WENATCHEE PLANNING COMMISSION
SCHEDULED MEETING
September 20, 2017
WENATCHEE CITY HALL COUNCIL CHAMBERS
129 S. Chelan Avenue
Wenatchee, WA 98801

AGENDA

I. CALL TO ORDER AND WELCOME

II. ADMINISTRATIVE AFFAIRS

A. Approval of minutes from the last regular meeting on August 16, 2017

III. OLD BUSINESS

None

IV. NEW BUSINESS

A. Presentation: Form and Function Study for North Wenatchee Avenue
B. Presentation: Wenatchee City Code Chapter 12.10 Construction & Post-Construction Stormwater Revisions
C. Workshop: Draft revision to the Wenatchee City Code regarding wireless communication facilities and small cell wireless communication facilities.
D. Workshop: Draft revisions to the Wenatchee City Code Section 10.48.180 fences in commercial districts.
E. Workshop: Including schools as a permitted use in the Central Business District.

V. OTHER

A. Member roundtable

VI. ADJOURNMENT

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Mayor's office at (509) 888-6204 (TTY 711). Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102-35.104 ADA Title 1.)

WENATCHEE PLANNING COMMISSION **REGULAR MEETING**
COUNCIL CHAMBERS **August 16, 2017**

MINUTES

I. CALL TO ORDER

Chair Griffith called the meeting to order at 5:32 p.m. with the following members in attendance: Ace Bollinger, Joe Gamboni, Susan Albert, and John Brown. Commissioner Courtney Tiffany arrived late and absent was Commissioner Tony Freytag.

City Planning staff was represented by: Glen DeVries, Community Development Director; Steve King, Economic Development Director; Stephen Neuenschwander, Planning Manager; and John Ajax, Senior Planner.

II. ADMINISTRATIVE AFFAIRS

A. Approval of the minutes of the regular meeting of July 19, 2017.

Commissioner Bollinger moved to approve the minutes of July 19, 2017. Commissioner Albert seconded the motion. The motion carried.

III. OLD BUSINESS

None

IV. NEW BUSINESS

A. Work session - Limited amendments to the Wenatchee City Code - Titles 10 Zoning and 12 Environmental Protection

Planning staff presented information to Commissioners regarding the proposed amendments.

V. OTHER

A. Member roundtable

VI. ADJOURNMENT

With no further business to come before the Planning Commission, Vice Chair Ace Bollinger adjourned the meeting at 7:00 p.m.

Respectfully submitted,

CITY OF WENATCHEE
DEPARTMENT OF COMMUNITY DEVELOPMENT
Kim Schooley, Administrative Assistant

AGENDA REPORT
City of Wenatchee

TO: Planning Commission Chair, Scott Griffith
Planning Commission Members

FROM: Steve King, Economic Development Director
Matt Leonard, Public Works Director
John Ajax, Senior Planner

SUBJECT: North Wenatchee Form and Function Study

DATE: September 12, 2017 **MEETING DATE:** September 20, 2017

I. OVERVIEW

North Wenatchee Avenue upgrades has been in the City's Comprehensive Plan at least since 2007 if not before. In general, there has been guidance that traffic improvements as well as business district improvements are needed to maintain and enhance this important commercial area of our City. The transportation corridor is a gateway and is critical for feeding traffic into the city's core. Balancing the needs of the transportation corridor with the business district go hand in hand while improving the aesthetics of our gateway. In addition, safety has become an increasing concern as traffic volumes over the North Wenatchee River Bridge approach 40,000 vehicles per day.

The Chelan Douglas Transportation Council adopted the North Wenatchee Avenue Transportation Master Plan in 2011. The plan can be viewed at http://www.chelan-douglas.org/sr-285-north-wenatchee-transportation-master-plan/. This plan identified a suite of project to upgrade and enhance North Wenatchee Avenue in a relative cost effective manner without adding additional lanes. These improvements include u-turns, frontage road, landscaping medians, and intelligent traffic signal systems. This study also recognized that North Wenatchee Avenue would remain an auto oriented district, at least for the near term while supporting a changing mix of the types of uses along the corridor. The plan also recognizes that supporting traffic volume increases anticipated in the future will require a parallel corridor and an additional Wenatchee River Bridge. This parallel route was identified as Confluence Parkway. The parallel route options was chosen as the preferred option compared to widening North Wenatchee Avenue to 6-7 lanes and expanding the existing bridge. Staff will provide a brief update on grant application efforts underway for Confluence Parkway and funding allocated for North Wenatchee Avenue.

With the onset of $23 Million in funding for North Wenatchee Avenue associated with State of Washington Connecting Washington funding, the city council authorized investment in developing a form and function study to refine the work identified in the North Wenatchee Ave. Transportation Master Plan. The objective of this study was to take the 2011 plan to the next level in identifying how the improvements look and integrate with the business district.

Over the past year, agency stakeholders of the WSDOT, Link, CDTC, and Staff, with the help of a consultant, worked to identify different conceptual improvement sceneries for North Wenatchee Avenue. The result of this effort is the Form and Function Study that examined design concepts associated with specific intersections, transit que jump lanes, locations of features such as landscaping, sidewalks, pedestrian crossings and intelligent transportation systems. Staff will provide an overall of the study's recommended alternative for key functionality and a vision for

aesthetics along the Avenue. This study is a great starting point to assist in the upcoming engineering efforts to refine cost estimates and solicit public input for improvements in North Wenatchee.

The next steps for North Wenatchee Avenue is to work out design details associated with specific intersections, transit que jump lanes, locations of key features such as pedestrian crossings, cost estimating, aesthetics, and traffic modeling to support intelligent transportation systems. In addition, extensive public and business outreach will be incorporated into the efforts moving forward to help balance needs and priorities between a transportation corridor and business district. The form and function study as well as these efforts going forward will need to include sign, setbacks, access, and landscaping codes.

II. ACTION REQUESTED

No action is requested. Feedback, ideas, and thoughts are welcome!

III. REFERENCE(S)

1. Form and Function Study

North Wenatchee Avenue Concept

Crandall Arambula, PC
April 2017

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INTRODUCTION

PREFERRED ALTERNATIVE

APPENDIX

PROJECT DESCRIPTION

Objectives & Process

Transforming the North Wenatchee Avenue corridor into a unique multimodal gateway to Wenatchee.

PROJECT OBJECTIVES

The objective of the project was to utilize the North Wenatchee Avenue Transportation Master Plan and the Draft North Wenatchee Master Plan as the basis for developing alternatives for the urban form and land use planning around North Wenatchee Avenue. The study proposes aesthetics, business environment, multimodal options, land use opportunities, private property improvement recommendations, suggested code updates, gateway improvements and other considerations that need to be understood before roadway design begins. This project will set the stage for:

- Detailed engineering design, identify where there may be conflicts with the existing Transportation Plan and serve as a tool to inform the Connection Washington Funds.
- City funded McKittrick projects and provides a tool for communicating and setting expectations for agency officials and the public regarding the design and function of North Wenatchee Avenue.

The project:

- Incorporates stakeholder agencies and city staff input to create a shared vision for the North Wenatchee Avenue corridor.
- Considered a range of corridor-wide multi-modal streetscape alternatives and identified the potential for land use and redevelopment opportunities;
- Reflects the refinements of a preferred alternative chosen by stakeholders. It includes costs and phasing estimates for the preferred alternative.
- Includes highly illustrative plans, sections and three dimension perspective drawings that effectively communicate the design and urban form for the project area.

PROCESS

The project included four major tasks beginning in October 2016 and was completed in March 2017.

1. Research, Analysis, and Project Familiarization
2. Alternatives Development
3. Preferred Alternative Refinement
4. Finalize Corridor Concept

BACKGROUND INFORMATION

Existing Street Character

The current condition of N. Wenatchee Ave lacks many of the qualities of a viable multimodal complete street. It is insufficient in serving as a 'front door' passage to the city of Wenatchee and is unsafe and unappealing for pedestrians and bicyclists.

PROJECT AREA

North Wenatchee Avenue is an auto-oriented commercial corridor running through North Wenatchee, parallel to the Columbia River. This thoroughfare reaches from downtown Wenatchee to the Wenatchee River where it joins US 2 and SR 285. Improvements will occur between the intersection of North Miller Street to the south and the Wenatchee River overpass the to the north--approximately 1.5 miles of roadway. The project area also extends to include adjacent streets and properties abutting N. Wenatchee Ave.

EXISTING CHARACTER

- Corridor serves as 'gateway' entrance to Wenatchee
- Auto/truck priority--Poor pedestrian facility, no bicycle or transit facilities
- Exclusively commercial service uses
- Congestion at peak hours
- Poor aesthetics dominated by parking lots and signs
- No landscaping

EXISTING CONDITIONS

The current 70' right-of-way consists of four travel lanes (two in each direction) separated by a continuous turn lane. Sidewalks are five feet wide and are frequently interrupted by driveway entrances. There is no bicycle facility, nor is there priority given to transit in the form of signalization or dedicated lanes.

TRAFFIC FLOW

Key locations affected by poor traffic flow, traffic queues, and congestion (*as indicated in the North Wenatchee Transportation Master Plan)* include:

- North Wenatchee Avenue in the vicinity of Maiden Lane and Horse Lake Road
- North Wenatchee Avenue at Miller Street and Maple Street

TRANSIT

Congestion impacts related to transit service include:

- Lack of consistent travel speeds for buses to meet service objectives
- Lack of reliability for maintaining scheduled stop times

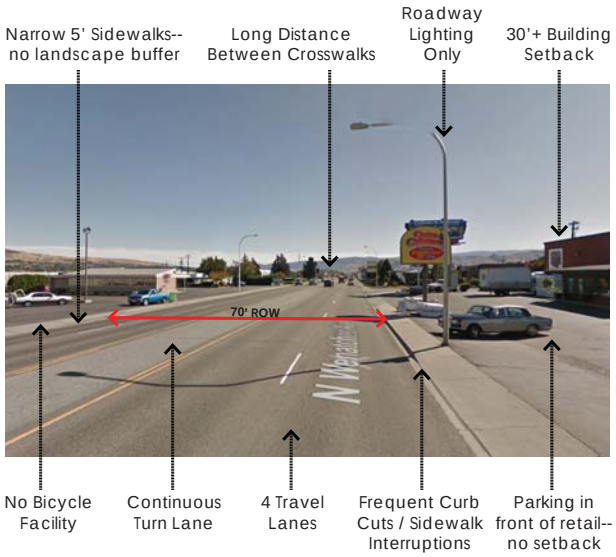
Congestion impacts related to transit service include:

- Improve pedestrian connectivity and accessibility to transit from adjacent neighborhoods and from uses along the corridor
- Imporove comfort ad safety at transit stops
- Reduce conflicts between transit vehicles and motor vehicles at congested intersections

LAND USE

Current regulations promote:

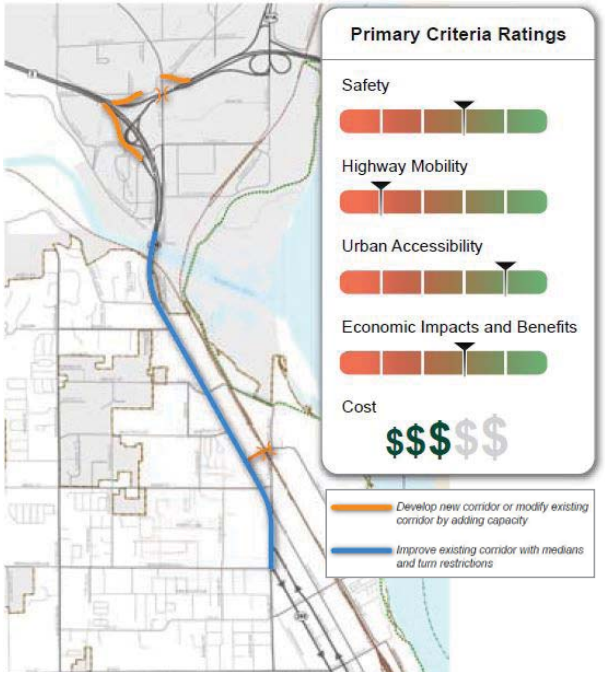
- Parking lots between street and buildings
- Large obtrusive signs, storage loading and service areas
- Auto convenience use - i.e. drive-thru windows



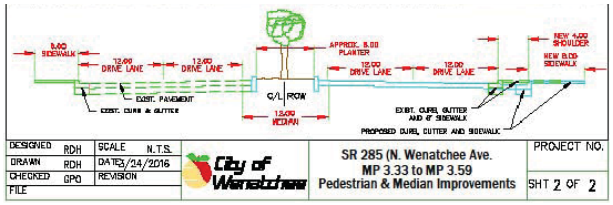
BACKGROUND INFORMATION

Planning History

Development of the concept plan includes consideration of concepts and technical information gathered from previous studies.



North Wenatchee Transportation Master Plan - Improvement Concept



N. Wenatchee Ave Pedestrian & Median Improvements

NORTH WENATCHEE TRANSPORTATION MASTER PLAN

The *North Wenatchee Transportation Master Plan* focuses on North Wenatchee Avenue between US 2 and 5th Street north of downtown Wenatchee.

Goals of the Transportation Master Plan include:

- Identify and implement strategies to improve transportation safety, traffic flow, and connectivity
- Enhance the environment for businesses and residents
- Accomodate planned growth and development within the Valley

The plan calls to modify the North Wenatchee Avenue concept to:

- Maximize capacity of the existing roadway through development of additional circulation roads and modifications along the corridor
- Add capacity at intersections
- Reconfigure access to driveways with medians, U-turn routes, and turn restrictions.
- Improve traffic flow with the addition of turn lanes, a new traffic signal, and improved traffic signal coordination

Additional improvement projects include:

- Landscaping
- Consolidating driveways
- Restricting some turns to reduce conflict
- Improved signing, markings, and lighting
- Pedestrian & bicycle enhancements - wider sidewalks, upgraded crosswalks, improved signal detection of bicycles
- Construction/upgrade of transit stops and shelters

CONFLUENCE PARKWAY

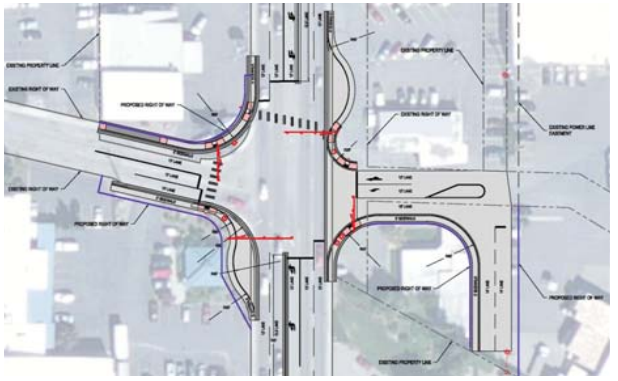
Additionally, the Transportation Master Plan includes the development of "Confluence Parkway," a proposed parallel arterial connecting Miller Street to Euclid Avenue interchange with US 2. The construction of the new arterial intends to shift traffic away from N. Wenatchee Avenue and increase overall capacity and connectivity in North Wenatchee.

NORTH WENATCHEE MASTER PLAN

The *North Wenatchee Master Plan* was completed in October 2016. The new development at North Wenatchee intends to serve as a catalyst for additional redevelopment along the North Wenatchee Avenue corridor with a 'gateway' entry at the intersection of McKittrick Street and Wenatchee Avenue in the heart of the Master Plan. The City has identified this intersection for reconstruction to include enhancements indicated in the Transportation Master Plan.

MCKITTRICK STREET INTERSECTION

- Construct new traffic signals with left-turn lanes and provide for U-turns
- Provide new crosswalks
- Incorporate bus pull-outs near intersection, as possible



N. Wenatchee Ave. & McKittrick St. Intersection Improvements - City of Wenatchee

BACKGROUND INFORMATION

Guiding Policies

Design of the street was informed by adopted City of Wenatchee and Washington Department of Transportation Complete Street Policy that applies to this corridor.

CORRIDOR FUNCTION

As stated in the *North Wenatchee Transportation Master Plan :*

The overarching issue is balancing the wide range of transportation functions that the existing North Wenatchee Avenue corridor serves, such as:

- Serving as one of only two regional access routes to/from Wenatchee including access to the hospital, state and regional parks, and downtown Wenatchee
- Providing access to retail and commercial businesses along North Wenatchee Avenue and immediately adjacent areas
- Serving truck access for fruit packing plants and other industrial and commercial uses
- Providing access to/from the Loop Trail ,waterfront parks, and Town Toyota Center for a variety of travel modes
- Providing the spine for Link's Intercity regional transit service between Wenatchee and outlying communities and local transit service in North Wenatchee area
- Providing access to residential areas, parks, and schools in and adjacent to the highway corridor

North Wenatchee Master Plan - Roadway Improvements

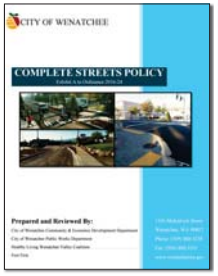
COMPLETE STREETS

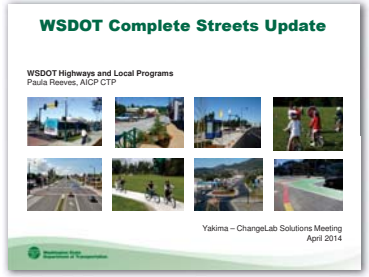
The Wenatchee Complete Streets Policy requires that implementation partners will:

- Incorporate complete streets principles into all existing plan, manual, checklists, rules, regulations and programs
- Review current design standards… which apply to new roadway construction, to ensure that they reflect the best available design standards and guidelines, and effectively implement Complete Streets
- Identify all current and potential future sources of funding for street improvements and recommend improvements to the projects selection criteria to support Complete Streets projects

Contemporary American streets have held a bias toward cars, trucks, and transit for more than 70 years. This priority is referred to as the Engineered Method. In contrast, the Complete Streets Method rebalances and recalibrates the street to prioritize pedestrians and bicycles while still accomodating motor vehicles and other essential functions. Complete Streets incorporate quality design for sidewalks, bike lanes, intersections, and crosswalks for streets emphasising mobility or destination.

North Wenatchee Avenue is a mobility emphasis street, so the intent is to reduce friction by miniming conflicts and delays. The tables shown on the following page indicate the design criteria for each mode of transportation on a mobility emphasis corridor.



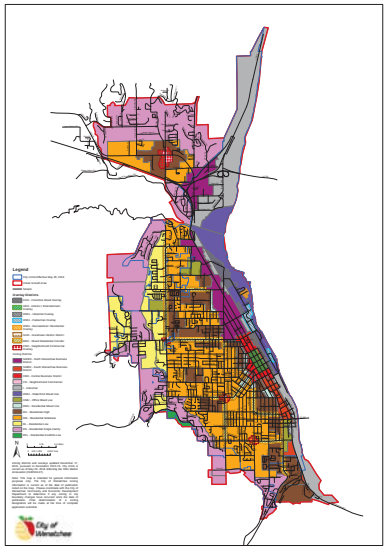


City & State Complete Streets Policy Documents-- City of Wenatchee, WSDOT

WENATCHEE ZONING CODE

The project area falls entirely within the North Wenatchee Business District zone (NWBD). This commercial type zone has few restrictions. Proposed improvements meet existing NWBD zoning requirements and recommend the adoption of more strict development standards within the Wenatchee corridor.

> ***10.26.005 Purpose.***
> *The NWBD land use classification is intended for areas suitable for retail and other services and related support facilities, including residential dwelling units not occupying grade level street frontage. The development of pedestrian destinations and improved public spaces is a goal of the NWBD. (Ord. 2010-03 § 1 (Exh. A); Ord. 2007-34 § 2 (Exh. A))*



City of Wenatchee Zoning Districts and Zoning Overlay Districts

BACKGROUND INFORMATION

Complete Streets Criteria

Wenatchee Avenue is a 'Mobility Corridor.' The following are essential criteria that address the needs of all modes of transportation for a busy roadway.

