education, recreation, and other city services to support healthy youth development and exposure to city services.

**Policy 10:** Support internships for high school and college age youth to support exposure to city programs and youth career readiness.

**Policy 11:** Pursue the development of community service restitution programs for youth with the Chelan County judicial system.

**Policy 12:** Partner with the School District to provide school resource officers.

**Policy 13:** ~~Consider reinstatement of~~ Reinstatement the South Wenatchee Substation or a similar police presence program to address real or perceived barriers between residents and law enforcement.

**Policy 14:** Pursue regional consolidation of services as was done with fire service to reduce the tax burden and improve quality of services.

## **GOAL 5. SCHOOLS – Work to achieve quality public educational opportunities and facilities within the urban area.**

**Policy 1:** Work with the Wenatchee School District to coordinate joint use of school facilities for community use.

**Policy 2:** Collaborate with the School District to assess the impact of new development on existing school facilities.

**Policy 3:** Collaborate with the School District so that school facilities are located in areas with adequate public facilities and services, including sidewalks and transportation opportunities.

**Policy 4:** Coordinate with the School District to improve workforce development outcomes from the K-12 system by reducing ~~drop-out~~ dropout rates, providing skills, learning opportunities, and improving job and college readiness.

**Policy 5:** Develop an understanding between the schools tax revenue sources and economic development as it relates to the ability to fund school facilities and programs.

**Policy 6:** Promote partnerships between schools, the Wenatchee Valley College, Libraries, the Museum, and other agencies to efficiently share and utilize resources without duplication.

**GOAL 6. CONCURRENCY – Ensure that public facilities and services necessary to support development are adequate without decreasing current service levels below locally established minimum standards.**

**Policy 1:** Reassess the Land Use Element if probable funding falls short of meeting existing needs or any other indication that capital facilities planning is not adequate to meet demand.

**Policy 2:** Ensure that the City's Plan doesn't directly or indirectly preclude the siting of essential public facilities. Provisions should be maintained that establish a general use category which will provide for the siting of such facilities, when the occasion should arise.

**Policy 3:** The definition of essential public facilities shall be consistent with Chelan County's County-wide Planning Policies.

**GOAL 7. CITY FACILITIES – Provide a long term approach to planning and funding facility, building, needs for city departments and services considering necessary maintenance, remodeling, and expansion or construction of facilities which are necessary.**

Policy 1: Ongoing funding sources should be dedicated to meet forecasted facility needs including maintenance, remodeling or new or expanded facilities. These funding sources should be available as city services change to meet a growing and diverse population. A formal facility, structures, plan or study should be developed by the city for these purposes.

Policy 2: Engage city departments and the public in forecasting future department needs to serve the community. The size and demographic profile of the city's population, and the city's form and geographic area are changing with significant annexations, reinvestment in neighborhoods and an emphasis on attracting infill and redevelopment opportunities. Planning for these facilities must be proactive to meet the changing dynamics in the community and consider the relationship to the valley as a whole.



**2015-2020 Project Summary**

<b>Public Facilities Type</b>	<b>Funded</b>	<b>Unfunded</b>
Arterial Streets	3,943,899	5,838,050
Cemetery		100,000
Convention Center	225,000	3,325,000
General Facilities		20,138,000
Parks and Recreation	5,477,992	8,605,000
Regional Water	1,762,000	1,305,000
Storm Drain	3,083,768	14,403,434
Sanitary Sewer	\$2,768,000	\$0
Street Overlay	2,060,000	3,000,000
Street Maintenance	50,000	150,000
Water	\$2,365,000	\$730,000
Broadview Secondary Access		541,000
Homeless/Housing/CDBG Programs	622,500	412,500
Local Revitalization Financing District	300,000	6,500,000
Partnership Projects		28,655,000
<b>TOTAL</b>	<b>\$ 22,658,159</b>	<b>\$ 93,702,984</b>

---

**UTILITIES**

---

## TRANSPORTATION ELEMENT

### Executive Summary

The vision for the 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 services anticipated growth. The purpose of the Transportation Element 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 for 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.

Included in the Transportation Element are the following topics: regional coordination, Complete Streets policy, current inventory, level of service, improvements, circulation, foothills and canyons, system maintenance and safety, parking, transportation demand management (TDM), freight management, and goals and policies for the region and Wenatchee.

Current plan updates to the Transportation Element include the following:

- The Circulation Map classifies the street network (*principal, minor, collector, local, fire access, and limited access*) will have the North Wenatchee Avenue Master Plan circulation and integration with the future Confluence Parkway
- Roles and responsibilities for regional coordination and transportation planning are identified between entities including the Chelan-Douglas Transportation Council's (CDTC) "Transportation 2040 Plan", WSDOT, LINK Transit, Chelan County, Port, and the Wenatchee School District
  - o The North Wenatchee Avenue Corridor (SR285) has been identified as the highest priority transportation issue in the aforementioned 2040 Plan.
- A Complete Streets Policy is added and ensures that all right-of-ways are designed, constructed, operated and maintained with all users of every age and ability considered.
- Utilizing GIS, infrastructure inventory and asset management were updated
- Funding mechanisms (*formalized pavement management program, sales tax, car tabs, impact fees, grants, etc.*) were identified for the 115 centerline miles of public streets, 3,427 street lights, 48 traffic signals, and 6,498 signs.
- Establish local and regional levels of service for auto, pavement conditions, pedestrians, bicycles, transit, etc.
- Update the parking section to recognize 2016-17 Downtown Strategic Parking Study which identifies new strategies to address parking in the downtown and outlying commercial Zoning Districts.
- Includes Freight Management Guidance
- Foothills and Canyons section references the 2010 Foothills Potential Study that recognizes topographic and secondary access constraints and safety concerns while identifying solution areas.
  - o Fifth Street, Broadview, Horse Lake and Number Two Canyon

## TRANSPORTATION

### TOPICS

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

### PURPOSE

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

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

[The Transportation Chapter aims to increase the mobility, accessibility, and safety of the road network, in coordination with enhancing the multimodal nature of the transportation system and encouraging viable alternatives to the single-occupant automobile.](#)

[This chapter includes: a brief inventory of transportation facilities, adopted level of service standards, and a discussion of current and future system needs and strategies for meeting demands including utilizing demand management and non-motorized transportation.](#)

### [REFERENCED REGIONAL COORDINATION & REFERENCED PLANS](#)

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

[As such, local transportation planning takes place within the context of greater regional efforts. The City of Wenatchee coordinates transportation issues and planning on a regional basis through the CDTC. All jurisdictions within the region including the WSDOT, Chelan County, and LINK Transit participate in coordination](#)

efforts through the CDTC. The City also plans and coordinates transportation matters directly with the WSDOT, Chelan County, the Wenatchee School District, the Port of Chelan County, and other agencies and non-profit groups.

This Transportation Element is consistent with the Transportation 2040 priorities. OtherSeveral—existing plans hold important information for painting a comprehensive transportation overview of our urban area. Rather than reiterating their information, tThese plans are adopted by reference, as now and hereafter—amended, into this Transportation—Chapter. Plans, documents or studies which have been adopted as a component of this plan or serve as adopted guidance materials are listed in their entirety under the section, Relationship to Other Plans & Studies, in the Wenatchee Urban Area Plan. —The Transportation Element and other applicable portions of the Comprehensive Plan provides direction on the use and implementation of these plans or guidance materials. :

- ~~Transportation 2040: The Regional Transportation Plan for Chelan and Douglas Counties~~
- ~~City of Wenatchee's adopted Six Year Transportation Improvement Program~~
- ~~City of Wenatchee Capital Facilities Plan 2017-20\*\*~~
- ~~2016 City of Wenatchee Citywide Pavement Management Program~~
- ~~2013 Greater Wenatchee Bicycle Master Plan~~
- ~~The North Wenatchee Transportation Master Plan~~
- ~~Wenatchee Valley Urbanized Area Freight Study~~
- ~~Wenatchee Foothills Development Potential Study (Resolution 2010-27)~~

## **BACKGROUND**

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

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

Wenatchee's transportation system is primarily centered on the private automobile. There are ever increasing driver numbers and resulting traffic congestion on the road system. As the urban area continues to grow, new roadways, bridges, and the expansion of

~~existing roadways in conjunction with continuous maintenance will be required.~~

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

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

### **COMPLETE STREETS POLICY**

"Complete streets" refers to the concept that ~~roadways should be designed with all users in mind, not just motorists.~~ Pav The term was introduced around 2003 in an effort to improve pedestrian and bicycle facilities in particular, and it is now used by many local governments. In 2011, the state legislature passed the Complete Streets Act, codified in RCW 47.04.320-340, encouraging local governments to adopt their own complete streets ordinances. In particular, RCW 47.04.320(1) states that such ordinances should "provide safe access to all users, including bicyclists, pedestrians,

motorists, and public transportation users."

The Complete Streets Act establishes a grant program to help cities, towns, and counties pay for complete streets projects. To be eligible for a grant, the Act requires local governments to adopt a jurisdiction-wide complete streets ordinance. The National Complete Streets Coalition emphasizes a number of important criteria including incorporating all users and modes, applying to all types of transportation projects, recognizing the importance of a complete street network, using the latest design guidance, identifying specific implementation steps, and creating measurable performance standards to evaluate whether the jurisdiction is meeting the goals.