PEDESTRIAN DESIGN ELEMENTS

In order to create a safe and comfortable pedestrian environment within a complete street, the sidewalk must be widened to a minimum of eight feet to accommodate a landscape strip for separation from vehicular traffic while maintaining an unobstructed six feet of walkway. Continuity is important as well, requiring a reduction of driveway interruptions and ensuring that sidewalks continue through intersections by way of striped crosswalk. Lighting should be pedestrian scaled. Basic roadway lighting is not sufficient for the pedestrian zone.

PEDESTRIAN

DESIGN ELEMENT	MOBILITY CORRIDOR CRITERIA
Sidewalk Width	8' Minimum (Unobstructed 6')
Travel Lanes Pkwy Separation	4' Minimum, Landscaped
Sidewalk Continuity	Driveways--Limited
Development Edge	Parking Lot Impacts Minimized
Intersections	Tight Radii (25') + no curb
Crosswalks	Ladder Stripe + Refuge at Landscaped Median
Lighting	Pedestrian Scaled

EXAMPLE: Cornell Road. Hillsboro, Oregon

BICYCLE DESIGN ELEMENTS

Making accommodations for bicycle traffic requires more than merely allocating a shared lane in the roadway. For safe and inclusive bicycle travel, a complete street employs a physically separated, protected bikeway. For the Wenatchee Corridor, it is suggested that this bikeway be a multi-use path (MUP). The MUP incorporates the pedestrian and the bicycle into the same bi-directional path separate from the vehicular roadway, complete with intersection crossings. Additionally the bicycle facility will include bike racks.

BICYCLE

DESIGN ELEMENT	MOBILITY CORRIDOR CRITERIA
Travel Lanes	6' One-way / 10' Bi-directional
Safe Lanes	Physically Separated
Safe Intersections	Bike Box + Marked Crossings; Limit/ Prohibit RIght Auto Turns
Signalization	Bike Signal Phase
Parking	Covered Racks at Transit Stops
Maintenance	Swept Frequently /Plowed (Winter)
Wayfinding	Destination Distance / Trip Time

EXAMPLE: Multi-Use Path (MUP)

BACKGROUND INFORMATION

Complete Streets Criteria

Wenatchee Avenue is a 'Mobility Corridor.' The following are essential criteria that address the needs of all modes of transportation for a busy roadway.

AUTO/TRUCK DESIGN ELEMENTS

While most roadways are already designed to prioritize automobile and truck mobility, in a complete street it is important to distinguish between vehicle types. To improve roadway efficiency and pedestrian inclusivity, The Wenatchee Avenue roadway can be designed to accommodate mainly passenger vehicles and small delivery trucks, as these are the most common vehicles of travel. Larger vehicles that are less common, such as semi-trucks may still safely use the roadway, but will be directed to major intersections and roundabouts to make turns where adequate space is provided.

AUTO/TRUCK

DESIGN ELEMENT	MOBILITY CORRIDOR CRITERIA
Maximize Capacity (4 lanes)	8,000 Trips/Travel Lane
Minimize Delay	Level of Service E or Better
Travel Lane Width	Wider (10'-12' max.)
Parallel/Angled Parking	Discouraged
Access Management	Medians/U-Turns; Shared Driveways

EXAMPLE: A Avenue. Lake Oswego, Oregon

TRANSIT DESIGN ELEMENTS

The presence of transit within a complete street can look a number of ways. In this case, with a rapid bus system on Wenatchee Avenue, buses will run within regular travel lanes for most of the corridor, but also have access to queue jump lanes at major intersections. The queue jump areas are clearly marked with red paint as BUS ONLY and allow busses to pass stopped traffic with a transit priority signal. Queue jump lanes also include sheltered bus stops with seating for the comfort and safety of riders. This bus system is intended for the use of typical 40 foot bus with the option for future upgrade to 60 foot articulated bus. Other potential future transit upgrades may include a true bus rapid transit system (BRT), complete with a dedicated busway.

TRANSIT

DESIGN ELEMENT	MOBILITY CORRIDOR CRITERIA
Frequent Service	10 Minute (Peak Hours) 15 Minute (Off-Peak)
Dependable Service	All Day + Weekends
Competitive Trip Time	25 Minute Max.
Routes	Direct
Service	Major Destinations
Safe & Comfortable Stops	Shelters / Seating
Convenience	Electronic Reader Board
Vehicle	Low Floor Boaring + Bicycle Racks

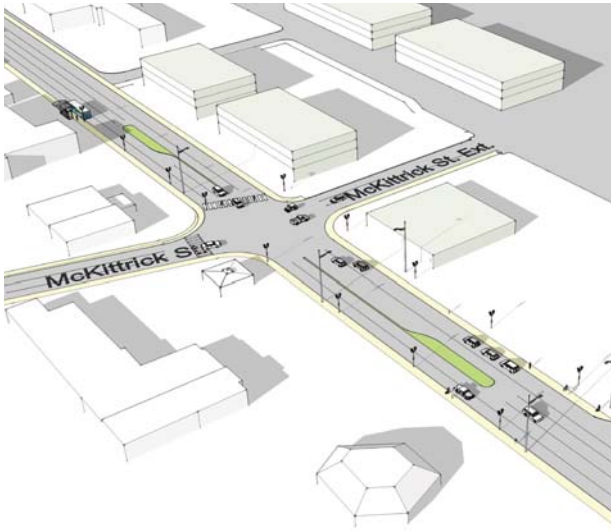
EXAMPLE: Franklin Avenue BRT. Eugene, Oregon

BACKGROUND INFORMATION

Wenatchee Corridor Alternatives: Three alternative complete street concepts were assessed and evaluated using fundamental requirements as criteria. Both 'Alt. B' and 'C' were viewed as preferable. A phased approach in which 'Alt. B' would be constructed with the possibility of not precluding 'Alt. C' in the long term was recommended for further refinement.

(A) BOULEVARD CENTER

Corridor design as desicribed in N. Wenatchee Transportation Master Plan (2011). ROW expansion to 80 feet with median and left-turn/u-turn pockets at major intersections.

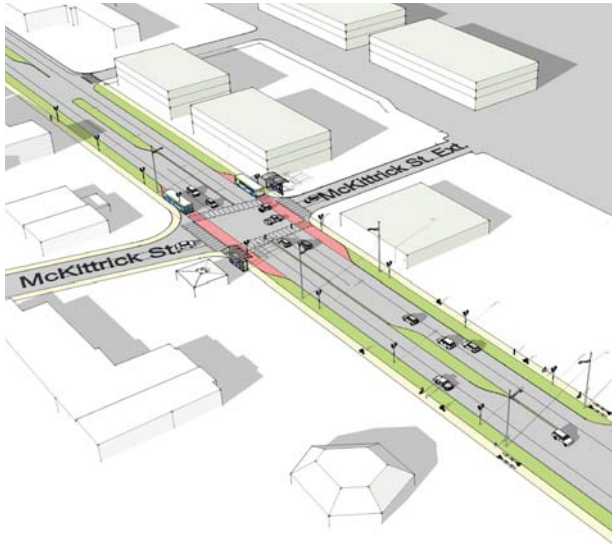


ALT. A: BOULEVARD CENTER

CRITERIA	RATING
Complete Street Potential	
Pedestrian Bicycle Transit Auto/Truck	● ○ ○
MOD Potential	
Existing Stable Use Supportive Redevelopment Potential	● ○ ○
Implementation Potential	
Cost/Financing Political Acceptance Phasing	● ● ●

(B) RAPID BUS MOD

ROW expansion to 90 feet (110 feet at intersections) with median and turn lanes. Queue jump and signal priority for buses. Substantial pedestrian and bicycle improvements with multi-use paths.

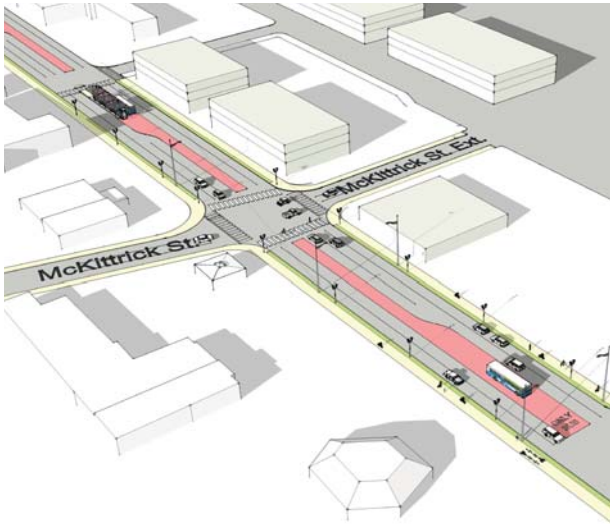


ALT. B: RAPID BUS MOD

CRITERIA	RATING
Complete Street Potential	
Pedestrian Bicycle Transit Auto/Truck	● ● ○
MOD Potential	
Existing Stable Use Supportive Redevelopment Potential	● ● ○
Implementation Potential	
Cost/Financing Political Acceptance Phasing	○ ? ○

(C) BUS RAPID TRANSIT (BRT) MOD

ROW expansion to 100 feet with dedicated central busway and multi-use paths for pedestrians and bicycles.



ALT. C: BRT MOD

CRITERIA	RATING
Complete Street Potential	
Pedestrian Bicycle Transit Auto/Truck	● ● ●
MOD Potential	
Existing Stable Use Supportive Redevelopment Potential	● ● ●
Implementation Potential	
Cost/Financing Political Acceptance Phasing	○ ? ○

PREFERRED ALTERNATIVE

B: Rapid Bus MOD

PREFERRED ALTERNATIVE: RAPID BUS MOD

Alternative B

The preferred alternative proposes substantial roadway improvements and upgrades for all modes. Key elements include landscaping, median with turn lanes, multi-use paths (MUP), and bus queue jump lanes with signal priority. The right-of-way expands to 90' and 110' at intersections.

Transportation

1. Minimize conflicts to promote safer conditions for all modes.
   - Landscaped median
   - Consolidated curb cuts
   - MUP for peds and bikes
   - Complete crosswalks and midblock crossings
2. Decrease delay and congestion.
   - Left turn/U-turn lanes at major intersections
   - Queue jump lanes with transit signal priority
3. Improve Gateway Experience into Wenatchee
   - Unique character/identiy
   - Landscaping and street trees
   - Decorative light fixtures with banners

Land Use

1. Land uses adjacent to roadway will remain commercial long term due to high traffic volume and demand.
2. Promote uses that are highest and best use.
3. Provide new site/building frontage standards that accomodate the auto but minimize their impacts.
4. Encourage design that values aesthetics, safety, and road function.

RENDERING: Proposed Typical Intersection - Alternative B

CORRIDOR DESIGN GUIDELINES

TRANSPORTATION ELEMENTS
Roadway Design Concepts

Concepts and guidelines for the North Wenatchee Corridor right-of-way and key design elements, specified by transportation mode.

1: Right-of-Way Concept

The Wenatchee Ave corridor ROW will expand to the east from the existing 70' to 90'. Maintaining the westside ROW line will minimize development impacts especially to already narrow westside lots. Major intersections will expand on both sides of the street to 110' in order to accomodate transit lanes, sheltered bus stops, turn pockets, and MUPs.

2: Motor Vehicle Channelization Concept

The improved roadway will maintain four lanes of traffic with the addition of a landscaped median extending the length of the project area. Left turn and u-turn opportunities will be provided only at identified median breaks to reduce turning conflicts. Median landscaping will also improve aesthetics and comfort in the corridor.

3: Transit Concept

Major intersections will have "far-side" bus stop shelters. In these locations, bus queue bypass lanes will be provided as well as priority signals to facilitate transit mobility and avoid or lessen congestion at major intersections.

4: Pedestrian Concept

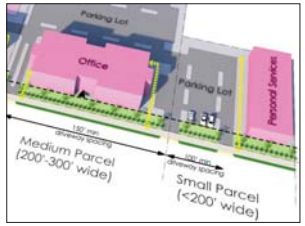
In addition to continuous MUPs and direct crosswalks at intersections, pedestrians will also have access to signalized and non-signalized crossings between major intersections. The improved pedestrian facilities will provide direct, convenient, and safe access to businesses and transit stops along the corridor as well as more frequent crossing opportunities.

5: Bicycle Concept

Bicyclists will have access to MUPs, separate from auto traffic, for the full length of the project area to provide direct, convenient, and safe access to businesses and transit stops along the corridor. Bike racks will be provided at major intersections to improve transit accessibility.

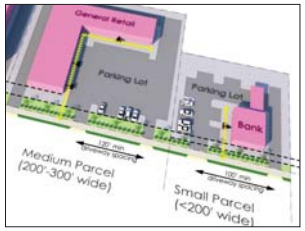
LAND USE ELEMENTS
Frontage Development Guidelines

Guidelines for the development of properties with frontage on North Wenatchee Avenue. Key design elements and standards specified by land use type (as permitted by Wenatchee Zoning Code) and parcel width.



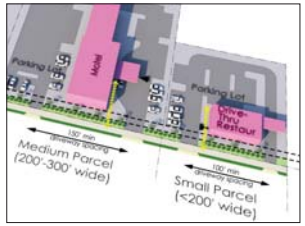
1: Commercial Office

Likely/Preferred Redevelopment Uses:
- Business offices
- Personal services



2: Commercial Retail

Likely/Preferred Redevelopment Uses:
- Banks
- Auto rental/sales
- Building materials
- Home furnishings
- Grocery
- Service stations
- General retail



3: Commercial, Service-Oriented

Likely/Preferred Redevelopment Uses:
- Restaurants
- Bars
- Auto service and repair
- Hotels/lodging

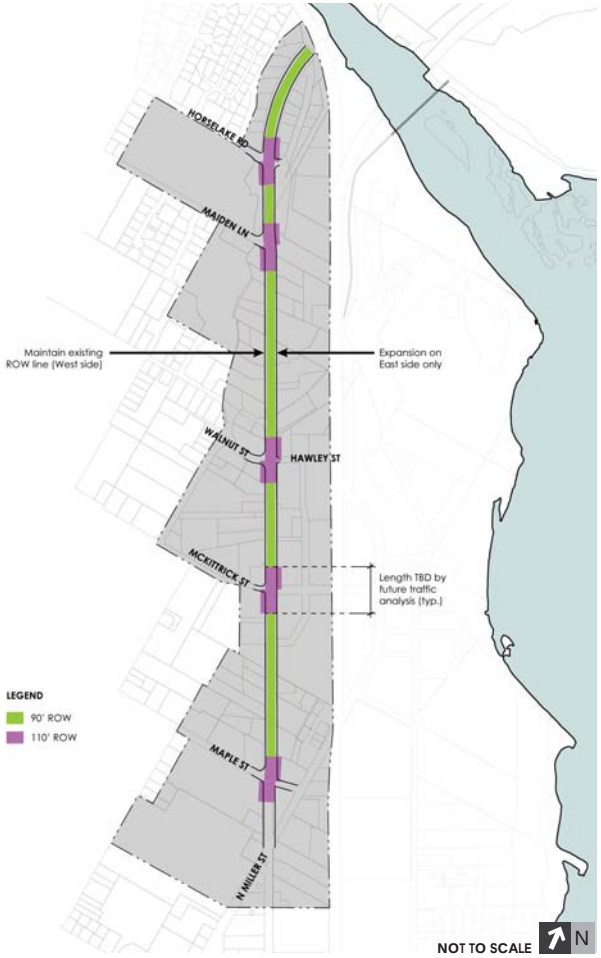
4: Medical

Likely/Preferred Redevelopment Uses:
- Medical offices
- Clinics

ROADWAY DESIGN CONCEPTS

1. RIGHT-OF-WAY CONCEPT

The Wenatchee Ave corridor ROW will expand to the east from the existing 70' to 90' to accomodate anticipated 2040 traffic increases and the improvement of alternative transportation modes. Maintaining the westside ROW line will minimize development impacts especially for already narrow westside lots. Major intersection ROWs will expand on both sides of the street to 110' in order to accomodate transit lanes, sheltered bus stops, turn pockets, and MUPs.



Existing ROW (typical)

- 70' from existing sidewalk outer edge to edge
- Width may vary slightly in some areas
- ROW includes 2 narrow sidewalks, 4 travel lanes, 1 continuous turn lane

Proposed ROW- 90' (green)

- Maintain westside ROW line
- Expand 20' to the east
- ROW includes 2 multi-use paths, 4 travel lanes, landscaping, median

Existing Intersection ROW (varies)

- 70' from existing sidewalk outer edge to edge
- Width may vary slightly at each intersection
- Intersection ROW includes incomplete crosswalks, 4 travel lanes, 2 left turn lanes

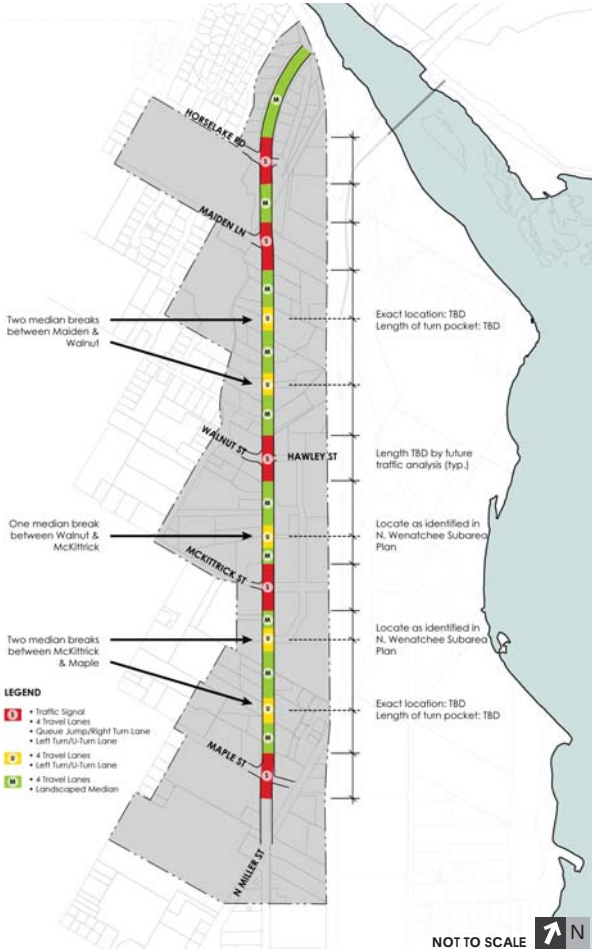
Proposed Intersection ROW- 110' min. (purple)

- ROW expanded to 110' on each side to include transit queue jump lanes and bus stop shelters
- Length of 110' ROW, TBD
- Includes complete crosswalks, 4 travel lanes, 2 left turn lanes

ROADWAY DESIGN CONCEPTS

2. MOTOR VEHICLE CHANNELIZATION CONCEPT

The improved roadway will maintain four lanes of traffic with the addition of a landscaped median extending the length of the project area. Left turn and u-turn opportunities will be provided only at identified median breaks to reduce turning conflicts. Median landscaping will also improve aesthetics and comfort in the corridor.



Existing Roadway

- 4 travel lanes separated by continuous central turn lane.

Proposed Roadway - Median Location (green)

- 4 travel lanes separated by landscaped median

Existing Turn Lane

- Continuous central turn lane used to access left side driveways

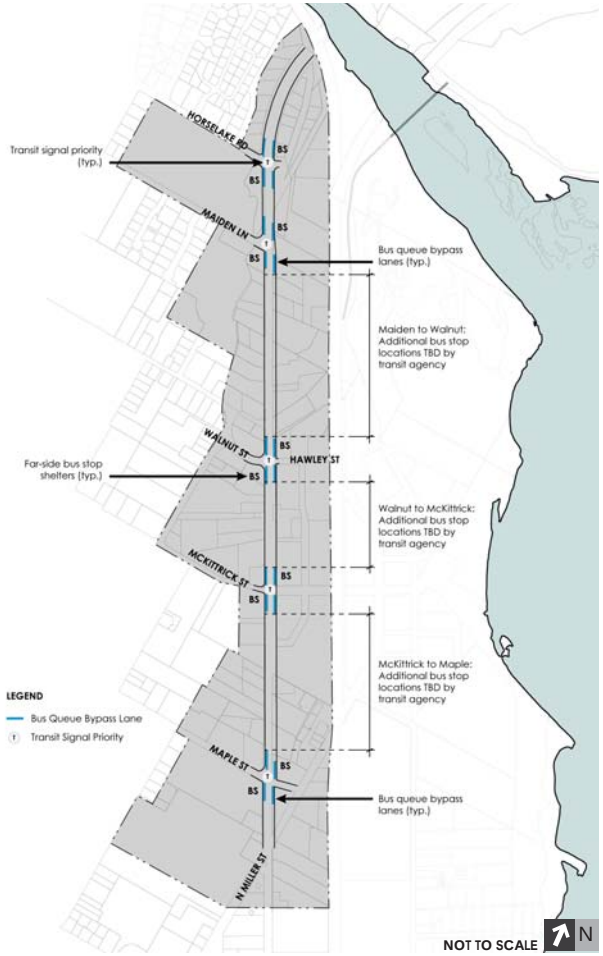
Proposed - Left Turn/U-Turn Pocket (yellow/red)

- Turn pocket in median at designated laocations for left turns/u-turns
- Turn pockets ar major intersections

ROADWAY DESIGN CONCEPTS

3. TRANSIT CONCEPT

Major intersections will have "far-side" bus stop shelters (BS). In these locations, bus queue bypass lanes will be provided as well as priority signals to facilitate transit mobility and avoid or lessen congestion at major intersections.



Existing Roadway with Bus

- No dedicated bus facility
- Bus runs in roadway with traffic

Proposed Transit Facility (blue)

- Dedicated queue jump bypass lanes at major intersections
- Transit signal prioritization at intersections
- Bus runs with traffic between intersections/stops

Existing Bus Stop

- 3 sheltered bus stops out of 8 total stops
- Located at various midblock locations

Proposed Bus Stop (BS)

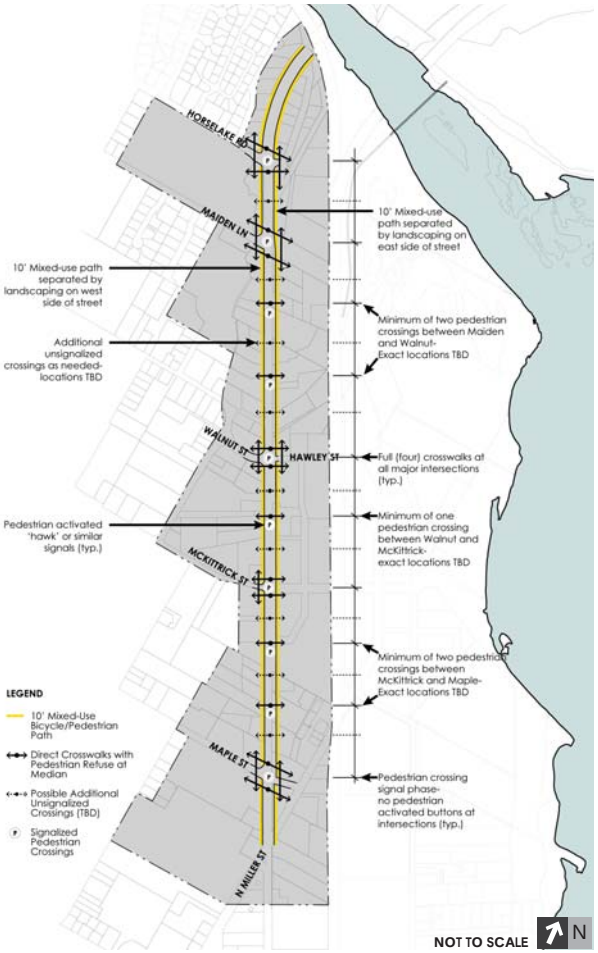
- Sheltered bus stops + bike racks at every major intersection
- Additional midblock bus stops TBD by transit agency

ROADWAY DESIGN CONCEPTS

4. PEDESTRIAN CONCEPT

In addition to continuous MUPs and direct crosswalks at intersections, pedestrians will also have access to signalized and non-signalized crossings between major intersections.

The improved pedestrian facilities will provide direct, convenient, and safe access to businesses and transit stops along the corridor as well as more frequent crossing opportunities.



Existing Pedestrian Crossings

- Incomplete crosswalks at intersections
- Long distance between pedestrian crossings

Proposed Improvements - Crossings (⟷)

- Complete, direct crosswalks at all intersections
- Midblock pedestrian crossings with and without pedestrian activated 'hawk' signal
- Pedestrian refuge at landscaped median

Existing Pedestrian Facility

- Narrow 5' wide sidewalks
- Frequent sidewalk interruptions and curb cuts
- No buffer between pedestrian and auto traffic
- No parking buffer
- Roadway lighting only

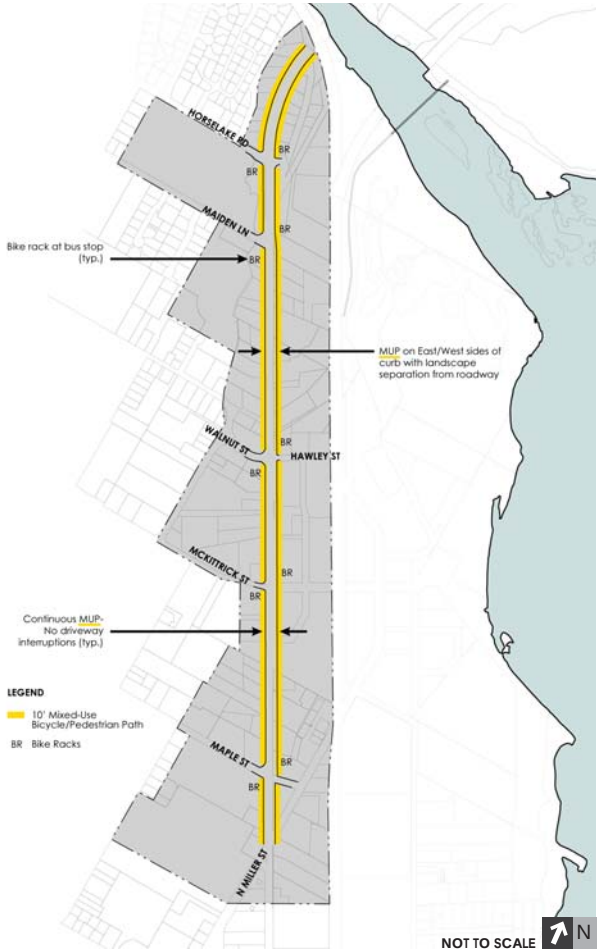
Proposed Improvements - MUP (yellow)

- 10' wide mixed use path (pedestrian + bicycle)
- Landscape buffer on both sides of path
- Minimized driveway curb cuts
- Pedestrian scale lighting

ROADWAY DESIGN CONCEPTS

5. BICYCLE CONCEPT

Bicyclists will have access to MUPs, separate from auto traffic, for the full length of the project area to provide direct, convenient, and safe access to businesses and transit stops along the corridor. Bike racks (BR) will be provided at major intersections to improve transit accessibility.



Existing

- No bicycle facility
- Bicyclists ride on sidewalks or in roadway

Proposed Improvements - MUP (yellow)

- Protected multi-use path for bicycles and pedestrians on each side of Wenatchee Ave

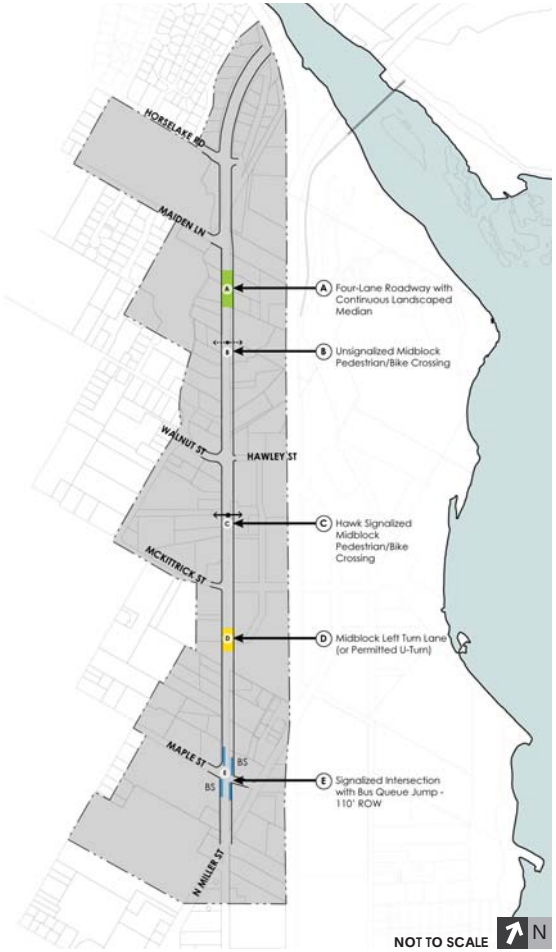
Proposed Improvements - Bike Racks (BR)

- Bike racks provided at intersections/bus stop locations
- Bike racks at other major destinations (TBD)

ROADWAY DESIGN ELEMENTS

CORRIDOR DETAILS - TYPICAL STREET CONDITIONS

There are five typical street conditions that occur at various locations along the corridor. These conditions are introduced in the key plan and thumbnails below, and are shown in detail on the following pages.



A: Four Lane Roadway with Continuous Landscaped Median

Base roadway condition, occuring in areas where there are no intersections, crossings, or turn pockets.

B: Unsignalized Midblock Pedestrian/Bike Crossing

Allows peds and bikes to cross the roadway and rest at the median refuge area while oncoming traffic yields.

C: Hawk Signalized Midblock Pedestrian/Bike Crossing

Provides peds and bikes with a push-button signal alerting auto traffic to stop for their safe crossing.

D: Midblock Left-Turn/U-Turn Lane

Landscaped median becomes turn lane for driveway access and/or u-turns.

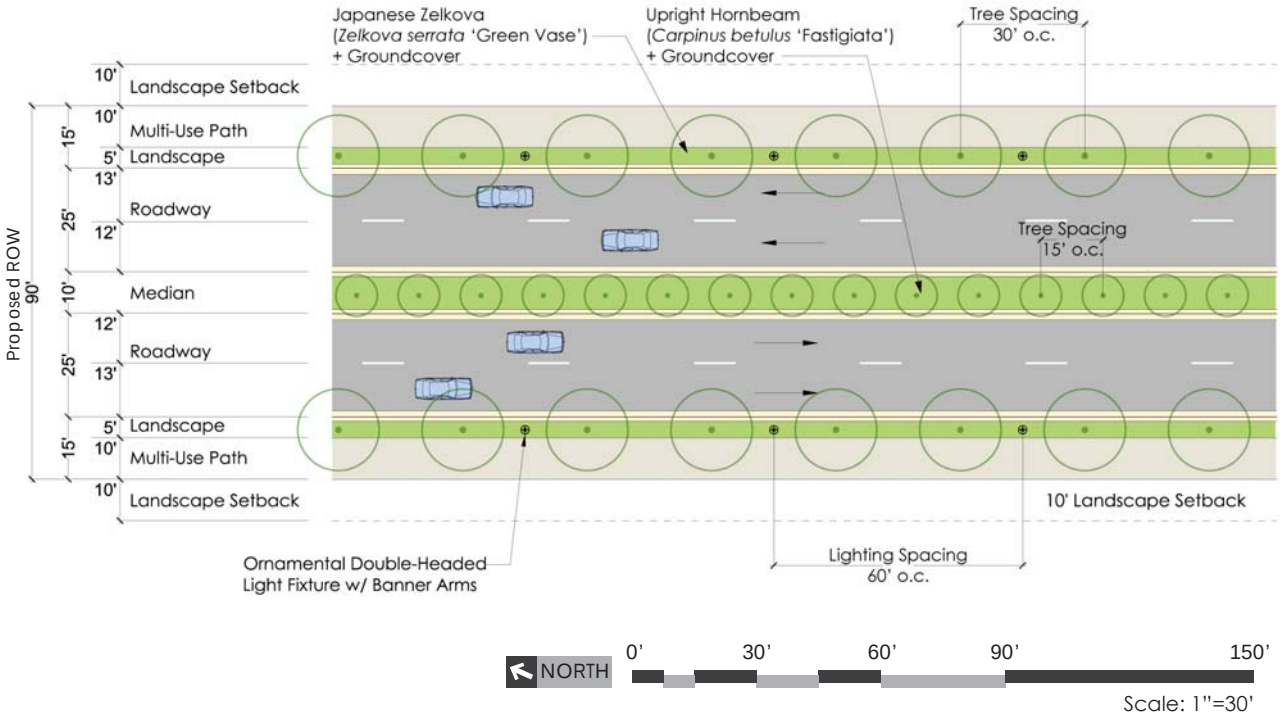
E: Signalized Intersection with Bus Queue Jump

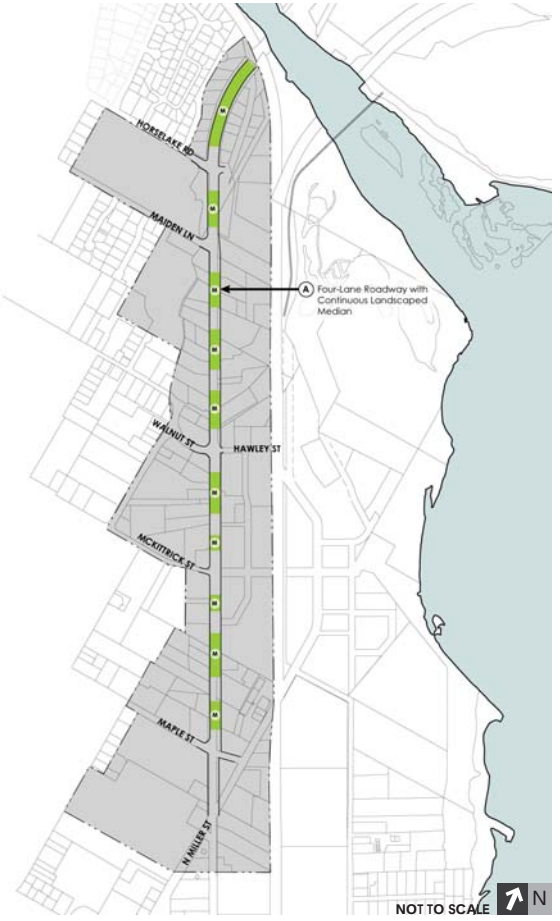
Expanded ROW allows for bus queue jump bypass lane and bus stop shelters for riders.

TYPICAL ROADWAY SEGMENTS

(A) Four-Lane Roadway with Continuous Landscaped Median - 90' ROW

Base roadway condition, occuring in areas where there are no intersections, crossings, or turn pockets.





Key Plan

The base roadway condition at a width of 90 feet includes four travel lanes at 12'-13'. Separating directional traffic is a landscaped median at 10 feet in width, planted with Japanese Zelkova trees (*Zelkova serrata* 'Green Vase') and groundcover providing shade and softening the surrounding hardscape.

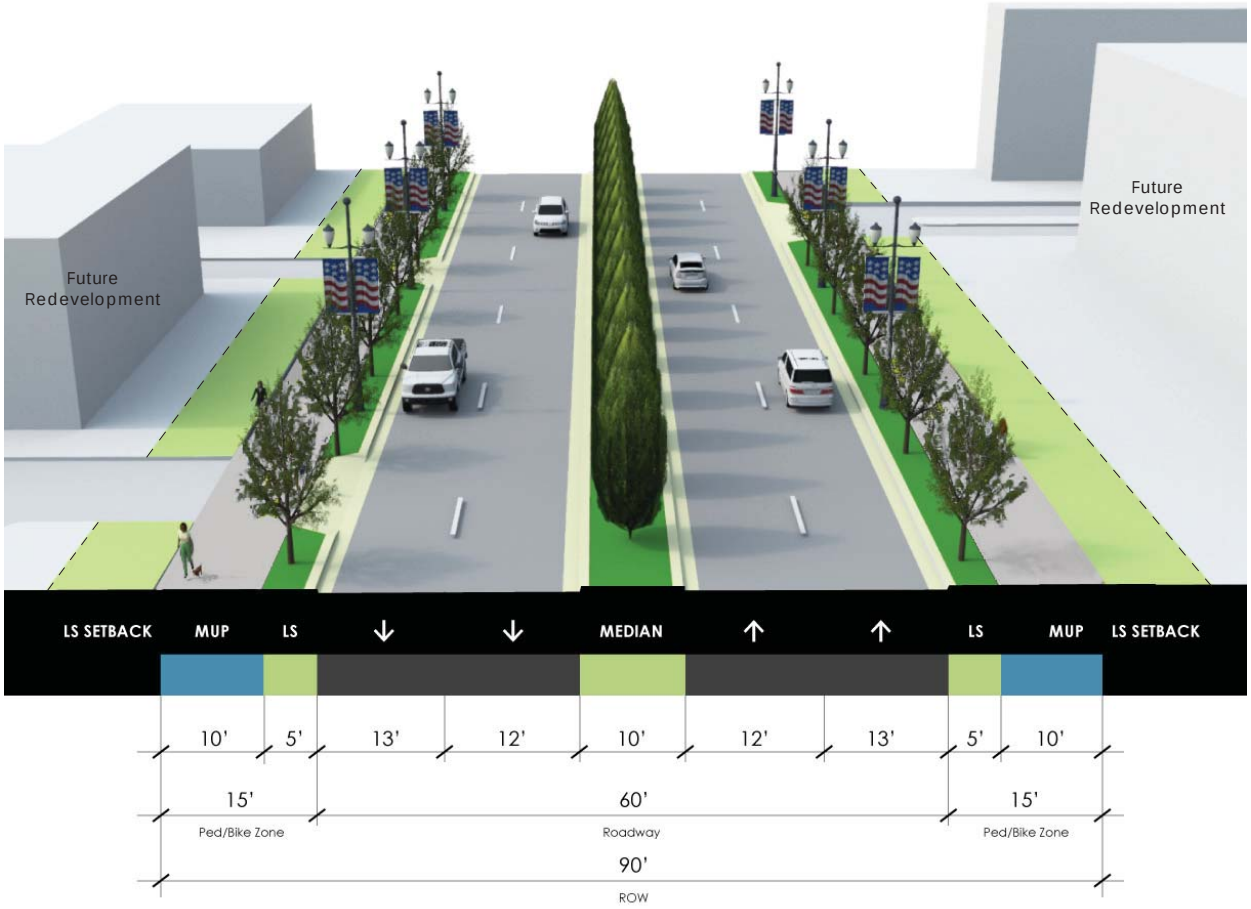
Landscape zones separate the vehicular travel lanes from the multi-use paths on eitherside of the roadway. These landscape strips are planted with Upright Zelkova Canopy trees and groundcover provding a safe separated area for pedestrians and bicycles. Additionally the canopy trees ehance the street character and sense of enclosure while providing shade and rainwater diversion. The landscape zone is where other furnishings such as street signage and light fixtures are placed. The ornamental double-headed light fixtures shown provide lighting to both the multi-use path and the roadway. Complete with banner arms, the oranmental fixtures contribute to the improved aesthetic of the corridor.

The 10-foot wide asphalt multi-use path (MUP) is bi-directional and marked with two lanes to be shared by pedestrians and bicycles.