*Municipal Research Services*

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

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

Many of Wenatchee's streets are designed for motor vehicle travel; by expanding and improving the multi-modal nature of the city's system, safety can increase for all. Amongst the barriers to utilizing alternative transportation facilities is an incomplete transportation system, the classic examples are piecemeal sidewalks

and bicycle lanes. Because of the piecemeal nature of development, many bicycle and pedestrian gaps within the system should be targeted by the city as area-wide improvement projects.



Bulb-out at pedestrian crossing

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

As such, local transportation planning takes place within the context of greater regional efforts. Goals and policies are informed by and consistent with, *the Wenatchee Valley Transportation Council's (WVTC) Confluence 2025 - A Strategic Transportation Plan for the Wenatchee Valley.* As the Metropolitan Planning Organization (MPO) for North-Central Washington, the WVTC is the local government consortium responsible for regional transportation in the urbanized area of Wenatchee, East Wenatchee and Rock Island. Regional level of service standards, transportation system analyses, and a prioritized transportation

improvement program for the region are developed by WVTC.

## **INVENTORY**

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

### **Streets/Roadways/Highways**

The City of Wenatchee's street system includes approximately 108 miles in total. For a more detailed inventory, refer to the *City of Wenatchee 2005 Street Preservation and Maintenance Program Evaluation.*

The City of Wenatchee currently manages and maintains approximately 115 centerline miles of public streets not including alleys or SR285. The roadway system also includes 3,427 street lights, 48 traffic signals, and 6,498 signs. Primary streets within Wenatchee's transportation network are classified into three categories. Principal and minor arterials account for 42 miles or approximately 36.5% of the centerline mileage. The other 63.5% of the system consists of local access or residential streets. Non local-access streets are classified as follows and as depicted on the circulation and classification plan:

1. Principal Arterials - Provide access to major activity centers and connections to or along regional traffic ways. Such streets have the



- highest traffic volumes and are the major commuting routes.
2. Minor Arterials – Provide circulation between Principal Arterials and other activity centers. Streets typically don't exhibit as high of traffic volumes as Principal Arterials.
  3. Collectors - Collect traffic from residential areas and connect to Principal and/or Minor Arterials.<sup>4</sup>
  4. Local Access – Low volume streets used primarily for access to adjacent property.
  3. Fire Apparatus Roads – Provide emergency access to access limited areas in accordance with the International Fire Code (IFC).

### **State-Owned Transportation Facilities**

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

The Wenatchee Urban Area Circulation Map, depicting all locally classified streets and identified future roadway connections within the transportation network, is included at the end of this chapter.

### **Pedestrian & Bicycle Facilities**

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

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

This plan is adopted herein. The Greater Wenatchee Bicycle Master Plan was adopted via resolution 2014-64 as a guidance document to be considered by the City as it strives to implement the

<sup>4</sup>Local classifications and definitions are not the same as the federal classifications and definitions.

goals and policies of the Transportation Element and overall provisions of the Wenatchee Urban Area Comprehensive Plan. Three specific maps in the Greater Wenatchee Bicycle Master Plan are depicted within [this](#) Transportation Element. These maps provide updated detail on existing bikeways, a 20-year vision for potential bike routes in the region, and identify potential priority project areas. The policies of [this](#) Transportation Element and the Comprehensive Plan as a whole shall ultimately provide the guiding principles and policy direction on bicycle facility improvements in the City of Wenatchee.

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

### **Transit Facilities**

Link Transit provides bus and paratransit service six days a week. Sixteen routes provide service throughout Wenatchee, several of those connecting to surrounding communities in Chelan and Douglas Counties. [Public transportation extends access and mobility for employment, recreational and social opportunities for pedestrians and bicyclists by linking neighborhoods to local and regional destinations. Link Transit has increasingly been a crucial connectivity piece of the transportation system serving approximately 1-million passengers](#)

[annually across 2 counties and 17 communities with 8 fixed routes, 4 flex routes, 3 commuter routes, 16 paratransit vehicles \(by reservation\), a general Dial-A-Ride \(DART\) service in Leavenworth and one seasonal route to Mission Ridge Ski area.](#)



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

[Link Transit is developing an updated strategic plan that will look to expand on and improve available routes and services.](#)

### **Passenger Rail Transportation**

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

### **Air Transportation**

Pangborn Memorial Airport is co-owned by the Ports of Chelan and Douglas Counties. ~~Four~~<sup>Three</sup> flights, to and from Seattle, are available daily. [A recent project that added a new 7000 foot runway makes it more reliable for Horizon Air's service to Seattle](#)

and increases the possibility for more commercial air service in the future.<sup>2</sup>

### **Freight System**

~~State Highway 285 and North Wenatchee Ave make the primary freight route for through traffic in the city. South Wenatchee Ave. and South Mission St. are also designated freight routes extending south of the city. Many of the other Principal and Minor Arterials, as well as some Collectors, serve as the "Supporting Freight System." Certain streets are designated as freight routes. The system proposed provides access to all of the industrial areas where most of the freight traffic will be accessing.~~

---

<sup>2</sup> Visit [pangbornairport.com](http://pangbornairport.com) for more information.

## **LEVELS OF SERVICE (LOS)**

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

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

### **Automobile**

Automobile level of service standards for arterials, transit routes, and highways have historically been based on the Highway Capacity Manual (HCM) published by the Transportation Research Board. This manual is widely utilized by transportation professionals nationwide. The most current fifth edition published in 2010 is the first to provide an integrated multimodal approach to the analysis and evaluation of urban streets from the points of view of automobile drivers, transit passengers, bicyclists, and pedestrians.

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

vehicles demand to use a roadway than can be accommodated.

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

### **Roadway Pavement Condition**

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

### **Pedestrian**

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

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

established sidewalk program that formalizes a prioritization criteria for pedestrian infrastructure.

### **Bicycles**

Transportation 2040 includes a "Cycling" performance category for the regional road system. The performance measures in this category include the presence of bikeway facilities consistent with the Greater Wenatchee Bicycle Master Plan adopted by the CDTC in 2013. As bike lane designs evolve, alternatives to the conventional one-way lane (buffered, contra-flow, left-side bike lanes, etc.) and an increased preference to 7 ft. or greater allow for comfort, safety, passing room and side-by-side riding.

Wenatchee utilizes these performance measures on the regional road system to the extent detailed in the INVENTORY section of this element. Further ~~definition of performance measures have been~~will be incorporated~~developed in the coming year with the adoption of in~~ the City of Wenatchee 2016 eComplete sStreets pPolicy.

### **Transit**

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

Public transportation extends access and mobility for employment, recreational and social opportunities for pedestrians and bicyclists by linking neighborhoods to local and regional destinations. Link Transit has increasingly been a crucial connectivity piece of the transportation system serving approximately 1-millions passengers annually across 2 counties

and 17 communities with 8 fixed routes, 4 flex routes, 3 commuter routes, 16 paratransit vehicles (by reservation), a general Dial-A-Ride (DART) service in Leavenworth and one seasonal route to Mission Ridge Ski area. InAs of 2016, Link has been serving Chelan and Douglas counties for 25 years and areis ready to strategically plan the next 25 years. The renewed strategic plan will help to define the role of public transit in the valley's future, redesign and evolved the Link Transit experience over time and improve Link to work better for its customers. Looking to the completed strategic plan will provide guidance for policy statements and future project and program planning efforts.

Regional level of service standards apply to the regional transportation system identified in *Confluence 2025*. Any regional roadway or segment that does not meet each of three different standards is considered deficient by Wenatchee Valley Transportation Council:

The two performance standards are based on the Highway Capacity Manual LOS D. One standard is measured by the amount of delay experienced by vehicles entering an intersection during the afternoon peak period. LOS D at a signalized intersection means that over the time of one hour, each vehicle should not be delayed longer than 55 seconds; at an unsignalized intersection the delay shouldn't exceed 35 seconds/vehicle, averaged over one hour. The other LOS standard concerns travel time along identified *Regional Mobility Corridors*. At LOS D, if the posted speed is between 30-35 mph then the average travel speed for each vehicle shouldn't drop below 14 mph, averaged over one hour. Regional corridors within Wenatchee include: SR285/N. Wenatchee Ave, Wenatchee Ave, West Wenatchee

(Maiden Ln, Western Ave, & Cherry St), Miller/Crawford, and 5<sup>th</sup> Street.

safety improvements throughout the city network.

Adopted LOS standards for the city road network are consistent with what the WVTC has set for the greater urban region, with the exception of the regional corridor, SR285/North Wenatchee Ave. Given the regional contributions to SR285, the city realizes that limiting development within city limits (as a consequence of transportation concurrency) will not prevent LOS from continuing to drop. Therefore, the city has decided to implement LOS E performance standards for SR285, which is projected to be deficient by 2025.

In addition to implementing regional LOS standards, Wenatchee applies a LOS D for all signalized intersections along locally classified arterials and collectors.

The third regional level of service standard applies to non-motorized transportation: "All roadways on the regional system should have sidewalks and proposed bicycle facilities should be funded and constructed."<sup>3</sup> As such, areas where sidewalks and/or proposed bicycle facilities are not present are considered deficient.<sup>4</sup>

Current City standards require sidewalks along all residential, collector, and arterial roadways. New and re-development occurring along roadways are required to put in sidewalks if they are absent. Although standards are in place now, there are many streets that do not have continuous sidewalks. Eight projects listed within the City's TIP include installing or improving sidewalks along currently deficient roadways. Additionally, there is funding set aside for other pedestrian

<sup>3</sup> Confluence 2025. WVTC. Pg C-25.

<sup>4</sup> See Confluence 2025: pg C-26 for specific sidewalk deficiencies.



### **LOS Performance**

*Confluence 2025* identifies regional roadways and intersections within Wenatchee's UGA that are, or will be, deficient by 2025. The figure on the following page depicts all of the intersections and mobility corridors that are projected to be functioning below or at the adopted LOS D.

There is a challenge to transportation concurrency, as stated in *Confluence 2025*:

"The Growth Management Act's transportation concurrency ordinance, in some cases, work against the growth management objectives of cities and counties. For example, a city pursuing compact development in an urban area may be forced to shift development to the urban fringe where traffic congestion is less of a problem.

Transportation concurrency presents another challenge by requiring only one jurisdiction to deny development even when traffic impacts result from development in adjacent cities or counties."<sup>5</sup>

This challenge is apparent for much of Wenatchee's principal road network; finding solutions to improve circulation in the long-term, while not disproportionately placing the burden on city development, is a challenge the city, in cooperation with WVTC, is trying to find solutions to.

While adding capacity to a street may be necessary in some circumstances, continual road widening is not a long-term solution to rush-hour traffic congestion. The transportation policies included within this Plan are focused on managing the transportation network safely and efficiently for all modes without unnecessarily widening arterial streets.

Projected Deficient roads and intersections have been identified for improvements within the *Regional Transportation Improvement Program (TIP)*, or within the *City's Six Year TIP*, adequate funding sources are still being pursued.

---

<sup>5</sup> *Confluence 2025*. WVTC. pg B-5.



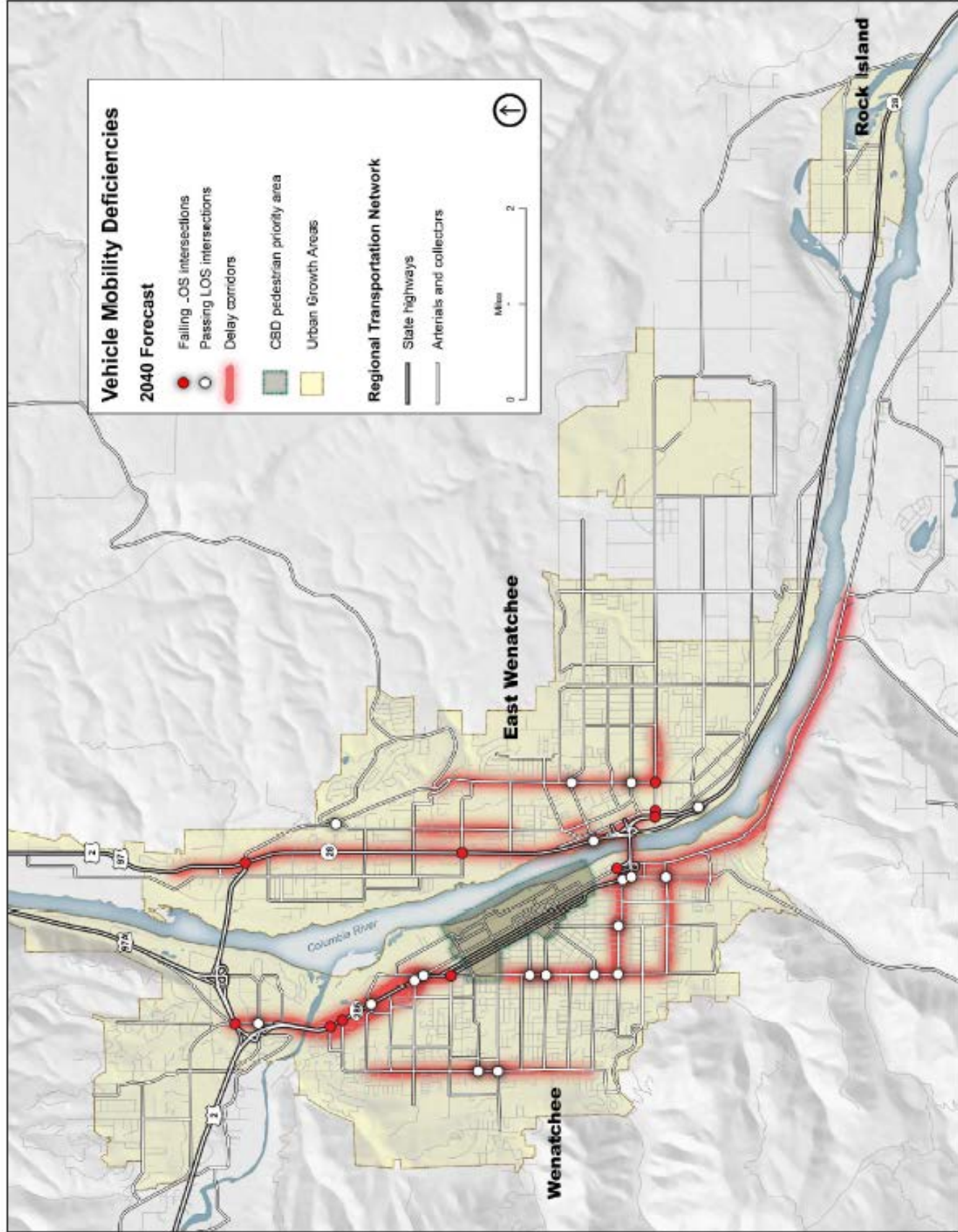


Figure 2-3: 2040 Vehicle Mobility Deficiencies

## FUNDING IMPROVEMENTS

A recent analysis of the street overlay program found that more than \$1.5 million needs to be annually allocated to this fund due to the rising cost of oil prices, and a closer examination of other issues such as grinding, along with life extension maintenance procedures such as crack sealing and intersection repair. Due to the life cycle of city streets, in some years additional overlays are not anticipated, or are severely reduced in scope. However, due to the large amount of work done in 1998 and 1999, which were financed by bonds, annual project costs are anticipated to significantly increase in 2014. In 2014, when the city's existing bonds for the overlay program are paid off, the city can either re-issue bonds for another large push, or the city could add the revenue from the 1<sup>st</sup> ¼% Real Estate Excise Tax to the Overlay program. An alternative would be to ask the voters for additional authority to pay for street overlays, or additional funding options that might be provided by the state legislature for preservation of city streets. Wenatchee's budget includes several funds and funding sources for transportation maintenance, planning, preservation, and improvement. Maintenance activities such as pavement patching, signal, lighting, vegetation management, and snow removal are included in several maintenance line items. Pavement management and preservation is primarily funded through the overlay fund. Construction is primarily funded through the arterial street fund.

Fund sources for maintenance come primarily from property tax with lesser amounts from the state gas tax. Fund sources for the overlay fund are primarily transportation benefit district (TBD) with lesser amounts from the real estate excise tax (REET). Fund sources for arterial streets primarily comes from grant

sources with lesser amounts coming from the state gas tax and city general fund. Funding for planning and engineering come from a mix of general funds and grants.

The City's *Capital Facilities Plan* and six-year TIP further outline funding and financing for transportation, storm drain, sidewalk, and circulation and utility improvements including, constructing new roadway segments and various signal upgrades.

The regional transportation plan lists projects that need to be completed over the next 20 years. It identifies which projects can be completed within projected revenues and others that are not expected to fit within funding limits. On a regional level, there are \$60 million of expected revenue tied to localized projects, with \$55 million of additional localized projects expected to exceed available revenues. In addition, \$485 million are projected for necessary corridor projects; all of which exceeds expected revenue funds. Transportation 2040 identifies transportation funding in three general categories: System Preservation; System Improvements; and System Expansion all showing funding gaps totaling \$1.2 billion dollars. The plan goes on to show that the overall need for additional revenue is significant which is consistent with Wenatchee's local system analysis.

Transportation 2040 suggests the region will need to think carefully about potential strategies for securing additional state and federal funds beyond those assumed in the plan. Wenatchee is currently investigating new and current funding source opportunities for pavement preservation needs and continually struggles with fully funding all its maintenance and improvement needs. Potential additional

transportation funding could come from additional utility taxes, increases in TBD vehicle license fees, increases in the sales tax, regional and local impact fees on development, and other possible sources some of which would require voter approval.

This significant lack of secure funding for future circulation improvements creates a glaring need to aggressively pursue additional funding sources. Some alternatives include:

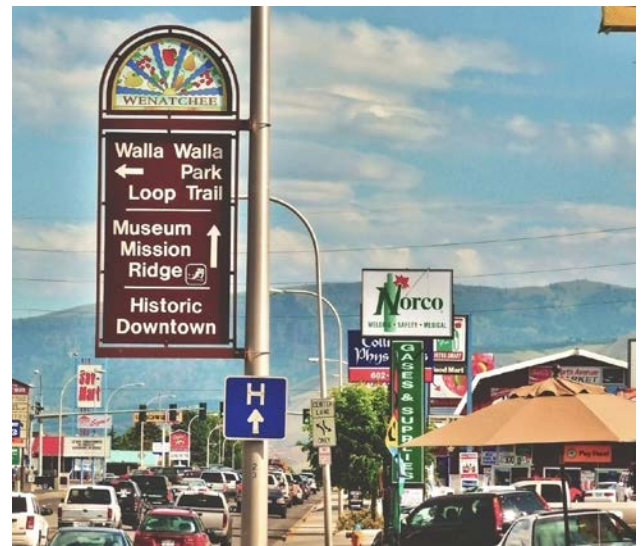
1. Regional traffic impact fee applied to new development within city and/or region.
2. Federal and state funding opportunities
3. Collect tolls on a new bridge.