TYPICAL ROADWAY SEGMENTS

(A) Four-Lane Roadway with Continuous Landscaped Median - 90' ROW

Base roadway condition, occuring in areas where there are no intersections, crossings, or turn pockets.



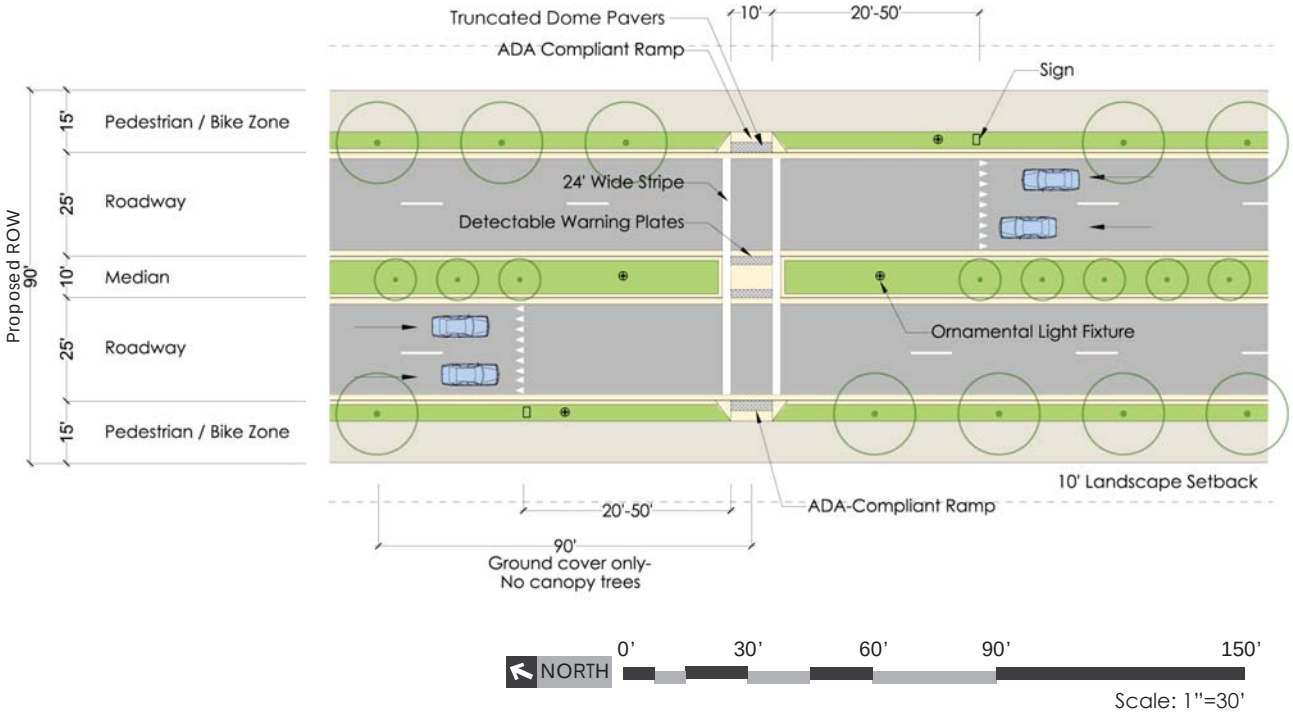
EXAMPLE: Landscaped Median
[Image: http://depts.washington.edu/hhwb/Thm_SafeStreets.html]

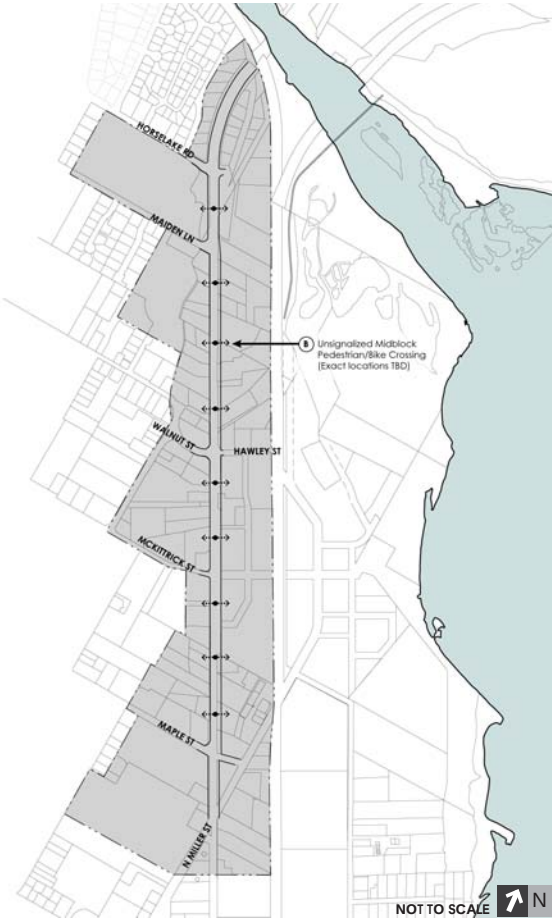
PROPOSED: Typical Streetview

TYPICAL ROADWAY SEGMENTS

(B) Unsignalized Midblock Pedestrian/Bike Crossing

Allows peds and bikes to cross the roadway between signalized intersections. The median refuse area lets those crossing wait safely while oncoming traffic yields.





Key Plan

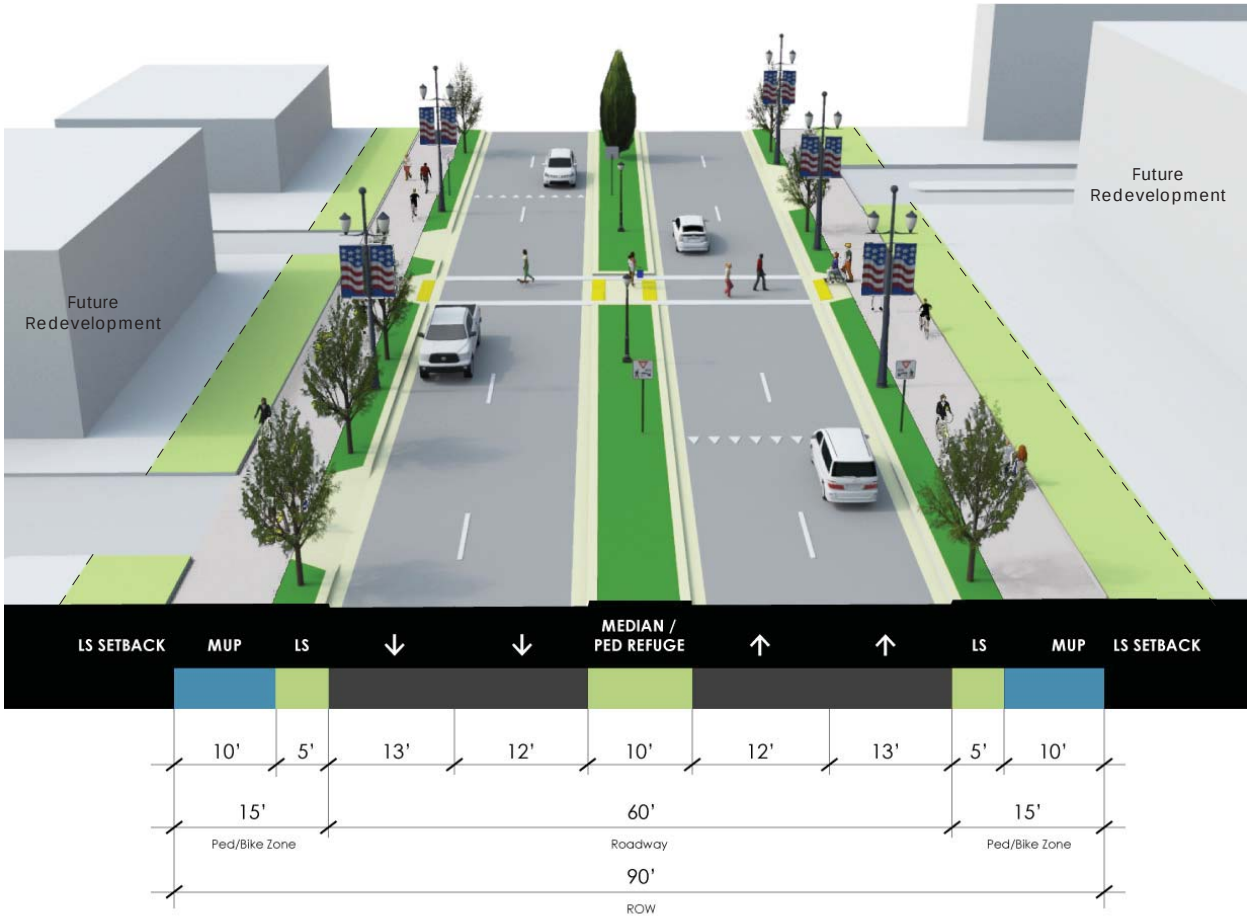
Between intersections, pedestrians and bikes have the opportunity to cross the roadway from MUP to MUP. At these select locations (TBD), oncoming traffic will yield at the sawtooth line as indicated by the crossing signs on either side of the roadway.
For the safety of pedestrians, the median may be used as a refuge midway through crossing. The crossing is marked with a single 24 inch wide stripe along each side as well as detectable warning plates (truncated dome pavers) and pedestrian scale light fixtures.

Note: This type of uncontrolled crossing is not recommended by Transportation Consultants, Fehr & Peers for its lack of compliance with FHWA guidance on crosswalk safety. Due to the conditions of N. Wenatchee Ave, a multilane corridor with a speed limit for 35 mph and average daily trips over 40,000, marked crosswalks alone are insufficient and may increase pedestrian crash risk. Pedestrian Hybrid Beacons (HAWK Signals) would be the preferred option for all midblock crossing locations (see page 24-25)

TYPICAL ROADWAY SEGMENTS

(B) Unsignalized Midblock Pedestrian/Bike Crossing

Allows peds and bikes to cross the roadway between signalized intersections. The median refuse area lets those crossing wait safely while oncoming traffic yields.



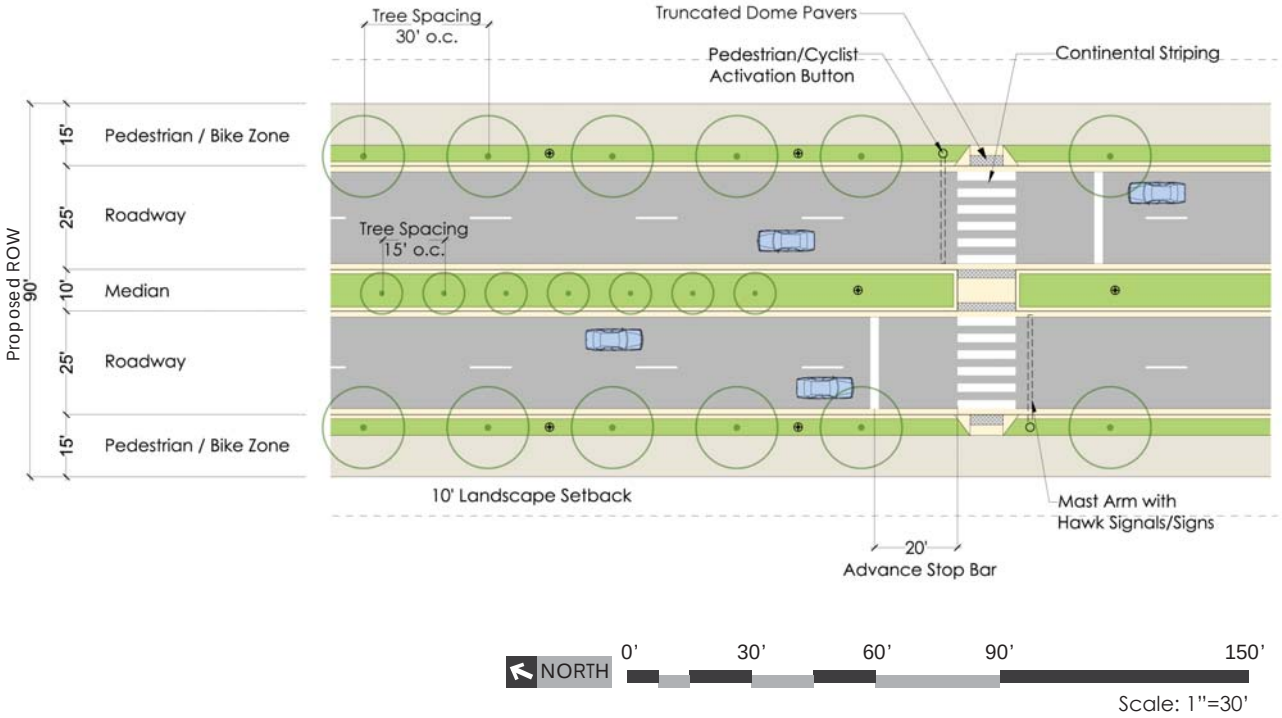
EXAMPLE: Pedestrian Crossing with Refuge. Palo Alto, CA
[image: Janet L.]

PROPOSED: Streetview at Pedestrian Crossing

TYPICAL ROADWAY SEGMENTS

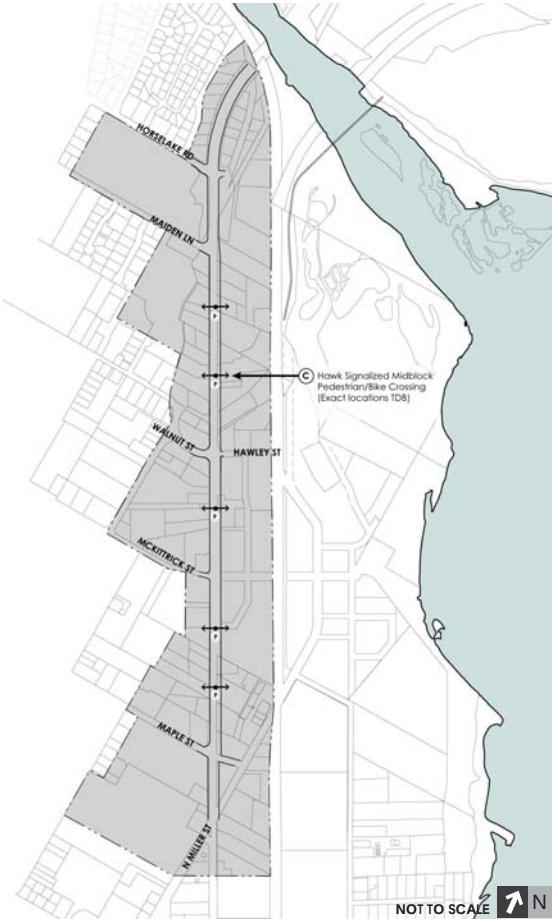
Ⓒ HAWK Signalized Midblock Pedestrian/Bike Crossing

Provides peds and bikes with a push-button signal alerting auto traffic to stop for their safe crossing.



Another type of crossing occuring between signalized intersections is the HAWK (High Intensity Activated CrossWalK). At these select locations (TBD), pedestrians and bicycles have the opportunity to cross the roadway from one MUP to the other by way of a striped crosswalk. At these locations, the pedestrian or bicyclist activates the HAWK signal with a push button that illuminates a flashing beacon over the roadway to stop oncoming traffic allowing their safe crossing.

The crossing is marked with continental striping for its entire length as well as detectable warning plates (truncated dome pavers) and pedestrian scale light fixtures.

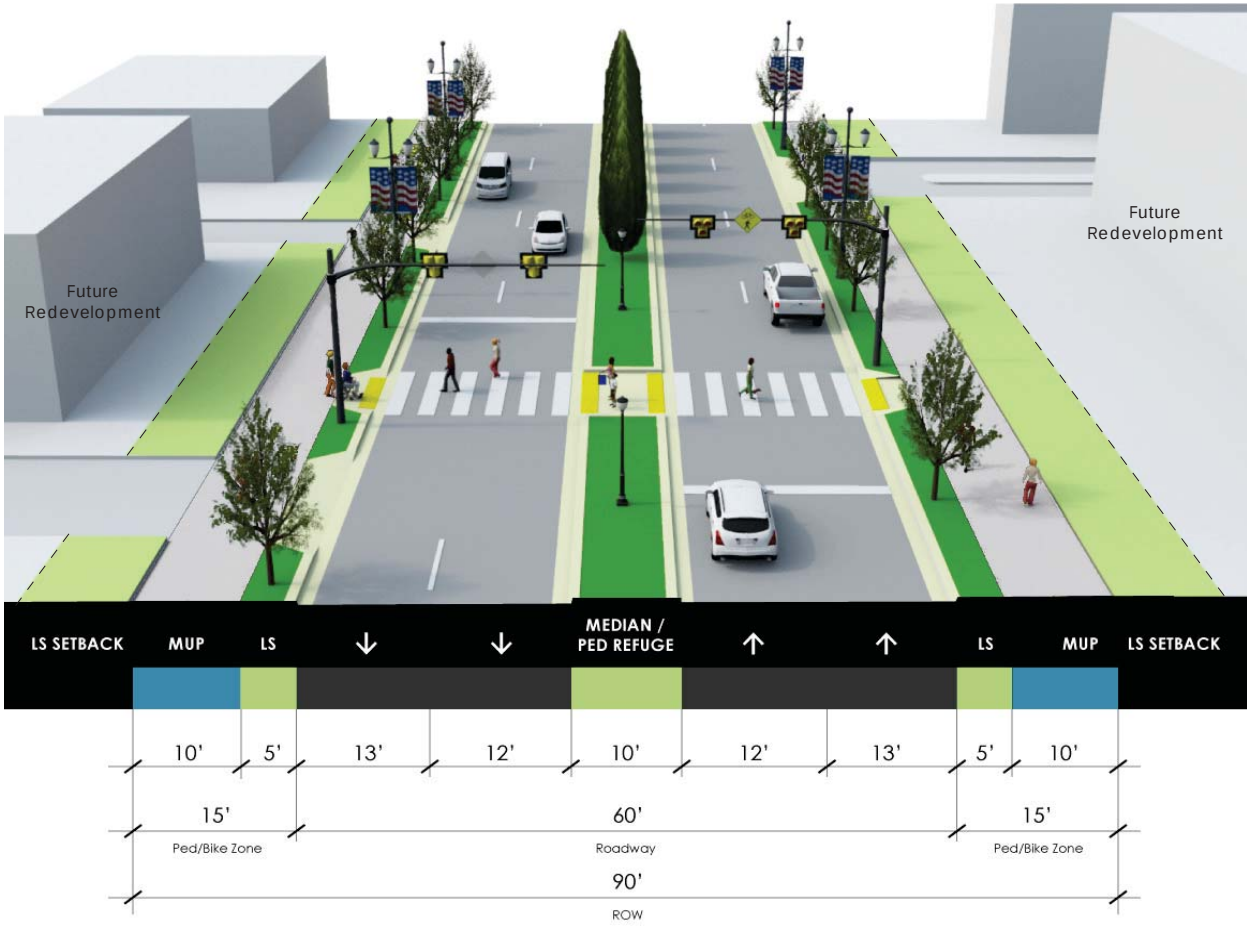


Key Plan

TYPICAL ROADWAY SEGMENTS

Ⓒ Hawk Signalized Midblock Pedestrian/Bike Crossing

Provides peds and bikes with a push-button signal alerting auto traffic to stop for their safe crossing.