## REGIONAL CONNECTIVITY CIRCULATION

As the regional urban center, Wenatchee experiences a great influx of out-of-town employees and visitors on a daily basis. This creates traffic bottlenecks during the peak A.M. and P.M. rush hours at the two major points of entry, the George Sellar Bridge to the south and Wenatchee River Bridge to the north. Congestion at these pressure points creates backups and inefficiencies throughout the transportation system. According to economic development officials, potential employers are generally more concerned with this congestion within Wenatchee than the lack of connections to the interstate system. In order to alleviate peak traffic problems, participants in the Comprehensive Plan visioning process and the Wenatchee Valley Transportation Council strategic planning process in 2005, recognized that a third bridge traversing the Columbia would be needed in the future. Shorter-term interventions include improved approaches to the Sellar Bridge, identifying system improvements along

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

*North Wenatchee Avenue*



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



[begins at the Euclid Interchange on SR2/97 and connects to the northerly end of the North Wenatchee Avenue corridor as depicted in the circulation map.](#)

~~Other options for regional connectivity improved circulation to consider include:~~

- ~~1. Bridge Connections. Pursue greater connectivity with a more centrally located bridge across the Columbia River and/or to Sunnyslope and points west with a second bridge across the Wenatchee River.~~
- ~~2. Alternative Modes of Transportation. Significantly improve pedestrian and bicycle facilities (e.g. sidewalks, bike lanes) and transit service, thereby expanding capacity of the existing system's infrastructure.~~

## **FOOTHILLS AND CANYONS**

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

In addition to causing everyday traffic backups, limited access points present clear dangers in the case of potential natural disasters including wildfires, floods and/or debris flows (i.e. mudslides). In these extreme events, residents would be funneled onto single egress roads, thereby hindering evacuation and threatening lives. ~~A recent a~~ analysis found that

approximately 550 residential parcels ultimately feed onto 5<sup>th</sup> Street, just west of Woodward Drive. The growing Broadview community includes an estimated 150 parcels funneling onto Maiden Lane, just west of Western Avenue. Other potential trouble areas include developments accessed solely by Number Two Canyon Road and Horse Lake Road.

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

~~Options to consider in this area include:~~

- ~~1. Circulation Map. Identify and protect new rights-of-way connecting the western foothills.~~
- ~~2. Foothills Planning. Discourage new development until a more comprehensive plan for the foothills including access, neighborhoods, recreation, critical areas, and disaster preparedness elements can be adopted.~~

## **SYSTEM MAINTENANCE & SAFETY**

Transportation mobility is dependent on the condition of the system's streets, bridges, bicycle lanes, and sidewalks. The successful maintenance of Wenatchee's

existing transportation system promotes mobility, safety, efficiency, and infrastructure preservation. By managing and protecting its infrastructure investments, the City can significantly reduce the need for new and/or replacement facilities in the future.

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

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

The City implemented the Street Overlay Program in 1996. The Program focuses on preservation and maintenance of asphalt streets primarily through scheduled overlays based on a street's "life cycle". Resulting out of a program review in 2005, other strategies for preserving roads have been recognized; including: updating City construction standards, making use of

crack sealing, grinding, intersection repairs, and more accurate "life cycles".

In addition to maintaining existing facilities, ensuring quality construction in new or reconstructed roadways should increase safety, system efficiency, and extend "life cycles" of streets. As identified in the 2005 review of the Street Overlay Program, updated City construction standards should be adopted so that subsequent roadway development will contribute quality streets.

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



Bulb-out at pedestrian crossing

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

Other options for system maintenance & safety to consider include:

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

## **PEDESTRIANS, BICYCLES, TRANSIT**

Wenatchee is required to develop a pedestrian and bicycle component within the Transportation Element of the Comprehensive Plan. The aim of this component is to facilitate everyday physical activity through transportation-based approaches. By planning and developing a more attractive, safe and seamless network of bicycle and pedestrian routes, the City can make active forms of transportation to places of employment, learning, and recreation a more viable option for a wider range of residents.

Like the vast majority of communities throughout the country, Wenatchee residents rely on the private automobile as their transportation mode of choice for

most of their trips. In addition to the car's perceived advantages of mobility, flexibility, privacy, and comfort, transportation mode choice is also a function of the built or planned environment. Residents are far less likely to opt for alternative modes, including transit, walking, or biking, in areas designed around and for the automobile.

Conversely, residents are more likely to consider transportation alternatives in compact neighborhoods and districts with pedestrian amenities, such as adequate sidewalks and/or bike lanes, mixed uses, narrow streets, short blocks, lighting, landscaping, and visually interesting architecture. For trips less than one mile, studies found that a mixing of uses (e.g. residential and commercial in the same area or building) alone generates four times as many walking trips<sup>6</sup> and that walking increases with connectivity (e.g. fewer cu-de-sacs & dead-ends), more intersections and blocks, narrower streets, and greater visual interest<sup>7</sup>. Not surprisingly, walking as a commuting choice varies substantially among Wenatchee's neighborhoods. Whereas almost 7 percent of Historic Center residents walk to work, less than 2 percent of West Wenatchee residents do so.

Physically, roadways often have poorly maintained sidewalks and bike lanes or lack them altogether and feature few well marked pedestrian crossings. The one-ways of Mission and Chelan Avenue encourage higher speeds and cut off adjacent neighborhoods from downtown. Many streets offer little in terms of visual interest for walkers. Deep building setbacks and large parking lots separate pedestrians from the activity, safety, and

<sup>6</sup>Holtzelaw, J. (1994) *Using Residential Patterns and Transit to Decrease Auto Dependence and Costs*, Natural Resources Defense Council, San Francisco, pp. 16-23.

<sup>7</sup>Ewing, R. & Cervero, R. (2001) *Travel and the Built Environment: A Synthesis*. Transportation Research Record, 1780: 87-114. 2001.

sense of enclosure provided by buildings. By strongly discouraging walking and bicycling, these physical and psychological obstacles contribute to traffic congestion and air pollution, limit opportunities for active transportation, and demobilize and isolate non-drivers including children and seniors.

One other important aspect of pedestrian and bicycle network planning is the level of connectivity with public transportation. Public transportation extends the range of employment, recreational, and social opportunities for pedestrians and bicyclists by linking neighborhoods to local and regional destinations. Since its beginning of fixed-route operations in 1991, Link Transit has steadily matured as a viable transportation option in the Wenatchee Valley.

Although transit ridership remains relatively low in proportion to driving alone, that trend has been improving. The percentage of Wenatchee residents taking public transportation to work increased from 0.2 percent in 1990 to 1.1 percent in 2000. An analysis of its routes, however, suggests that there is a physical divide between transit service and a large portion of the city. Over 4,000, or approximately 33 percent, of the parcels within the Urban Growth Area (UGA) are further than 700 feet (more than 2 blocks) from a Link Transit route.



**PARKING**

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

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

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

*Downtown*

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

Management pPlan are incorporated as a component of this Transportation Element and include:

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

Given Wenatchee’s reliance on the automobile as the primary means of transportation, the perceived low availability of parking is a key factor in terms of living, working, and recreating. Downtown Wenatchee is one area where this perception persists. Like most downtown environments, few parking spaces allow visitors to park directly in front of their destinations; instead, on-street and surface parking facilities are dispersed throughout the central business district. Although this encourages walking and can generate impulse (i.e. window shopping) sales, it can also discourage some people from even venturing into the downtown. Addressing this perceived parking shortage is a primary concern for

some downtown businesses and customers. The city began addressing this issue in 2016 with a detailed downtown parking analysis which is expected to be complete in 2017.

When done poorly, addressing parking issues can come at the expense of other quality of life factors. On-street and off-street parking are major land uses that are often overlooked as determinants of Wenatchee’s livability including urban form, aesthetic quality, traffic congestion, and cost of living. Although aesthetic impacts can be softened through required landscaping and screening, parking is generally unsightly and creates visual and psychological gaps for motorists and pedestrians alike.

Options to consider in this area include:

**Management.** Maximize existing parking facilities with better signage, lighting and pedestrian connections. Offer new parking reductions for appropriate uses:

- 1.
2. **Joint Development.** Explore opportunities for the city and private sector to jointly develop structured parking in the downtown and other mixed use areas.

**TRANSPORTATION DEMAND MANAGEMENT (TDM)**

Transportation Demand Management (TDM) is a suite of strategies designed to change travel behavior (how, when and where people travel) in order to increase efficiency and achieve specific objectives such as reduced traffic congestion, road and parking cost savings, increased safety, improved mobility for non-drivers, energy conservation, and pollution emission reductions. TDM is primarily focused on employee travel to and from work, because these trips are made at the same time by large numbers of people and

are, therefore, easier to replace with alternative modes of travel. An effective TDM program maximizes the existing transportation system, thereby offsetting the need for costly system expansion. Transportation demand management (TDM) is a concept that encompasses a range of actions intended to modify travel behavior, usually to avoid additional costly expansion of a transportation system. TDM addresses traffic congestion and increased transportation efficiency by focusing on reducing and attenuating travel demand rather than increasing transportation supply.

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

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

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

As ~~adopted in Confluence 2025~~ [identified in Goal 4 of Transportation 2040](#), it is Wenatchee's policy to manage auto travel demand by planning for viable alternative modes of transportation including walking, bicycling, and public transportation. Adopted regional and local strategies include:

- Establishing performance measures for pedestrian and bicycle facilities.
- Identifying [complete streets](#) opportunities to make strategic sidewalk and bike lane improvements and linkages to enhance the effectiveness of transit
- Evaluating and prioritizing project alternatives based on benefits for transit and non-motorized transportation.
- Reducing the number and length of trips through effective land use planning (e.g. increasing densities, mixing uses, promoting infill).

### **Freight Management**

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

providing for the efficient movement of freight.

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

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

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

## REGIONAL GOALS AND POLICIES

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

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

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

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

## GOALS AND POLICIES

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

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

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

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

**Policy 4:** Distribute traffic with a well connected pattern of streets, existing or proposed and alleys; discouraging cul-de-sacs. ~~that don't include pedestrian and/or bicycle connections.~~

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

**Policy 56:** Adopt a circulation plan and local street classification system that reflect each roadway's role in the regional

and local transportation network. Roadway standards should be based on the local classification system.

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

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

**Policy 69:** Improve arterial streets by bringing them up to current standards; prioritize projects based on improvements to transportation circulation from neighborhoods to downtown and other commercial areas.

**Policy 710:** Follow level of service standards adopted by the Wenatchee Valley Transportation Council, with the exception of the regional corridor SR285, where LOS E, intersection and travel time performance standards, shall be applied as detailed in this transportation element and develop a multi-modal approach to LOS standards.



**Policy 811:** Use the North Wenatchee Transportation Master Plan completed by the ~~Wenatchee Valley Transportation Council~~ CDTC as a guide for regional transportation planning and incorporation of transportation improvements into City's Circulation Plan.

**Policy 912:** Use the North Wenatchee Transportation Master Plan as a guidance tool for evaluation of development applications to identify congestions improvements along North Wenatchee Avenue for consistency with the North Wenatchee Transportation Master Plan.

**Policy 103:** Prior to transportation improvements along North Wenatchee Avenue, perform a detailed analysis when needed of the North Wenatchee Transportation Master Plan components to improve implementation of the master plan.

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

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

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

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

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

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

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

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

**Policy 6:** Prioritize road improvements in the existing network to better facilitate transportation circulation from neighborhoods to downtown within the UGA ~~south of the Wenatchee River~~.

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

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

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

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

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

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

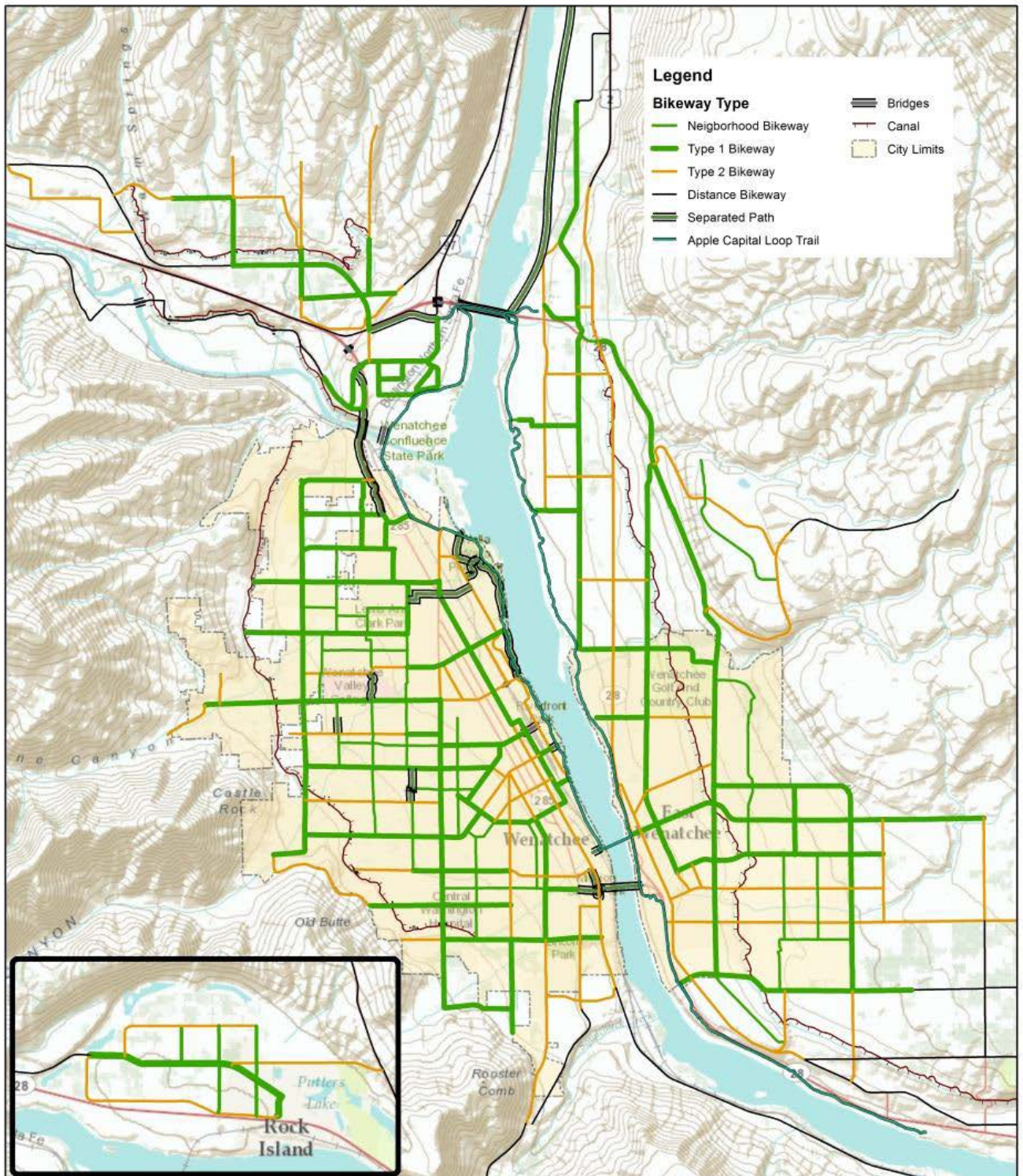
**Policy 6:** Encourage consideration for new or improved transit stops, shelters, and park & rides where appropriate during development review and roadway reconstruction projects.

**Policy 7:** ~~The Priority Projects Map~~ [The 2016 Wenatchee Complete Streets Policy](#), ~~and~~ [20 Year Vision for the Bicycle Network identified in the 2013 Greater Wenatchee Bicycle Master Plan](#), ~~and~~ [pedestrian plans](#) should be considered among a range of alternatives to provide a connected multi-modal transportation network within the City of Wenatchee. Choices made by the City shall ultimately reflect an approach of implementation of the comprehensive plan

as a whole, balancing and pursuing the goals and policies of the plan an encouraging neighborhood, business and community feedback and participation.

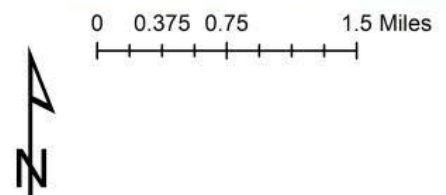
**Policy 8:** Implement the 2016 Complete Streets Policy adopted by the City of Wenatchee, intended to serve individuals of all ages and abilities including but not limited to: pedestrians, bicyclists, public /paratransit users, people with disabilities, emergency responders, motorists, freight providers,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