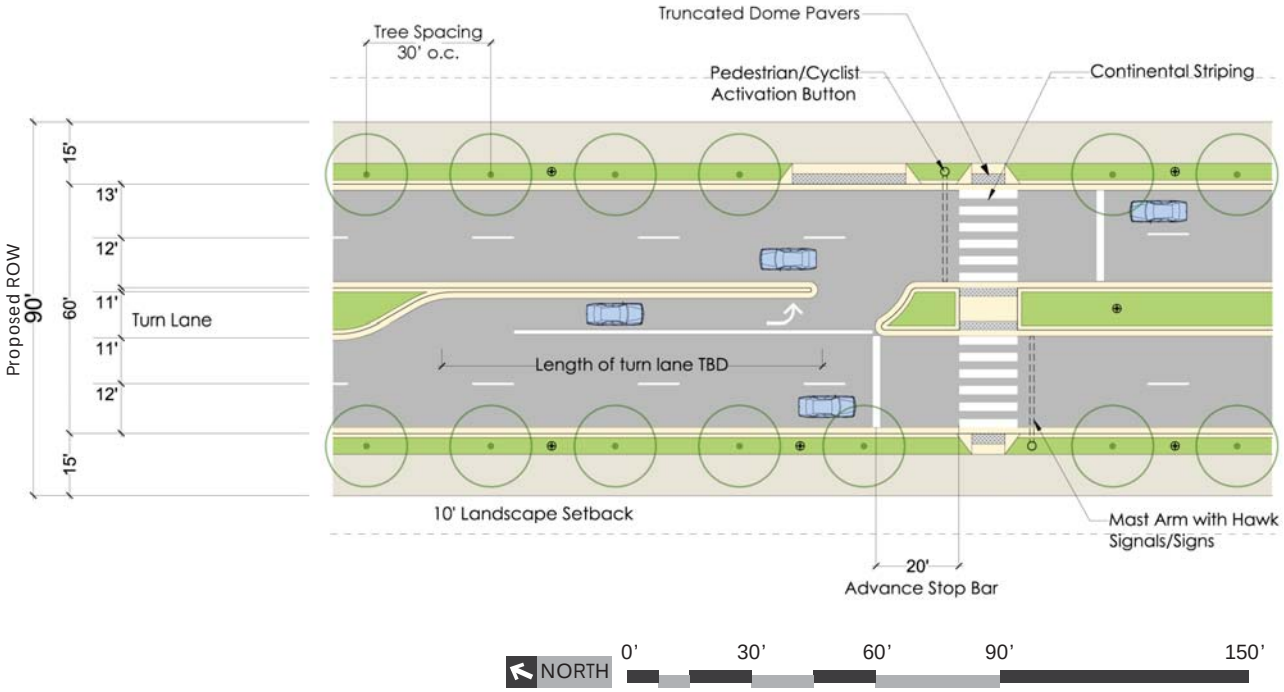
EXAMPLE: Hawk Crossing. Phoenix, AZ
[image: Federal Highway Administration, Mike Cynecki]

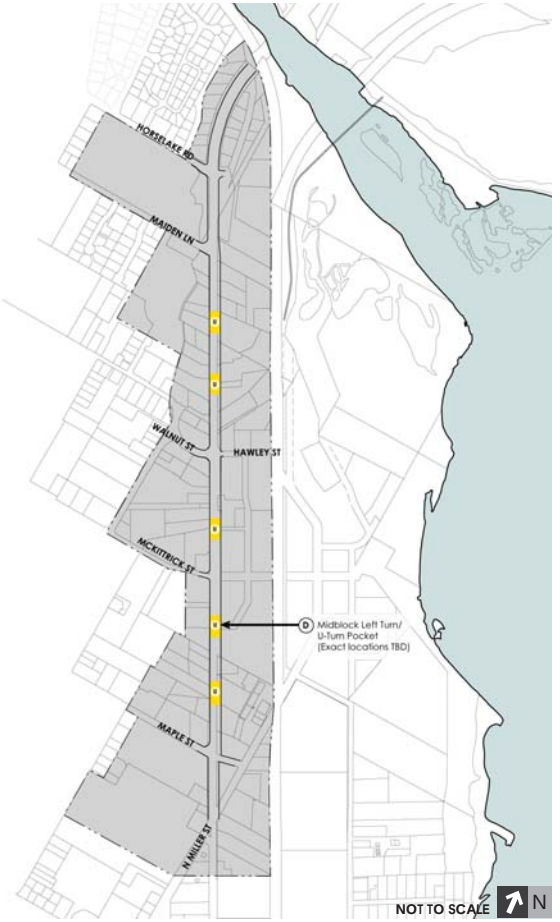
PROPOSED: Streetview at Hawk Crossing

TYPICAL ROADWAY SEGMENTS

(D) Midblock Left Turn Pocket

Landscaped median breaks to become a turn lane for far-side driveway access and possible U-turns.





Key Plan

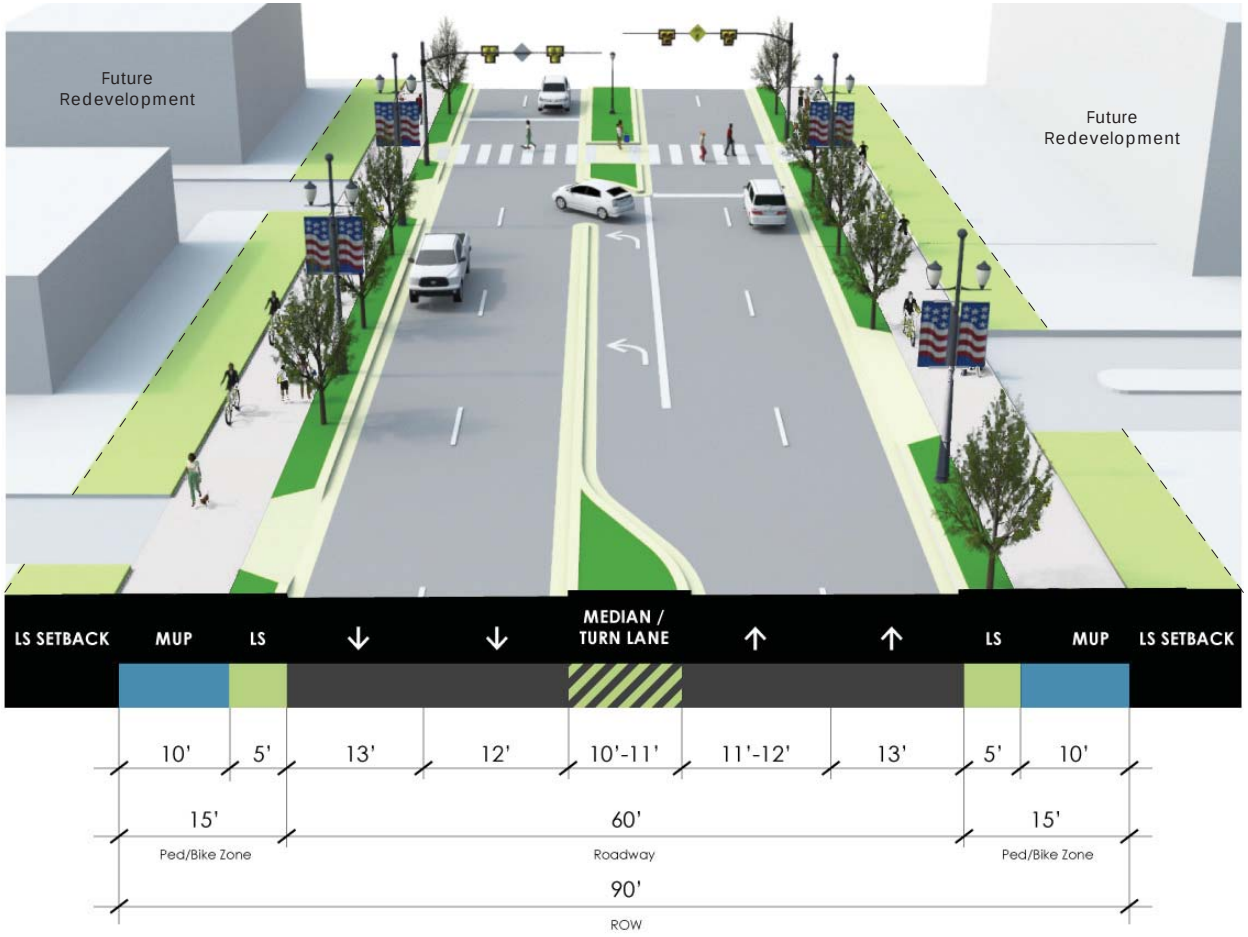
At designated areas (TBD), the median may break to allow left turns into major driveways. The turn lane in these areas is designed to accomodate the turn of a passenger vehicle. Larger trucks will be directed to major signalized intersections to make u-turns and left turns (see pages 28-31). Median turn pockets may or may not occur in the same area as pedestrian crossings as shown in the above plan.

Note: This turn pocket does not meet the WSDOT design standards for a complete U-turn which requires a clearance of 52 feet where the above design provides 36 feet. See page 26 for an alternative roadway plan for U-turns meeting WSDOT standards.

TYPICAL ROADWAY SEGMENTS

(D) Midblock Left Turn Lane

Landscaped median breaks to become a turn lane for far-side driveway access and/or u-turns.



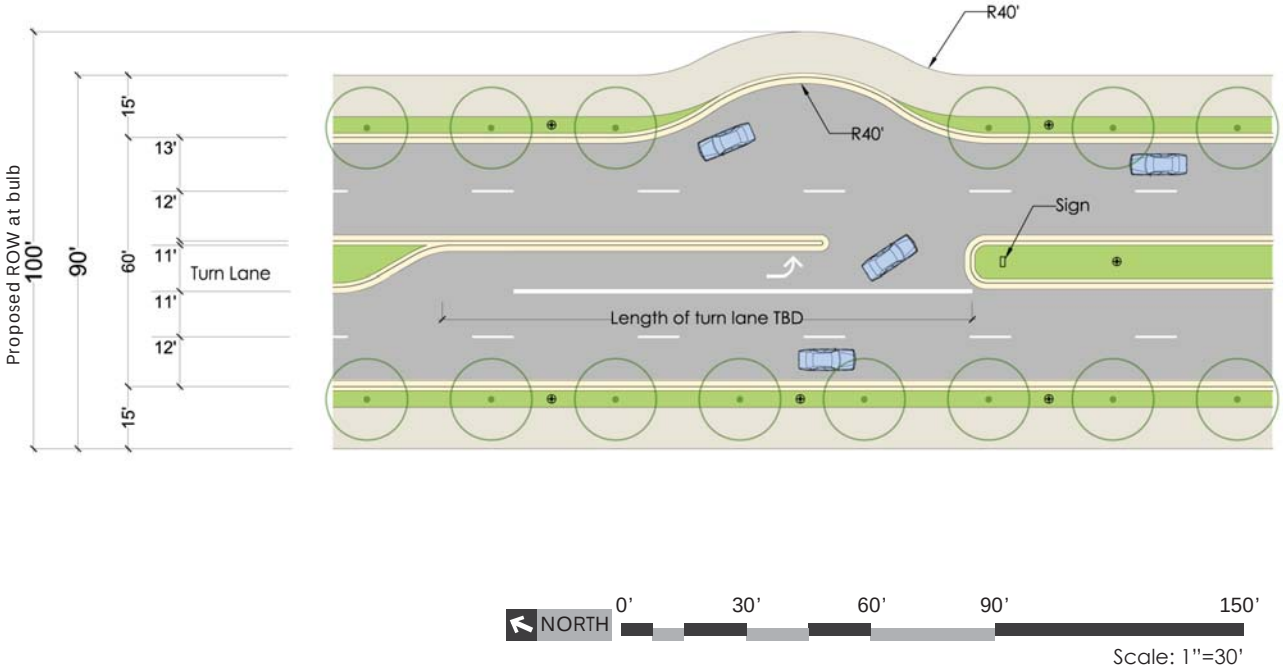
EXAMPLE: U-Turn Median Pocket. Seattle, WA (above two)
[image: Federal Highway Administration]

PROPOSED: Streetview at U-Turn Pocket

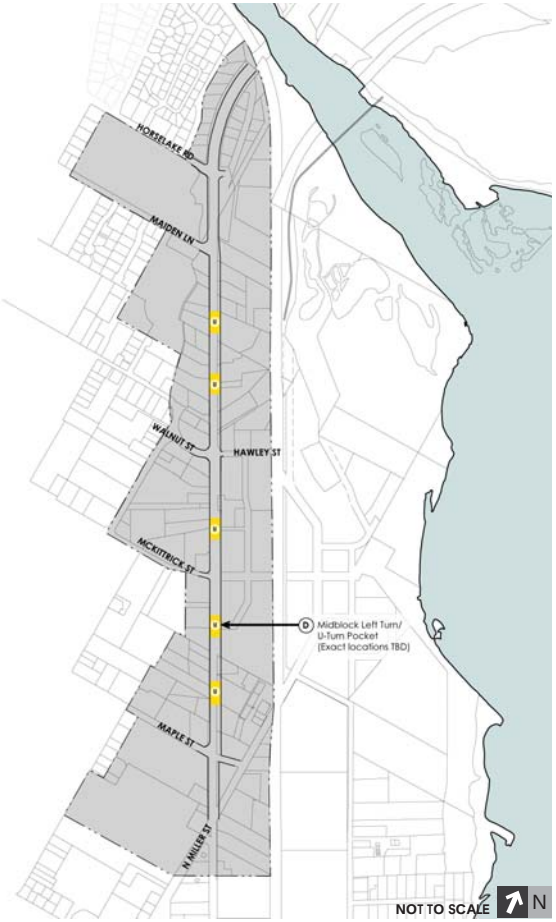
TYPICAL ROADWAY SEGMENTS

(D) Midblock U-Turn Pocket

Landscaped median breaks to become a U-turn pocket. Far-side MUP and curb flex to accomodate.



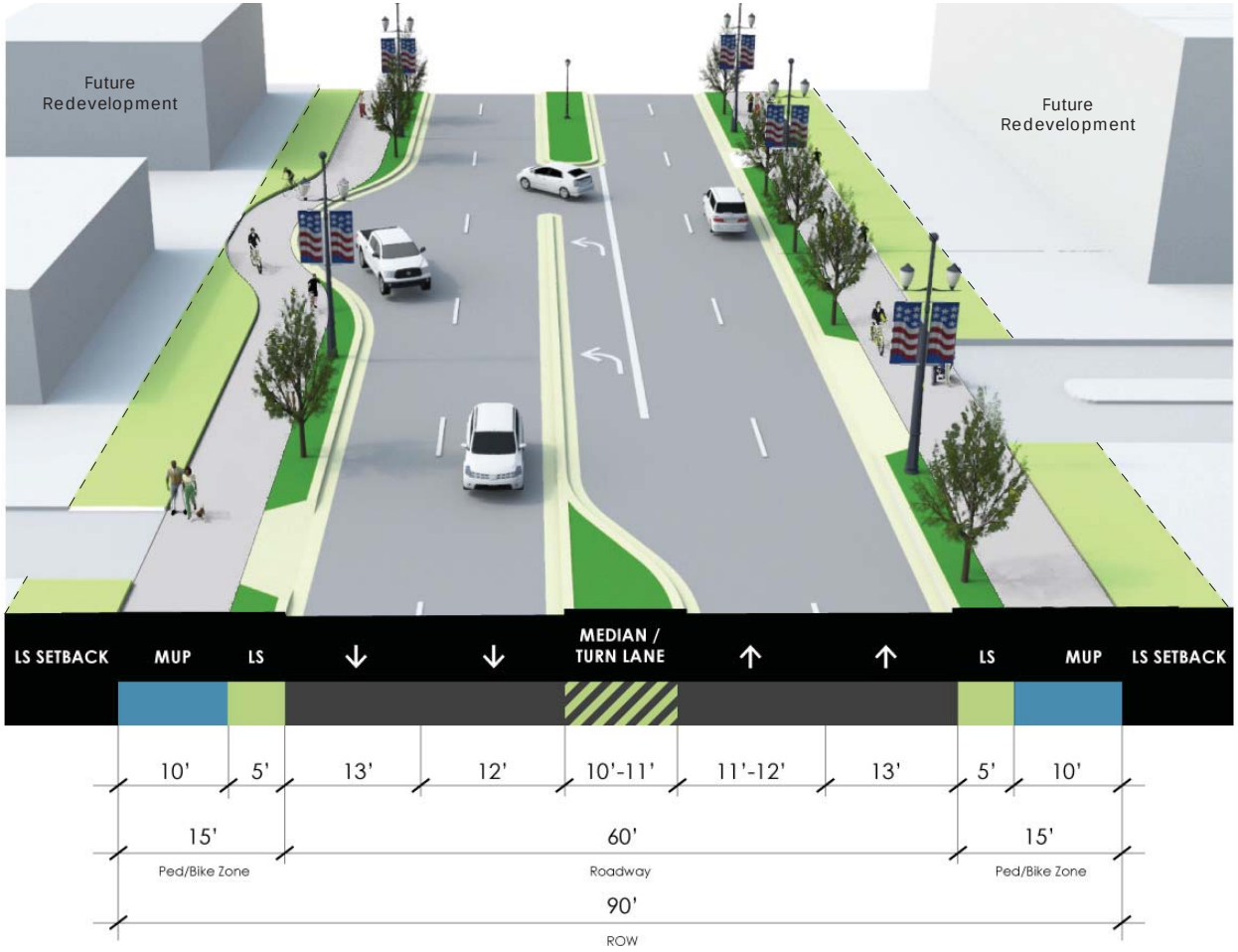
At designated areas (TBD), the median may break to allow U-turns. At these locations, the farside MUP and curb will also shift 10' creating a bulb to accomodate the full U-turn of a passenger vehicle per WSDOT standards. Larger vehicles and trucks will be directed to major signalized intersections to make U-turns and left turns (see pages 28-31).



Key Plan

TYPICAL ROADWAY SEGMENTS

Ⓓ Midblock Left Turn Lane



EXAMPLE: U-Turn Median Pocket. Seattle, WA (above two)
[image: Federal Highway Administration]

PROPOSED: Streetview at U-Turn Pocket

TYPICAL ROADWAY SEGMENTS

(E) Signalized Intersection with Bus Queue Jump - 110’ ROW (No U-turn Bulbs)

Expanded ROW at major intersections allows for bus queue jump bypass lane, bus stop shelters for riders, and turn pockets.