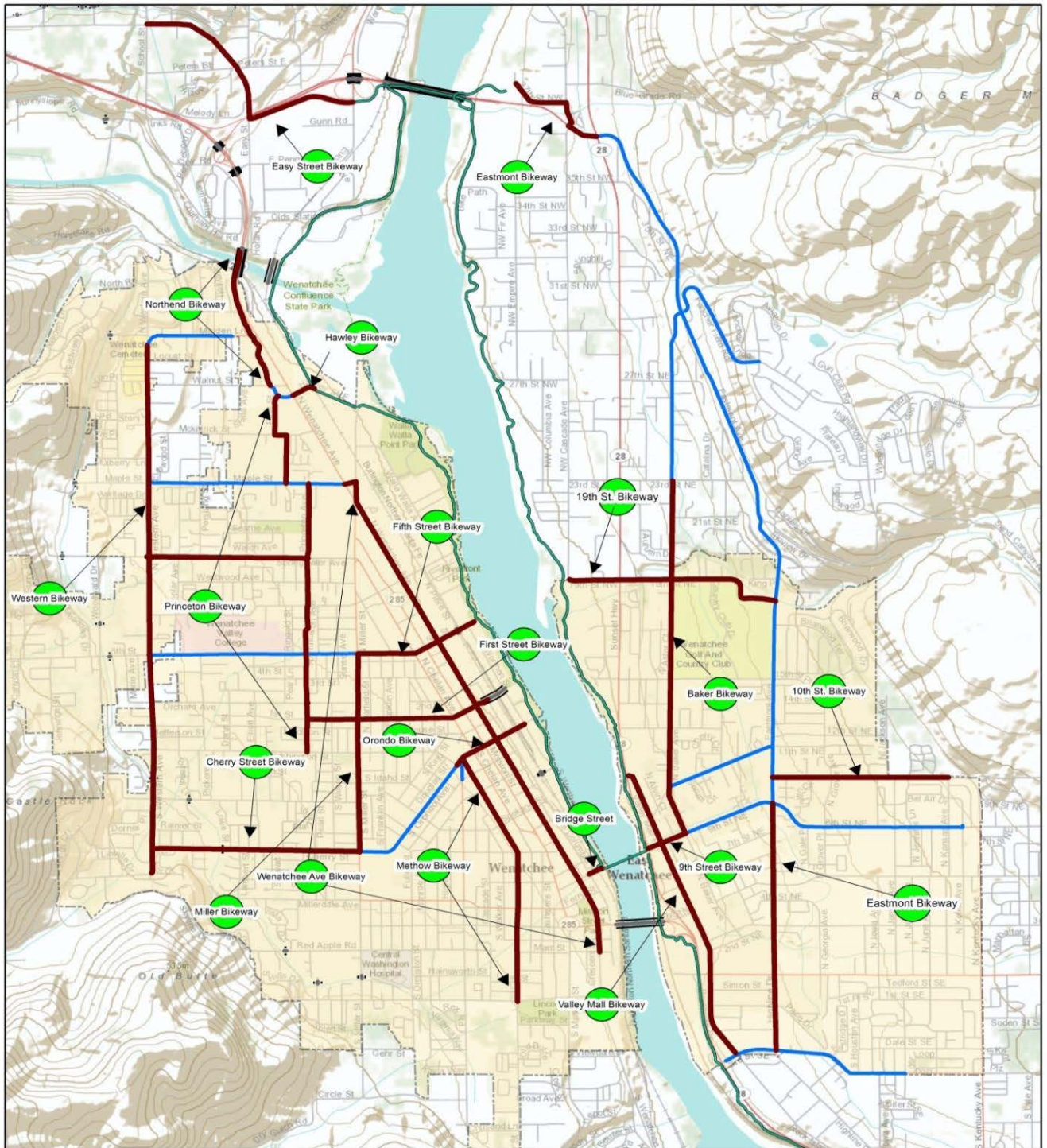


### Bicycle Network: 20 Year Vision

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

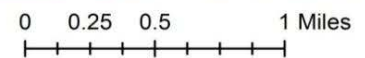






### Priority Projects

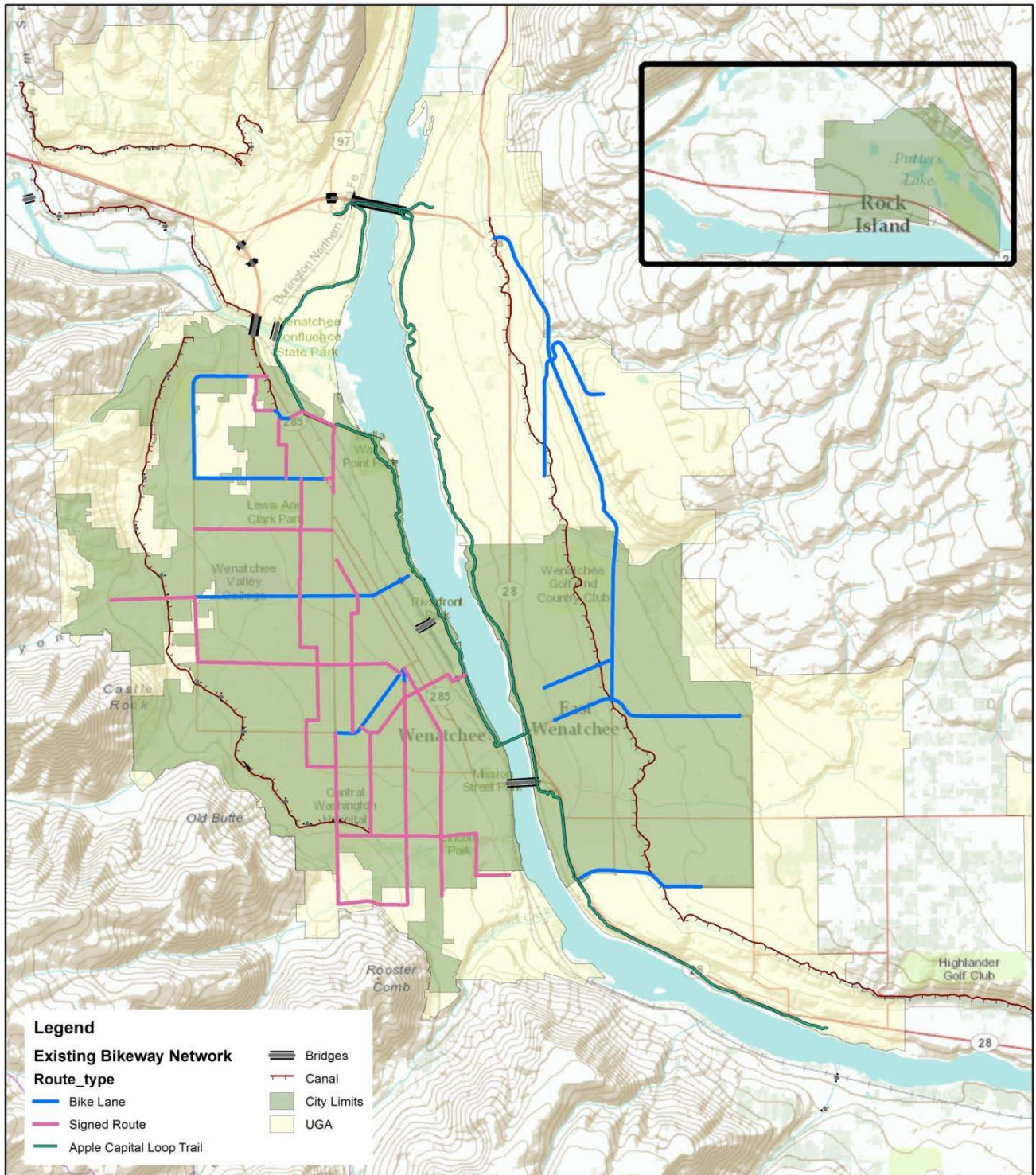
Bikeway names indicate location of projects areas, not individual projects. Bikeways may have one or more projects along its length. Costs for projects will need to be verified prior to implementation.



#### Legend

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

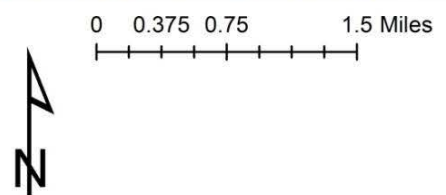




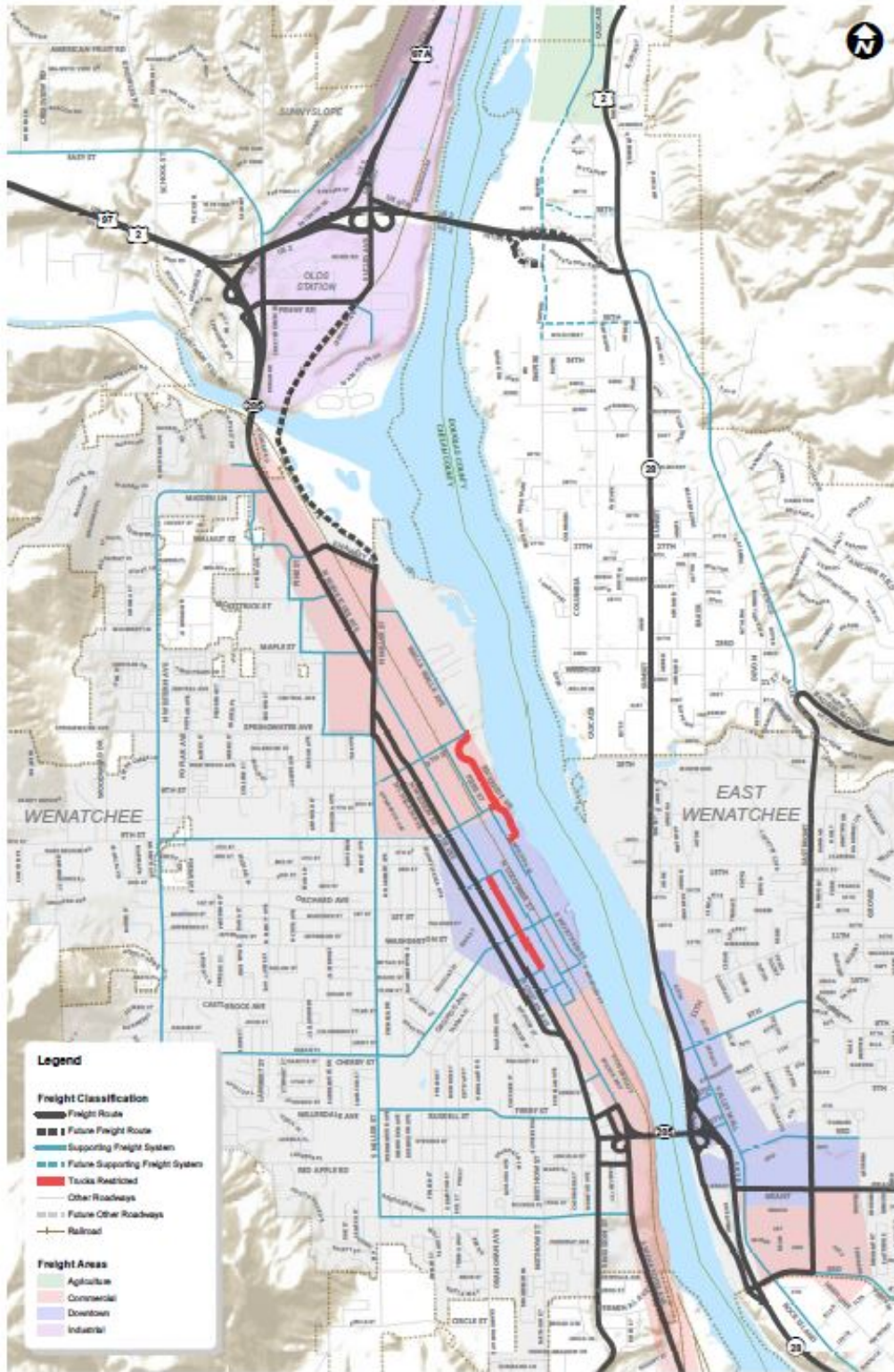
### Bicycle Network: Existing Bikeways

This map represents the existing bikeways within the MPO Boundary.