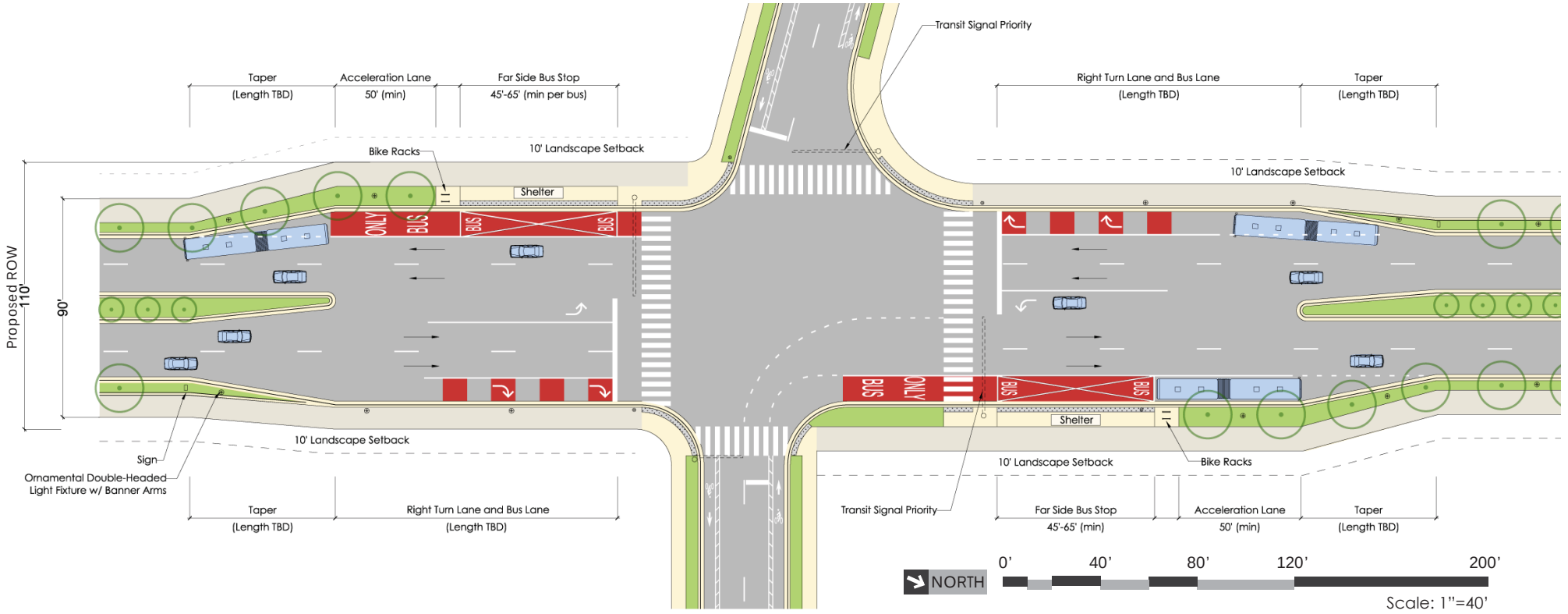
Major intersections are carefully planned to accomodate mobility, safety, and efficiency of all modes. Expanding the ROW an additional ten feet on either side of the proposed 90’ typical ROW will ensure adequate space for the following (from outside-in):

- Two MUPs (each side of street)
- Far-side bus stop with shelter and seating
- Bus queue jump bypass lane (with signal priority)
- Four travel lanes
- Left and right turn pockets

Bus Queue Jump Bypass Lane:
Red paint marks bus zones on both sides of the traffic light. On the nearside of the intersection, this lane is shared with general traffic as a right turn lane. With priority signal, buses can advance through the intersection to the BUS ONLY pick-up zone and bus stop on the farside where the bus will out of general traffic to avoid congestion.

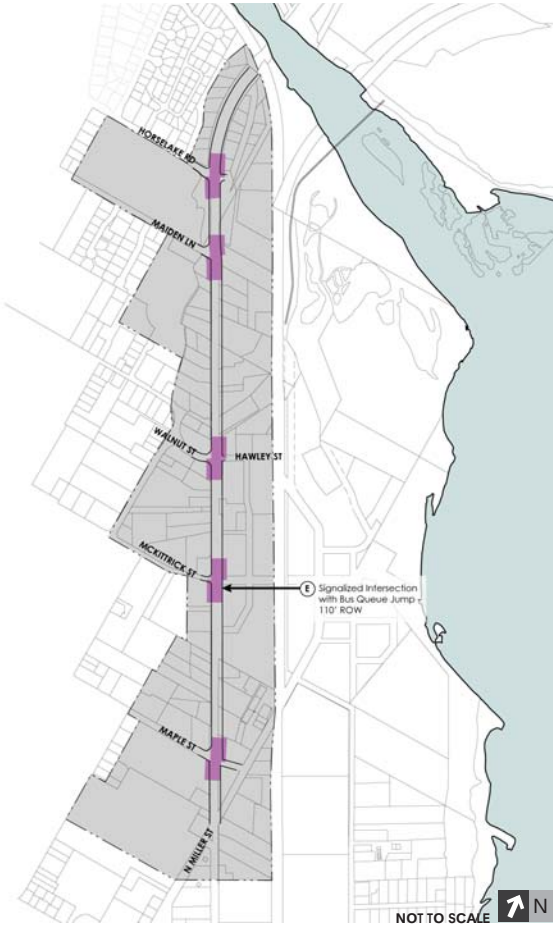
Additionally, all major intersections will have complete crosswalks for pedestrians and bicycles.

Note: Though U-turns may be permitted, this design does not meet the WSDOT standards for U-turn of a passenger vehicle, requiring a clearance of 52 feet where the design below provides 47 feet. See page 30 for an intersection design which meets WSDOT U-turn standards.

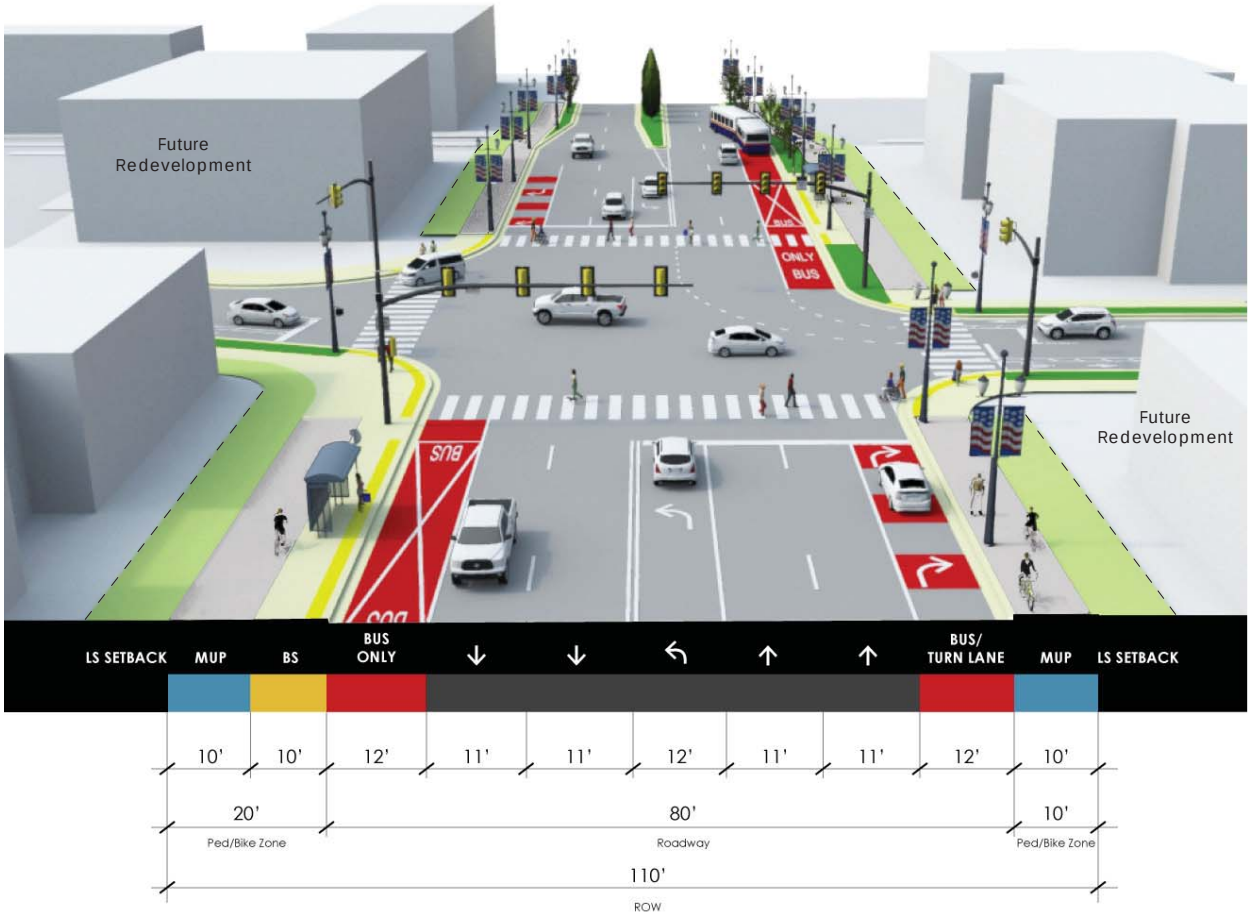


TYPICAL ROADWAY SEGMENTS

(E) Signalized Intersection with Bus Queue Jump - 110' ROW



Key Plan



TYPICAL ROADWAY SEGMENTS

(E) Signalized Intersection with Bus Queue Jump - 110' ROW (with U-turn Bulbs)

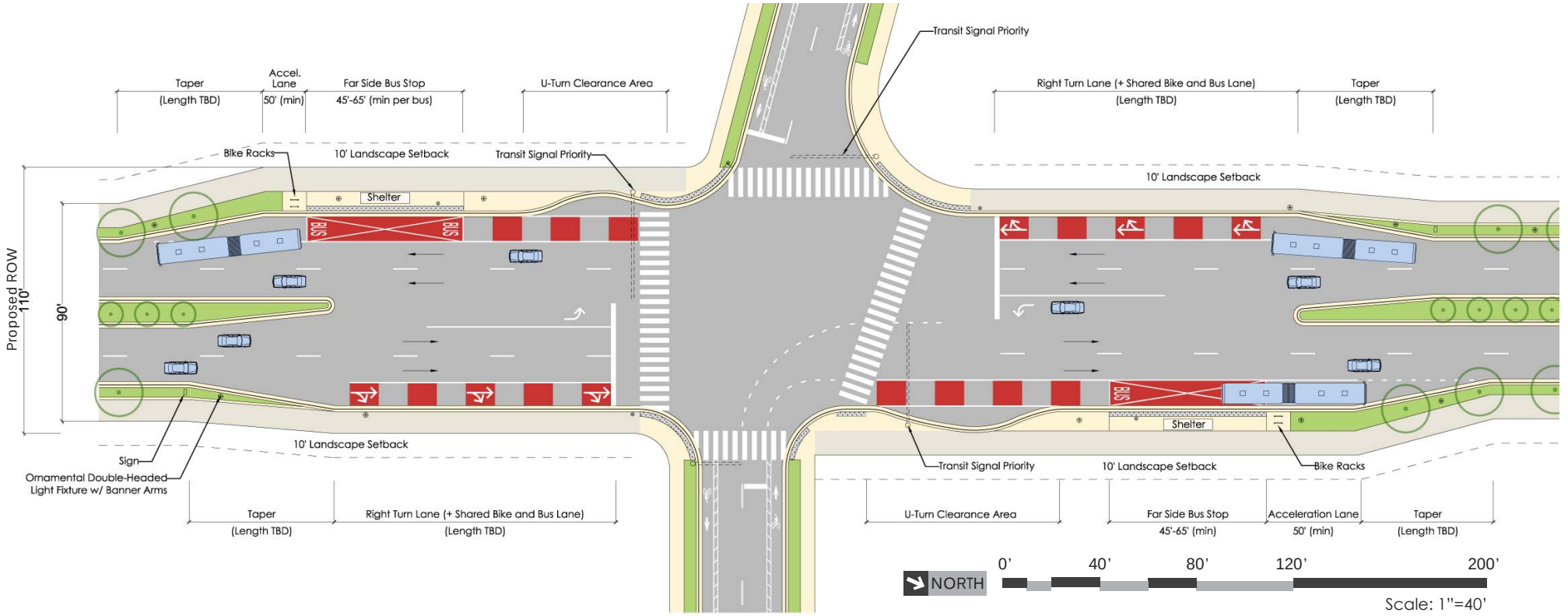
Expanded ROW at major intersections allows for bus queue jump bypass lane and bus stop shelters for riders.

Major intersections are carefully planned to accomodate mobility, safety, and efficiency of all modes. Expanding the ROW an additional ten feet on either side of the proposed 90' typical ROW will ensure adequate space for the following (from outside-in):

- Two MUPs (each side of street)
- Far-side bus stop with shelter and seating
- Bus queue jump bypass lane (with signal priority)
- Four travel lanes + U-turn bulb
- Left and right turn pockets

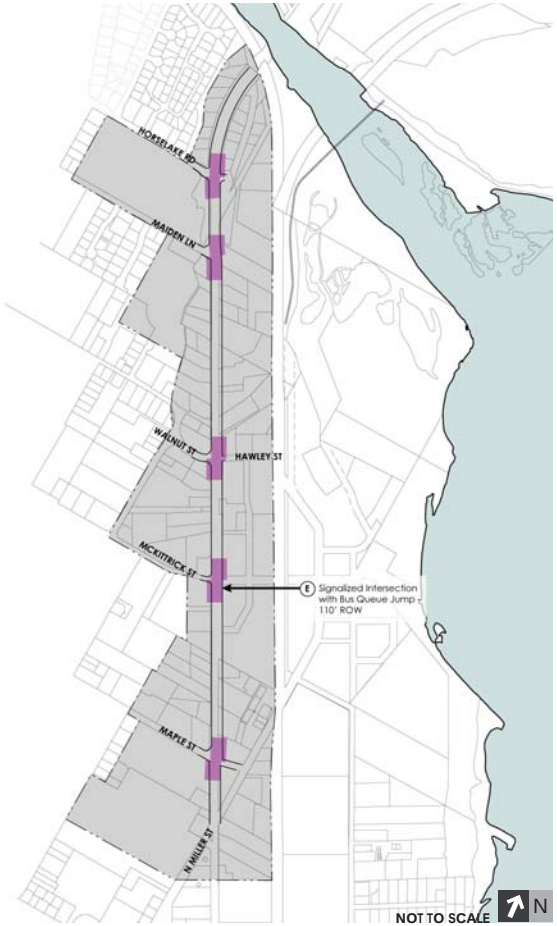
Bus Queue Jump Bypass Lane:
Red paint marks bus zones on both sides of the traffic light. On the nearside of the intersection, this lane is shared with general traffic as a right turn lane. With priority signal, buses can advance through the intersection to the BUS ONLY pick-up zone and bus stop on the farside where the bus will out of general traffic to avoid congestion.

Additionally, all major intersections will have complete crosswalks for pedestrians and bicycles. U-turns by passenger vehicles are permitted at these intersections and meet WSDOT standards. Larger trucks will be directed to roundabouts to the north and south of the project area to make desired turnarounds.

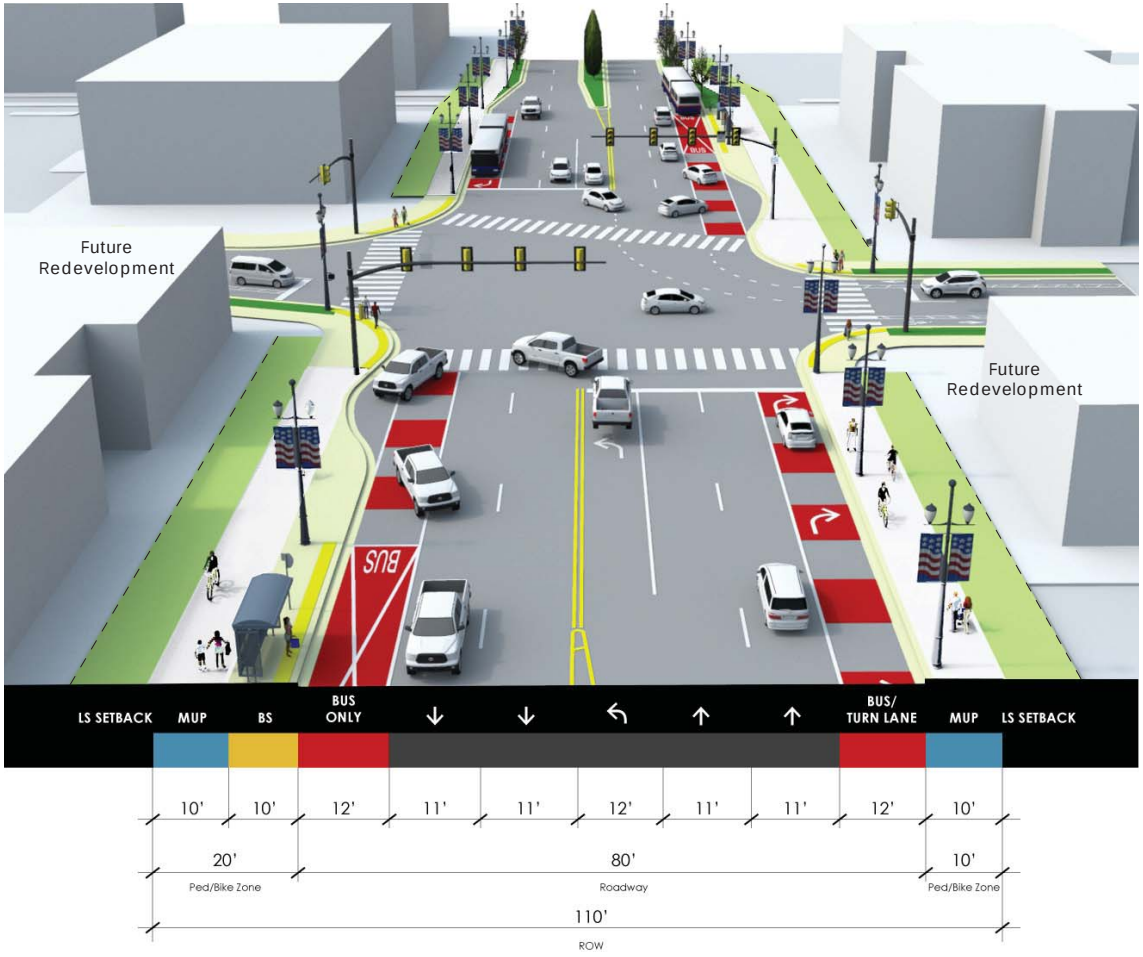


TYPICAL ROADWAY SEGMENTS

(E) Signalized Intersection with Bus Queue Jump - 110' ROW



Key Plan



FRONTAGE DEVELOPMENT

Existing Land Use

The corridor is dominated by auto-oriented commercial uses, occuring on parcels of various sizes fronting N. Wenatchee Ave.

Commercial Office & Retail

The existing corridor is comprised mainly of various scales of retail and "big box" stores, drive-thru restaurants, commerical services, and hotels. These uses promote an auto-dominant commercial corridor where buildings are set back far from the street with large parking lots in front and an abundance of driveway/entry points.

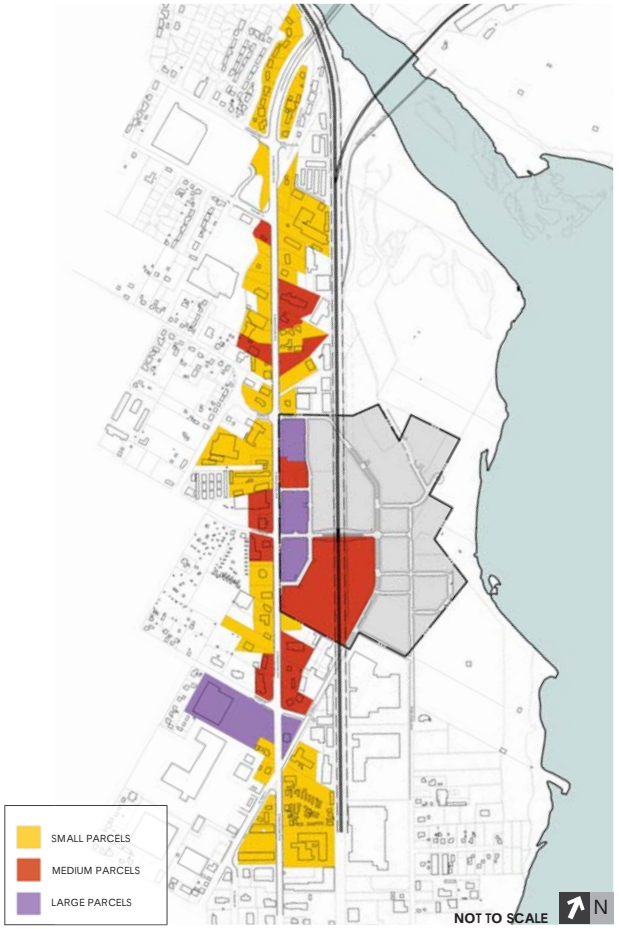
Frontage Length

With the large range of parcel sizes along this corridor, some lots may have more or less of a presence on the street. The proposed development guidelines are intended to benefit any size of parcel and allow for incremental improvements lot by lot throughout the corridor. The frontage length is used to categorize the parcels as small, medium, and large, determining appropriate setback treatment.

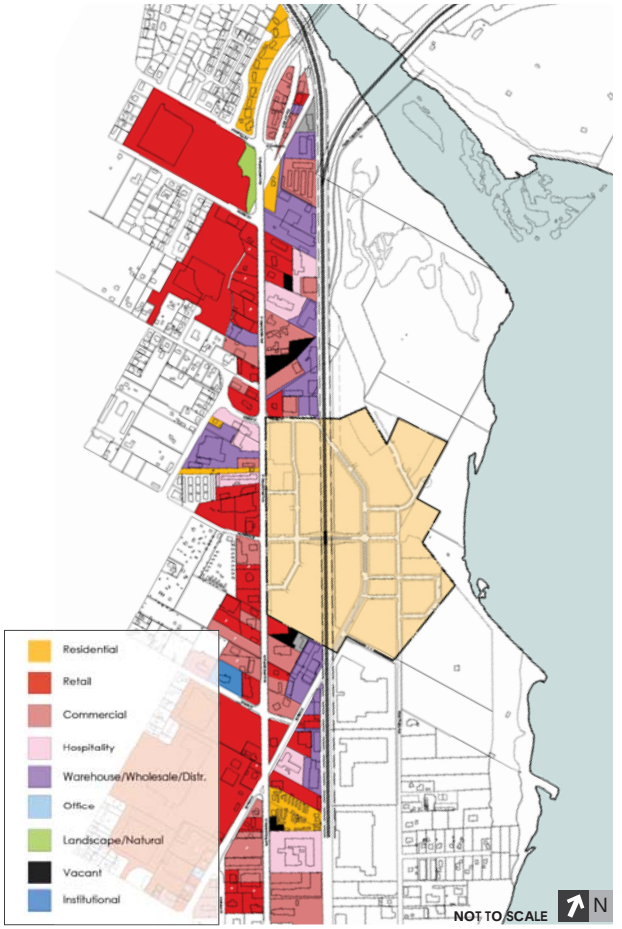
SMALL PARCELS:
<200 ft wide

MEDIUM PARCELS:
200-300 ft wide

LARGE PARCELS:
>300 ft wide



Wenatchee Corridor Parcel Sizes



Wenatchee Corridor Existing Land Uses

FRONTAGE DEVELOPMENT

Existing Zoning

The entire project area is within the existing zone of *North Wenatchee Business District*.

Permitted Uses

Currently within the North Wenatchee Business District, there are few restrictions on what uses are permitted, allowing nearly any type of commercial use. To promote positive growth of this corridor, it is recommended that commercial uses be limited to some degree to discourage uses that require large, open lots and industrial-sized garages. These less desirable uses may be changed from "permitted use" to "conditional use" in the future.

Development Standards

Proposed development guidelines address a number of design considerations in efforts to:

- Improve gateway experience into Wenatchee
- Discourage auto-dominance / improve walkability & bikability
- Encourage landscaping and greenery for comfort and aethetics

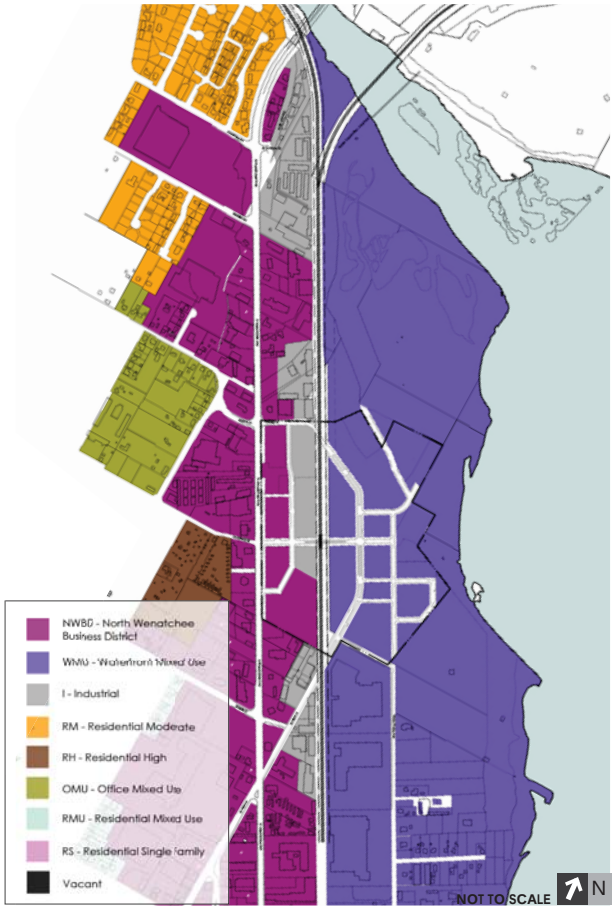
This proposal specifically addresses the treatment of frontage development and front setbacks along N. Wenatchee Avenue. The design elements in consideration include:

- Landscape Setback
- Build-to Line
- Parking Setback
- Driveway Spacing

Side and rear setbacks are not impacted by the proposed guidelines.

EXISTING: Business District Character

EXISTING: Business District Character



Wenatchee Zoning Code Map (existing)

FRONTAGE DEVELOPMENT CRITERIA

Design Elements

Measurable qualities of frontage parcels

Landscape Setback

The space between the sidewalk's edge and the building face is primarily paved and/or used for parking on Wenatchee properties today. It is recommended that this setback area instead be used for landscaping, outdoor seating, or other gathering areas.

EXISTING: Paved Setback / Parking Lot at Sidewalk Edge

EXAMPLE: Landscaped Setback

Build-To Line

Currently with no build-to line requirement, buildings and storefronts are often set very far back from the street, typically prioritizing parking in the front of the lot. This approach is not pedestrian-friendly, nor is it beneficial for businesses. Benefits of enforcing a build-to line include:

- Improved pedestrian and bicycle access from street
- Less auto-dominance
- Encouraged pedestrian/bicycle travel
- More continuity/uniformity along corridor
- Improved character/aesthetic of the area

EXISTING: No Build-to Line Requirement

EXAMPLE: Build-to Line, Side Parking, Front Door Facing Street

FRONTAGE DEVELOPMENT CRITERIA

Design Elements

Measurable qualities of frontage parcels

Parking Setback

Throughout the corridor, the sidewalk is met with parking lots. This creates an unfavorable pedestrian environment-- one that is narrowly squeezed between moving traffic and parked cars. To improve the pedestrian experience, the sidewalk will become much wider, but also parking will be set back from the sidewalk's edge. Within this setback could be groundcover landscaping up to hedges and trees, a screen wall, or any of type of visual separation to soften the harsh appearance of a parking lot.

EXISTING: Auto-Dominated, Parking Meets Sidewalk

EXAMPLE: Parking Set Back from Sidewalk with Landscape Strip

Driveway Spacing

Today, thoughout this auto-oriented corridor, there are large driveways and curb cuts entering parking lots and drive-thrus nearly every step of the sidewalk. A recent study shows that along this seven-block stretch of the corridor, there are 84 sidewalk interruptions. This is not conducive to safe pedestrian and bike travel, nor is it clear to vehicles where turn-off is appropriate. By enforcing a standard spacing for driveways, conflicts will be minimized and properties will be encouraged to share entries. This will create a safer and more consistent roadway.

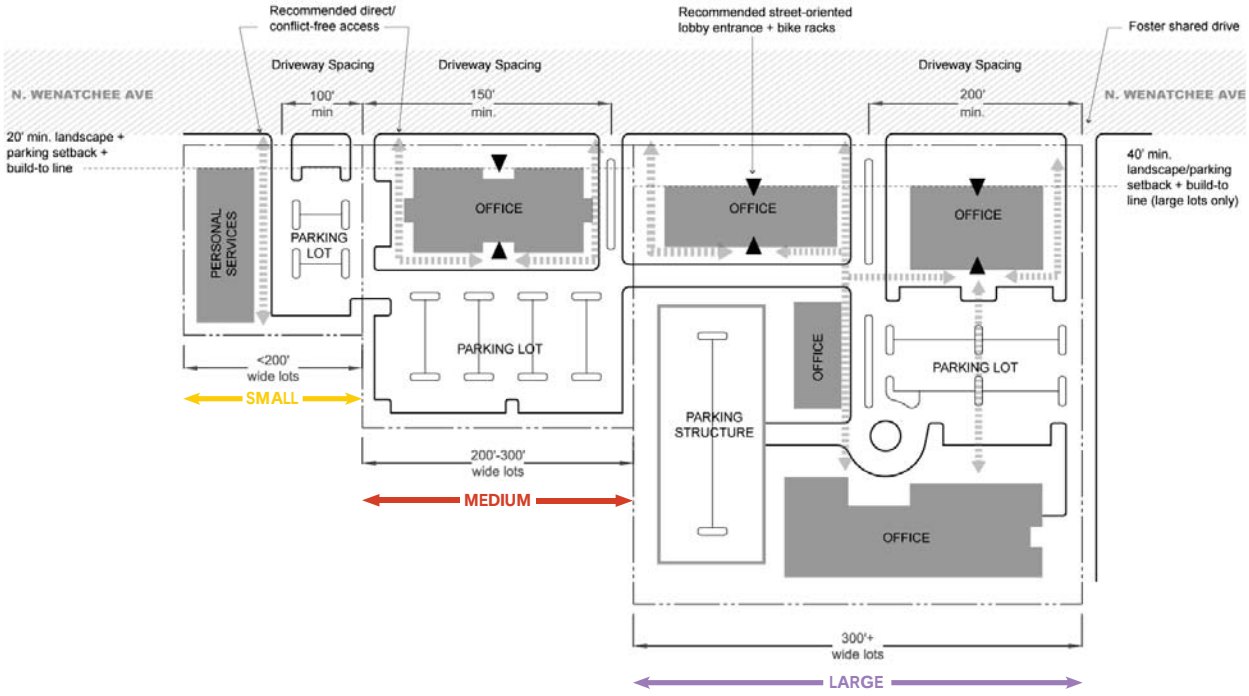
EXISTING: Auto-Dominated, Frequent Large Driveways/Curb Cuts

EXAMPLE: Combined Driveways and Parking Lots to Minimize Sidewalk Impacts

FRONTAGE DEVELOPMENT GUIDELINES

Commercial Office Use

PERMITTED USES: business offices, personal services



PLAN: Hypothetical office development under proposed guidelines [not to scale]

EXISTING: Commercial Office

TYPICAL FRONTAGE DEVELOPMENT GUIDELINES

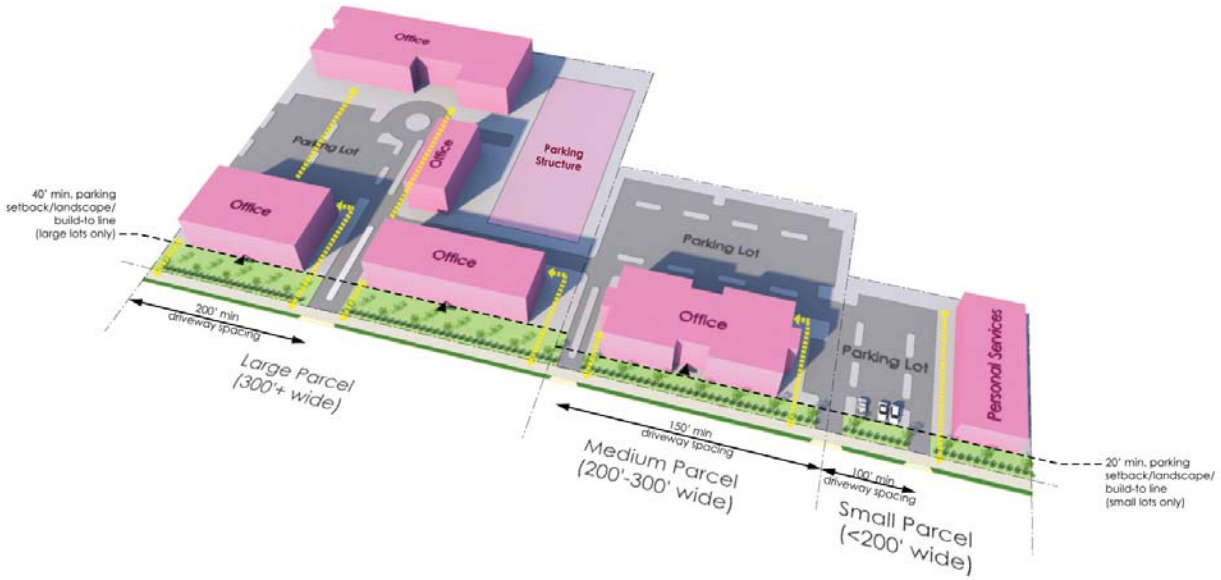
Land Use	Landscape Setback (min.)	Parking Setback (min.)	Build-To Line	Driveway Spacing (min)
COMMERCIAL OFFICE				
SMALL (<200')	20'	20'	20'	100'
MEDIUM (200'-300')	20'	20'	20'	150'

PROPOSED GUIDELINES: Recommended front setbacks for office type uses

The proposed development guidelines for office type uses are intended to

FRONTAGE DEVELOPMENT GUIDELINES

Commercial Office Uses



PROPOSED: 3D illustration of hypothetical new office development under proposed guidelines

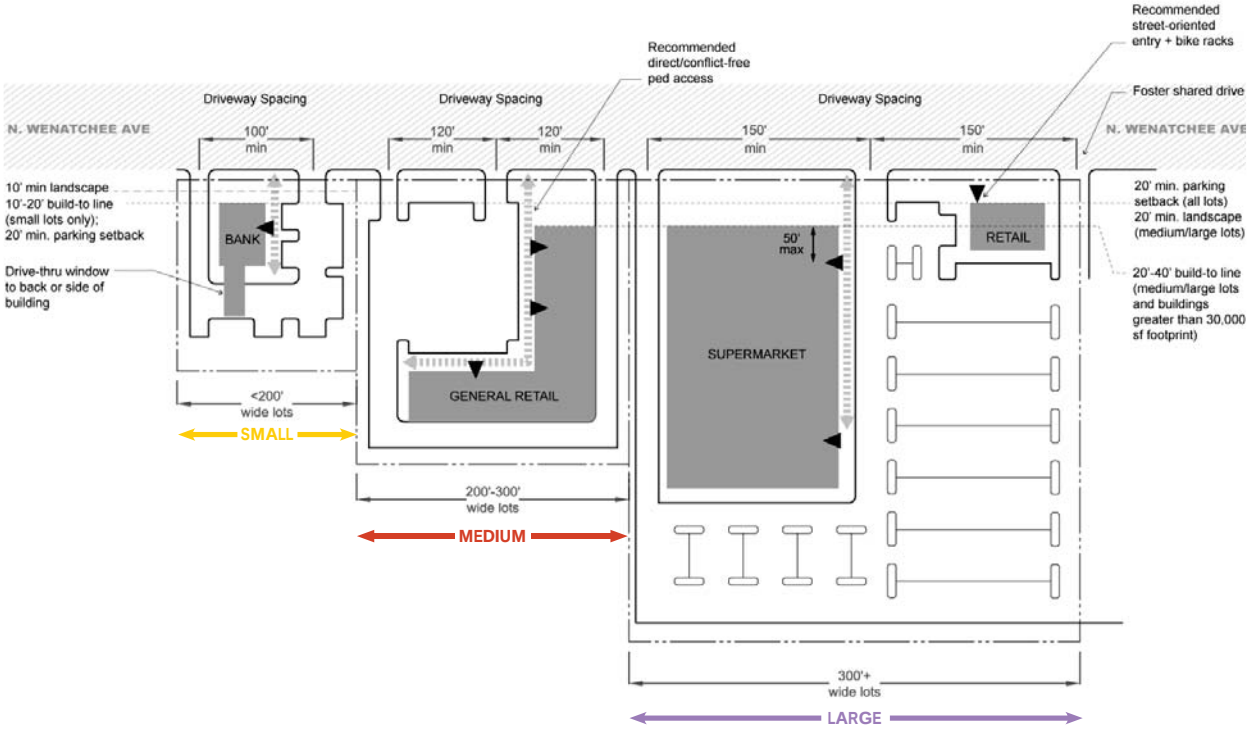
EXAMPLE: Office Built Near Sidewalk

EXAMPLE: Offices with Parking Behind

FRONTAGE DEVELOPMENT GUIDELINES

Commercial Retail Uses

PERMITTED USES: auto rental/sales, **banks** with/without drive-through, boat sales and rentals, building materials, equipment rental services, exercise facilities, farmers market, furniture/home furnishings, **general retail**, liquor stores, motor vehicle sales or supply, **neighborhood grocery**, office supplies, commerical printing, service stations, **supermarket**



PLAN: Hypothetical retail development under proposed guidelines [not to scale]

EXISTING: Commercial Retail

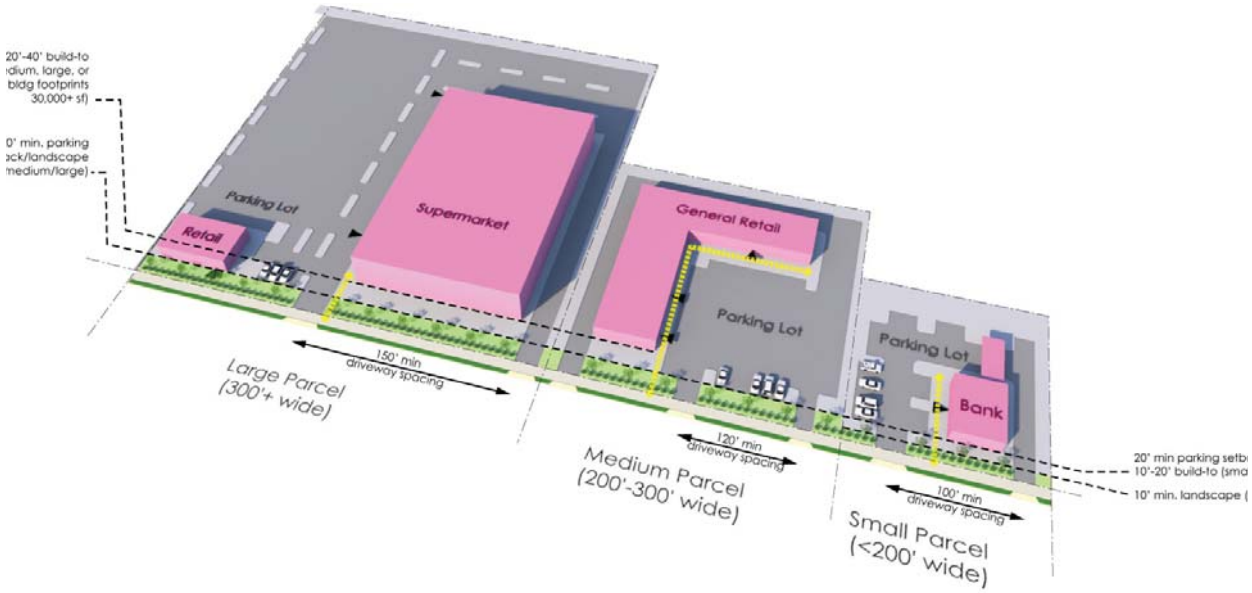
TYPICAL FRONTAGE DEVELOPMENT GUIDELINES

Land Use	Landscape Setback (min.)	Parking Setback (min.)	Build-To Line	Driveway Spacing (min)
COMMERCIAL RETAIL				
SMALL (<200')	10'	20'	10'-20'	100'
MEDIUM (200'-300')	20'	20'	20'-40'	120'
LARGE (300'+)	20'	20'	20'-40'	150'