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







Recommended Freight Route Designations - Regional Core

WVTC Freight Study

C:\Project\01\2219.00 - WVTC Freight Mobility Study\GIS\Map\April 2014\FIG4B\_FreightRoutes\_City.mxd



FIGURE  
4B

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

~~**Policy 1:** Develop a comprehensive Foothills Plan that provides access, transportation, land use, recreation, critical areas and neighborhood protection policies to guide future growth and development in the foothills.~~

~~**Policy 2:** New development located within identified Circulation Deficient Areas shall provide for road connections until adequate secondary access is identified.~~

~~**Policy 3:** Based on results of the Foothills Plan, identify and protect potential rights-of-way granting access to and between foothills neighborhoods and up the canyons.~~

**Policy 41:** Coordinate with Chelan County to develop review procedures that manage transportation impacts on the city's network originating from projects outside of the city and/or urban growth area.

**Policy 52:** Develop secondary access to Broadview in accordance with Broadview Secondary Access Impact Fee Technical Memorandum dated February 2011 and implementing Resolution 2011-29 and Resolution 2011-30.

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

**Policy 1:** Coordinate parking in a manner that supports and strengthens the unique character of existing and emerging

districts and neighborhoods. Consider developing a parking matrix to establish varying parking requirements at the individual district level. Where appropriate, manage parking by defined area or district.

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

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

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

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

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

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

**Policy 8:** Seek to implement the code related action strategies and multi-phased parking management strategies of the

### Downtown Strategic Parking Management Plan.

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

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

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

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

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

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

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

**Policy 3:** Consider new funding opportunities, including the use of impact fees, and innovative public/private partnerships, especially in the case of

growth and development-related transportation projects.

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

**Policy 5:** Support transit resource allocations maintaining transit services in the community. ~~and efforts to increase overall transit funding.~~

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

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

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

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

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

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

**Policy 4:** Make appropriate modifications so that all streets designated as a freight route or supporting freight

system can accommodate the appropriate design vehicle at the identified intersections.

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

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

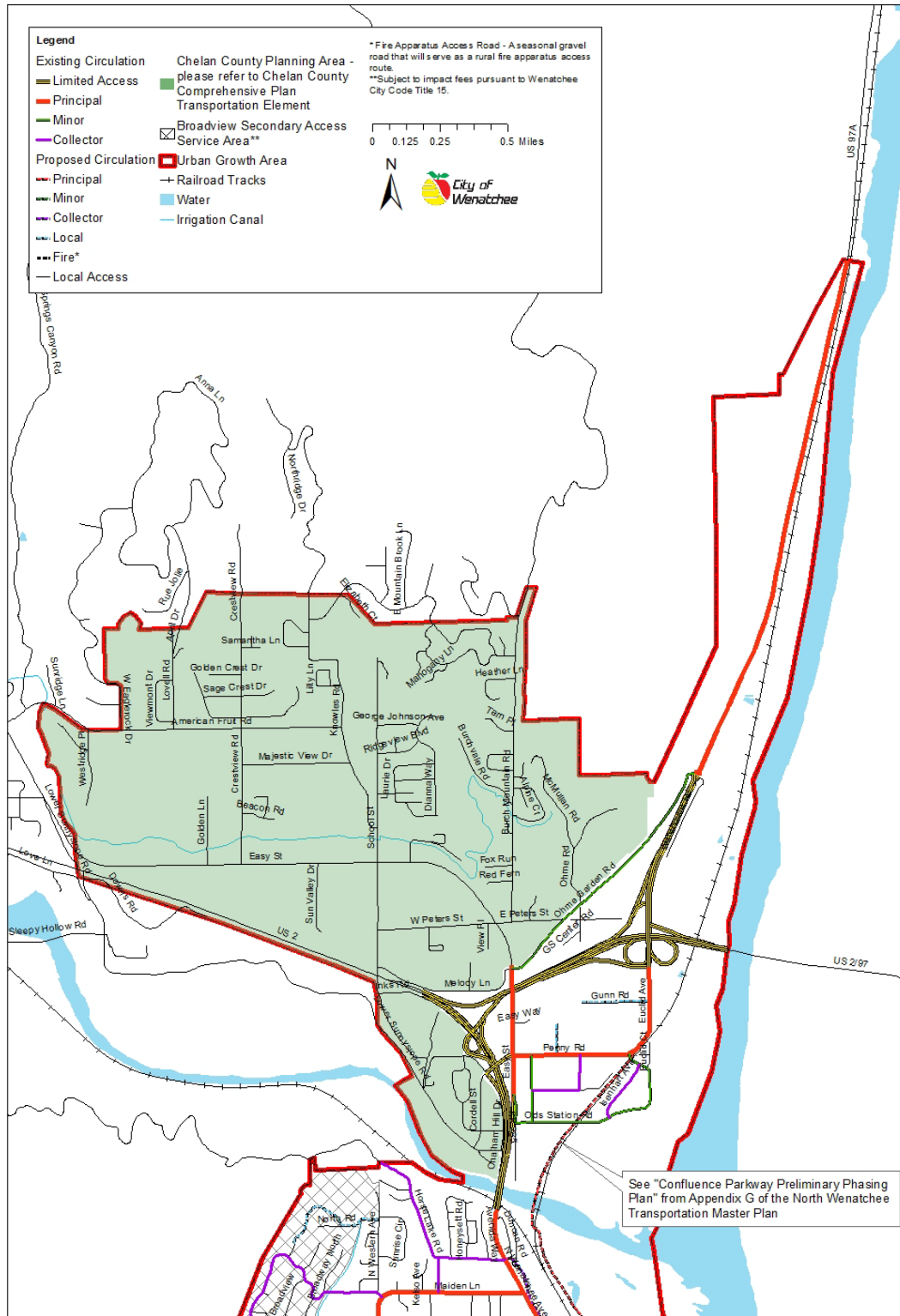


# Wenatchee Urban Area Motorized Transportation Circulation Map North of Wenatchee River

**DRAFT**

2017

Updated: 9/16/2016

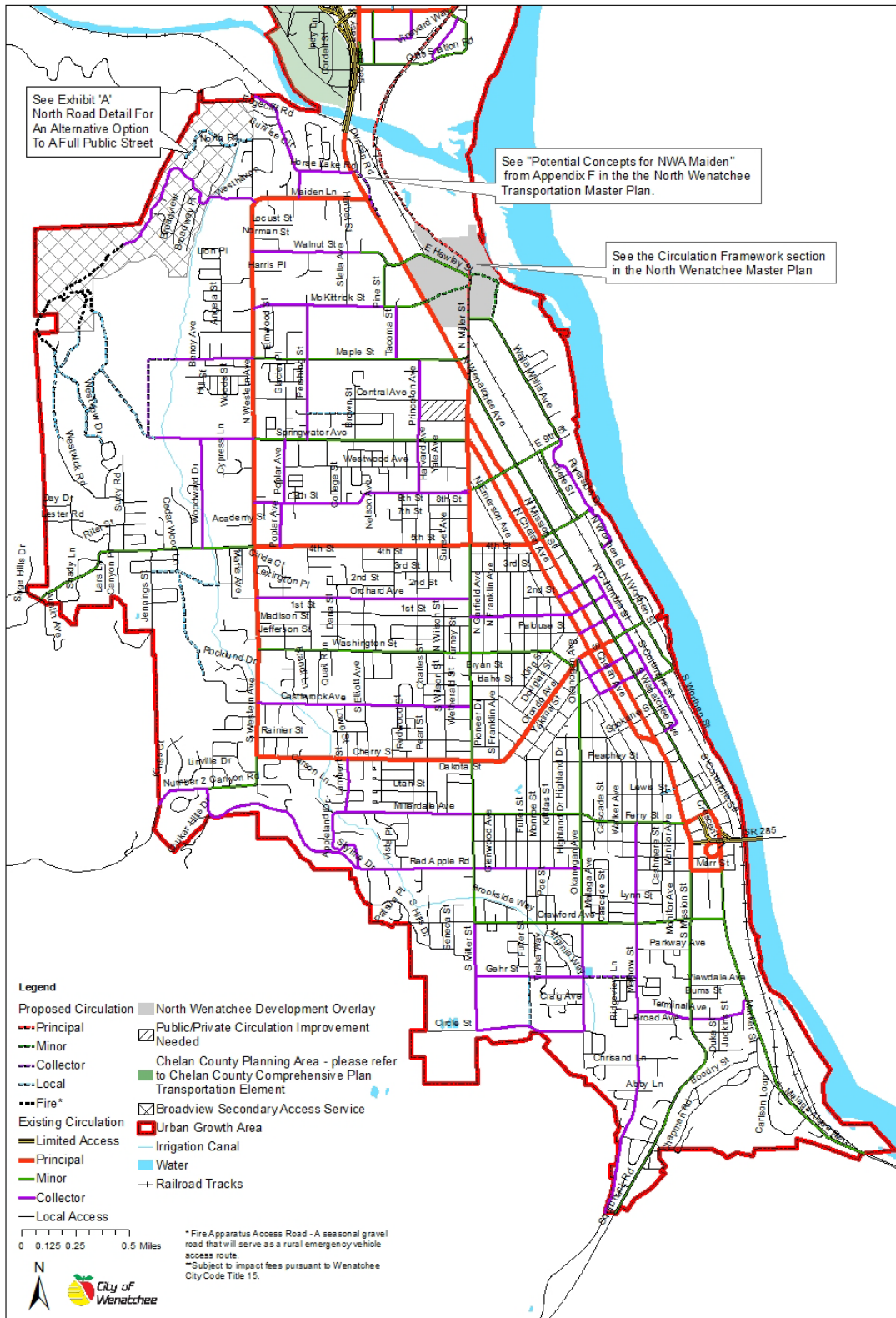


# Wenatchee Urban Area Motorized Transportation Circulation Map South of Wenatchee River

**DRAFT**

2017

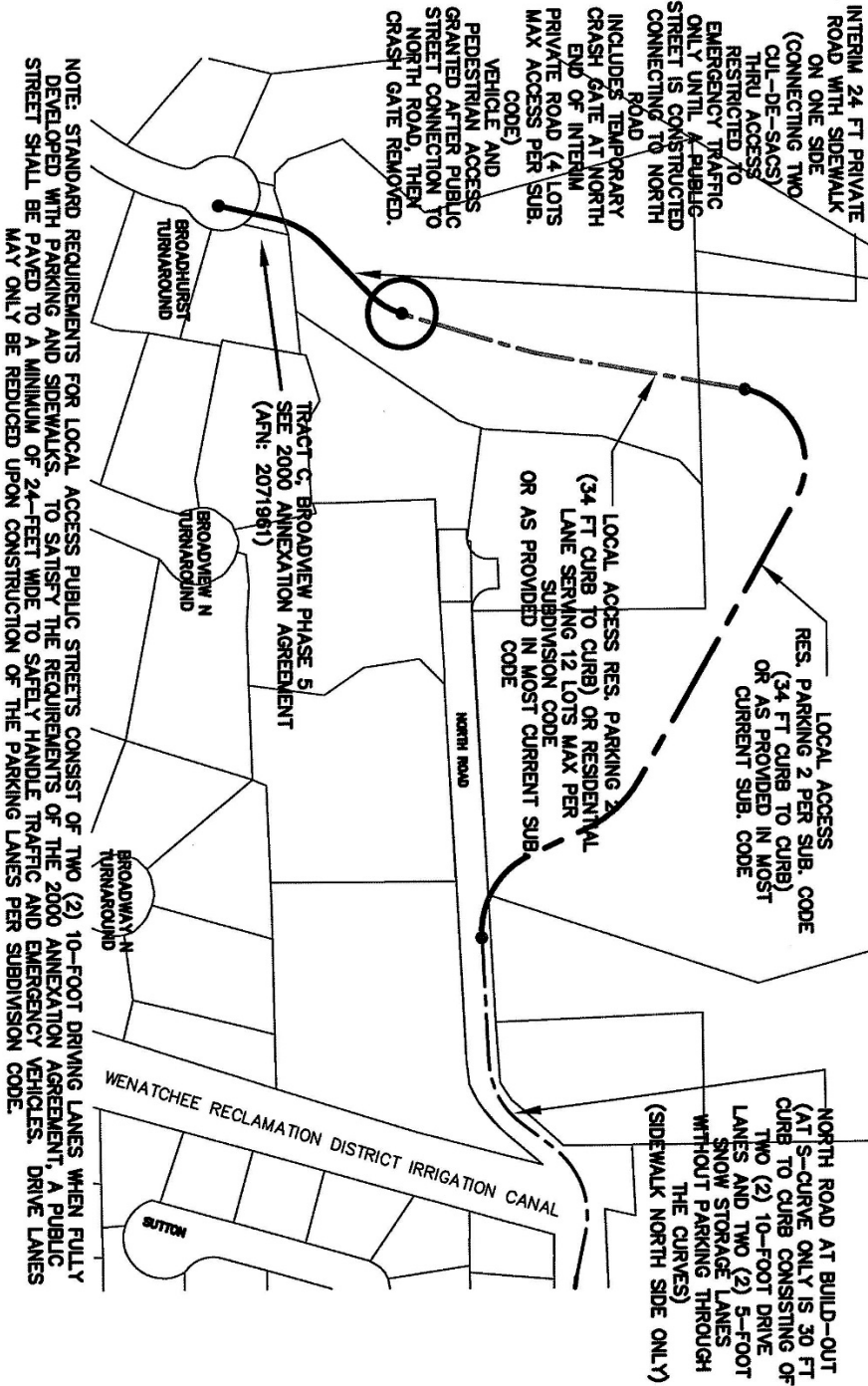
Updated: 1/19/2017



Circulation Map Exhibit A - Broadhurst Connection Alternative

EXHIBIT A  
BROADHURST CONNECTION ALTERNATIVE  
OPPOSING CUL-DE-SACS WITH ULTIMATE PUBLIC ACCESS

THIS SCENARIO PROVIDES AN OPTION TO WAITING FOR THE CONSTRUCTION OF A PUBLIC STREET CONNECTING TO NORTH ROAD PER THE 2000 ANNEXATION AGREEMENT BY ALLOWING 4 LOTS TO ACCESS BROADHURST VIA AN INTERIM PRIVATE ROAD. AFTER CONSTRUCTION OF A PUBLIC STREET CONNECTING TO NORTH ROAD PER THE 2000 ANNEXATION AGREEMENT, PUBLIC ACCESS WILL BE GRANTED ACROSS THE INTERIM PRIVATE ROAD BETWEEN CUL-DE-SACS. THIS OPTION MINIMIZES TRAFFIC ON BROADHURST.



NOTE: STANDARD REQUIREMENTS FOR LOCAL ACCESS PUBLIC STREETS CONSIST OF TWO (2) 10-FOOT DRIVING LANES WHEN FULLY DEVELOPED WITH PARKING AND SIDEWALKS. TO SATISFY THE REQUIREMENTS OF THE 2000 ANNEXATION AGREEMENT, A PUBLIC STREET SHALL BE PAVED TO A MINIMUM OF 24-FEET WIDE TO SAFELY HANDLE TRAFFIC AND EMERGENCY VEHICLES. DRIVE LANES MAY ONLY BE REDUCED UPON CONSTRUCTION OF THE PARKING LANES PER SUBDIVISION CODE.



# 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
<b>US 2 Corridor &amp; Connections to North Wenatchee Improvements</b>				
1	US 2 / SR 206 / Easy Street Interchanges	Reconstruct interchange of US 2 / SR 206 to strengthen US 2 as the through route while maintaining capacity for the Station area. Improve traffic safety and operations by streamlining the existing traffic signal at US 2 / Easy Street and constructing a new overcrossing of US 2.		\$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.		\$1.6 to \$1.9
<b>US 2 Corridor - Additional Components</b>				
Develop and upgrade local circulation and access roads to support development of the area and improve safety and connectivity for pedestrians and bicycles.				
Construct improved street stops and install shelters at priority bus stops to enhance accessibility of transit in the Old Station and Sunrise areas.				
<b>Confluence Parkway Corridor Improvements</b>				
3	Confluence Parkway (Miller Street / Euclid Avenue to Euclid Avenue / US 2)	Construct new parallel 2-lane arterial corridor by extending Miller Street to connect with Euclid Avenue, including a new bridge over the Wenatchee River. The new corridor will provide an alternative route to enhance regional mobility and add capacity for auto, transit, and regional transit service. Improvements will include: enhancing regional mobility and connectivity to the Station area; providing a new route to the Station area; providing a new route to the Station area; providing a new route to the Station area.		\$72.9 - \$88.6
<b>North Wenatchee Avenue Corridor Improvements</b>				
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 local business and residential development. Improvements will include: enhancing regional mobility and connectivity to the Station area; providing a new route to the Station area; providing a new route to the Station area; providing a new route to the Station area.		\$2.9 to \$3.6
5	Healey 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 the waterfront and connection to Confluence Parkway.		\$17.8 to \$21.0
6	Pedestrian and Bicycle Bridge and Connections to Westfront (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.		\$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 local point for transit service and connectivity to North Wenatchee Avenue commercial area and waterfront. Provide transit service to use future roadway undercrossings at Healey Street and/or Miller Street and upgraded circulation roads to enhance transit service coverage in corridor and areas west of North Wenatchee Avenue.		\$10.0 to \$15.0
8	SR 206 Easy Street / Pump Head Interchange Off-ramp	Modify SR 206 new roundabout off-ramp to provide new direct connection to Technology Center Drive to support growth and connectivity with Old Station area.		\$0.40 to \$0.500
9	Grand 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 Miller 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.		\$9.0 to \$11.0
<b>North Wenatchee Avenue Corridor - Additional Components</b>				
Construct system of boulevards and circulation roadways and upgrade existing roadways to improve safety, operations, 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 streets and collector roadways, and to support economic growth through redevelopment opportunities.				
<b>Grand Total</b>				<b>\$187.8 - \$231.1</b>