PROPOSED GUIDELINES: Recommended front setbacks for retail type uses

FRONTAGE DEVELOPMENT GUIDELINES

Commercial Retail Uses



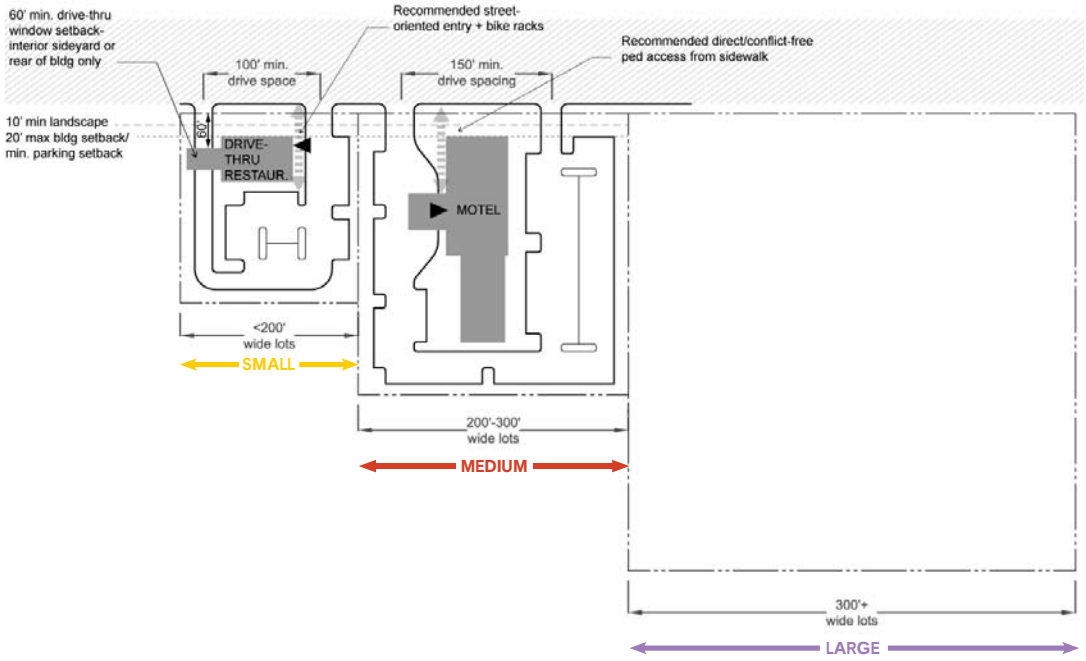
PROPOSED: 3D illustration of hypothetical new retail development under proposed guidelines

EXAMPLE: General Retail, Parking to Side

FRONTAGE DEVELOPMENT GUIDELINES

Commercial Service-Oriented Uses

PERMITTED USES: Delivery services, **drinking establishments**, **hotels/motels**, laundromat, lodging, micro brewery/distillery/winery, TV/radio studios, **restaurants** with/without drive-thru, service and repair (motorized/nonmotorized)



PLAN: Hypothetical service-oriented development under proposed guidelines [not to scale]

EXISTING: Commercial Service - Hotel

TYPICAL FRONTAGE DEVELOPMENT GUIDELINES

Land Use	Landscape Setback (min.)	Parking Setback (min.)	Build-To Line	Driveway Spacing (min)
COMMERCIAL SERVICE				
SMALL (<200')	10'	20'	20'	100'
MEDIUM (200'-300')	10'	20'	20'	150'
LARGE (300'+)	---	---	---	---

PROPOSED GUIDELINES: Recommended front setbacks for service type uses

FRONTAGE DEVELOPMENT GUIDELINES

Commercial Service-Oriented Uses

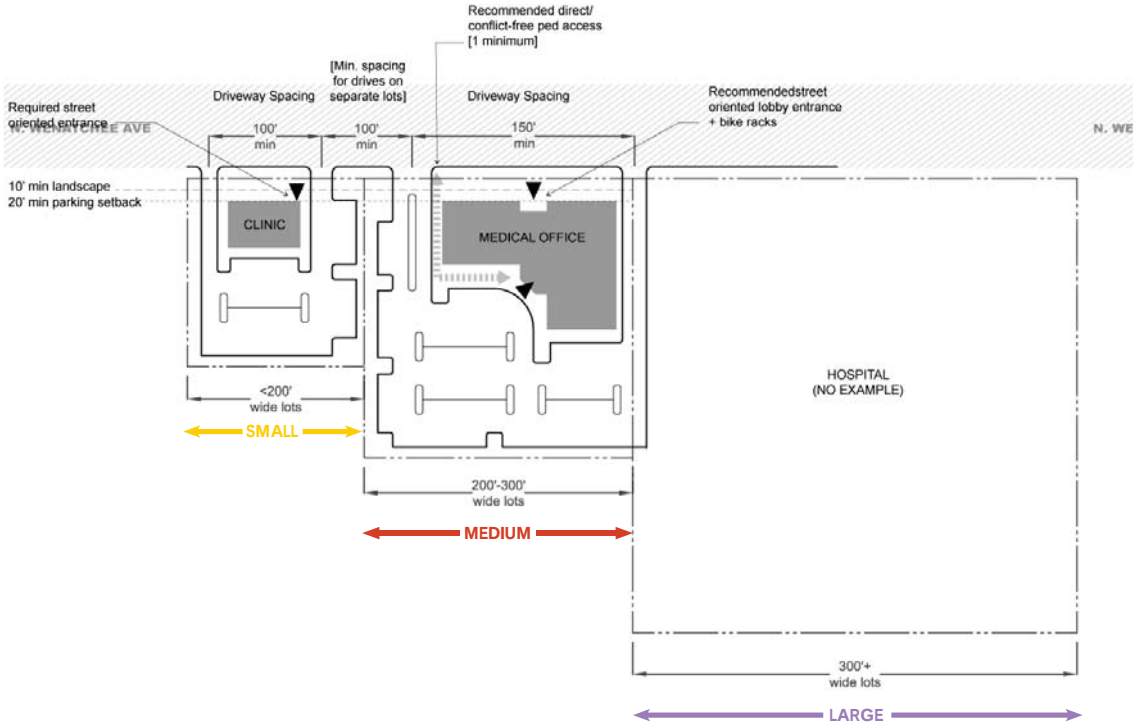
PROPOSED: 3D illustration of hypothetical new service-oriented development under proposed guidelines

EXAMPLE: Street-Oriented Motel

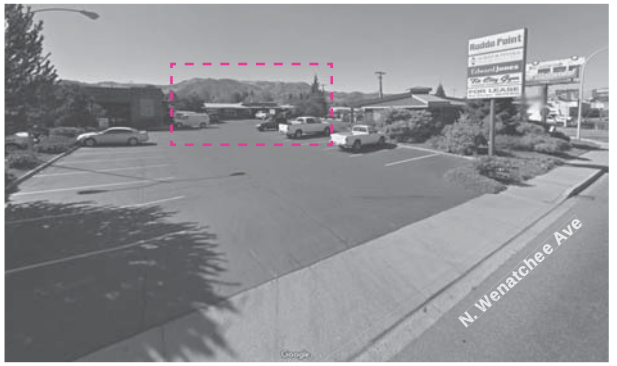
FRONTAGE DEVELOPMENT GUIDELINES

Medical Uses

PERMITTED USES: **Clinic**, hospital planned development, **medical office**, veterinary offices/clinics



PLAN: Hypothetical medical development under proposed guidelines
[not to scale]



EXISTING: Medical Facility

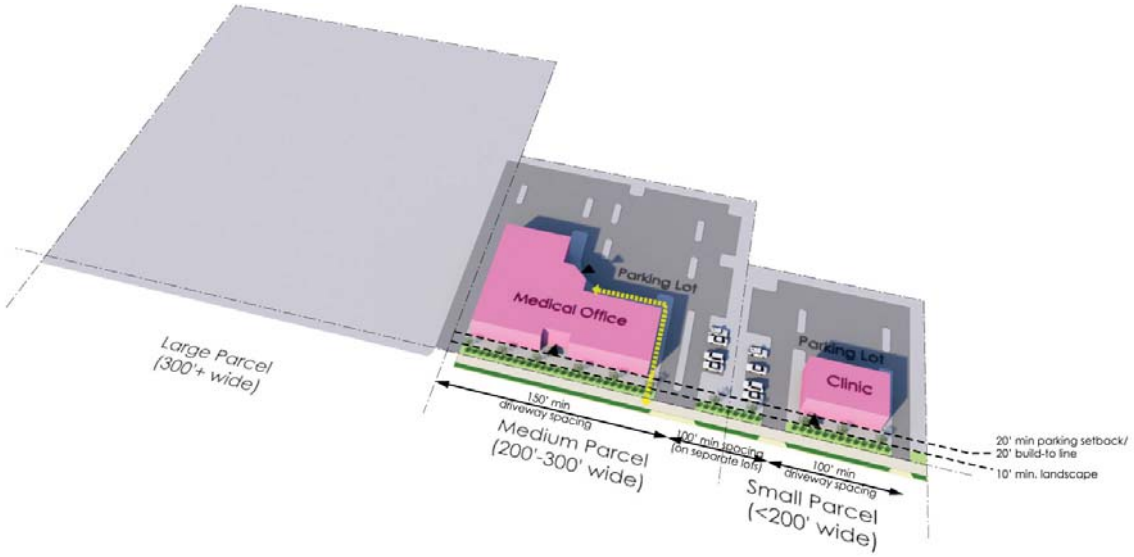
TYPICAL FRONTAGE DEVELOPMENT GUIDELINES

Land Use	Landscape Setback (min.)	Parking Setback (min.)	Build-To Line	Driveway Spacing (min)
MEDICAL				
SMALL (<200')	10'	20'	20'	100'
MEDIUM (200'-300')	10'	20'	20'	150'

PROPOSED GUIDELINES: Recommended front setbacks for medical type uses

FRONTAGE DEVELOPMENT GUIDELINES

Medical Uses



PROPOSED: 3D illustration of hypothetical new medical development under proposed guidelines

EXAMPLE: Street-Oriented Clinic

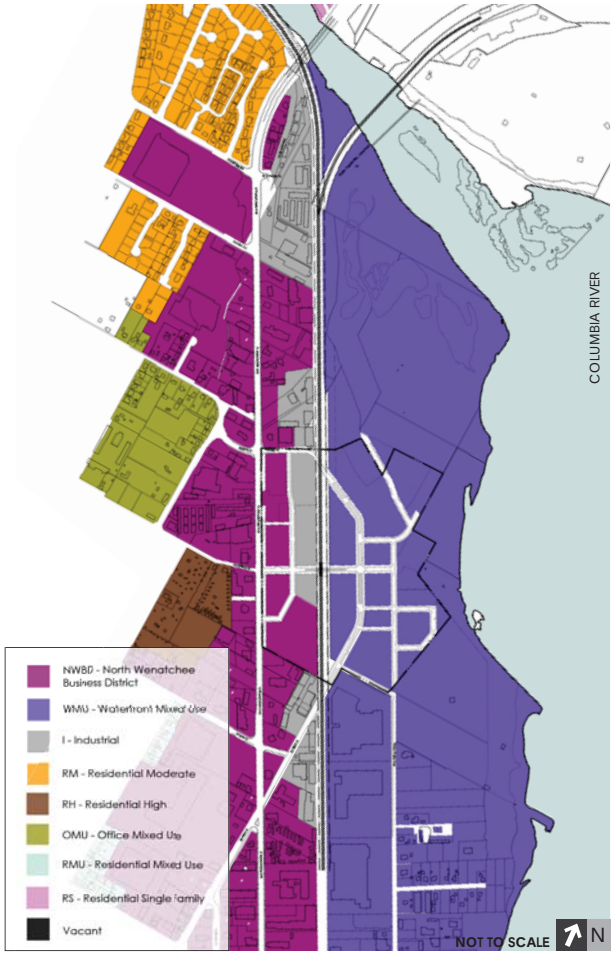
APPENDIX

SITE & CORRIDOR ANALYSIS

Zoning and Land Use

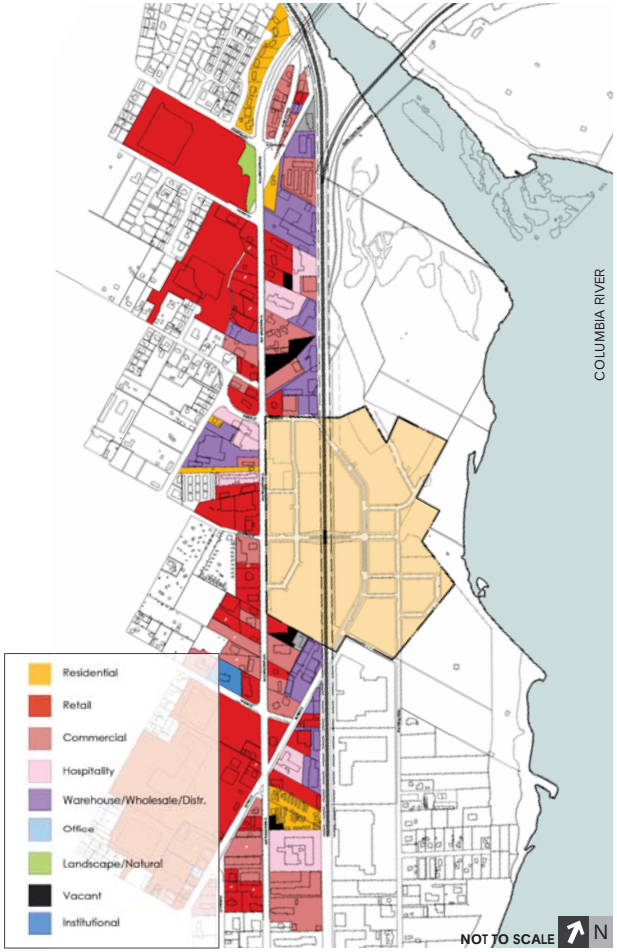
EXISTING ZONING

The project area exists entirely within the North Wenatchee Business District.



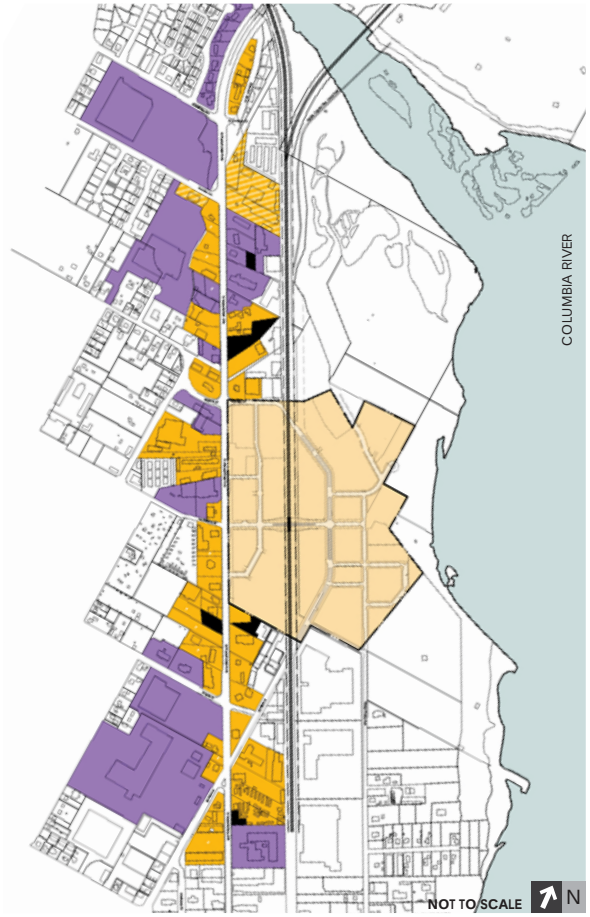
EXISTING LAND USE

The corridor is dominated by auto-oriented commercial uses: various scales of retail and "big box" stores, drive-thru restaurants, commerical services, and hotels.



DEVELOPMENT POTENTIAL

Purple parcels containing stable retail tenants or new development are considered stable and unlikely to undergo drastic change. Yellow parcels have been deemed redevelopable or could benefit from redevelopment. Black parcels are vacant.



SITE & CORRIDOR ANALYSIS

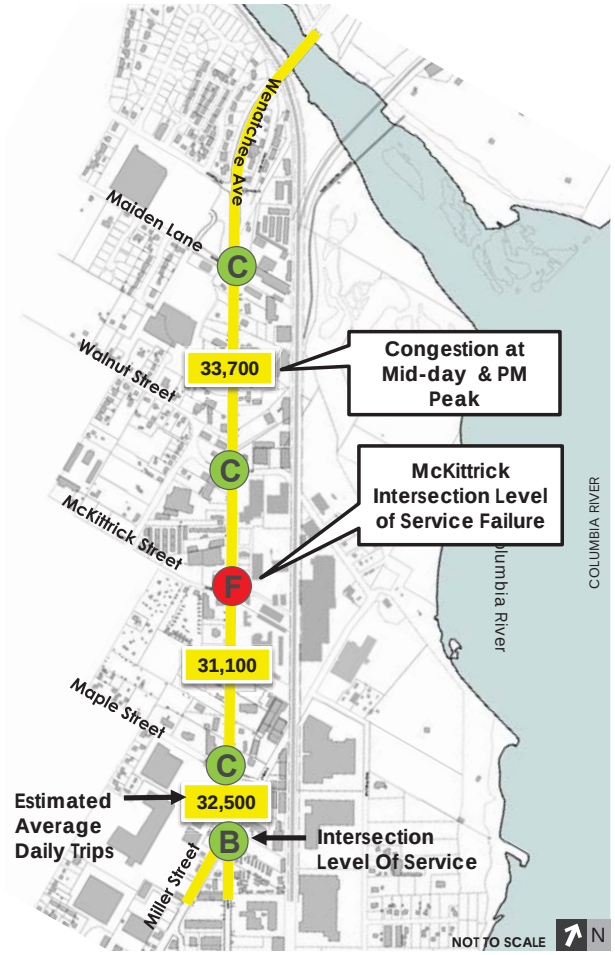
Complete Streets Criteria Assessment - *Car/Truck*

ACCESS ASSESSMENT

As indicated by the green zone, autos have unrestricted access to driveways on either side of the street via central turn lane for the majority of the project area.

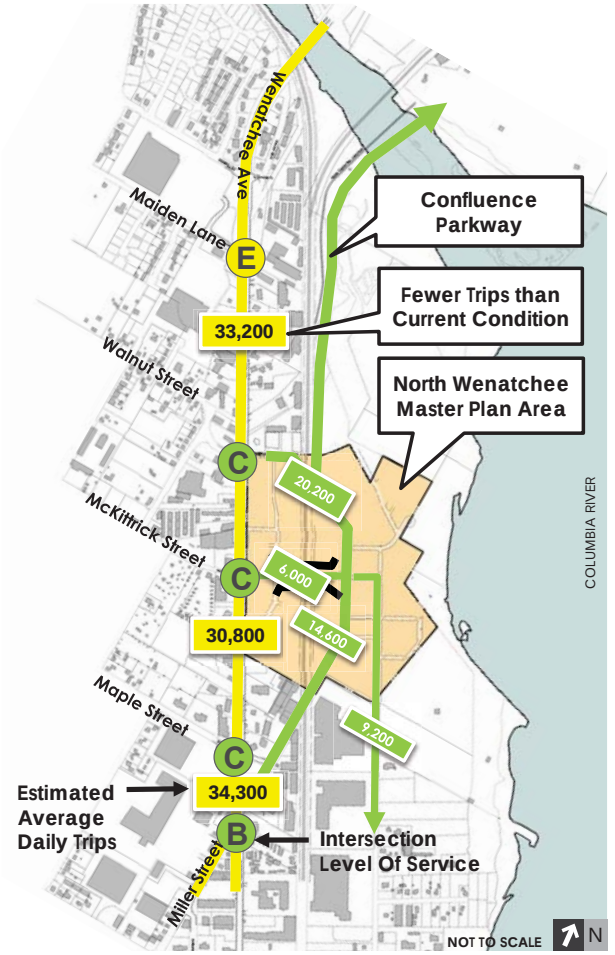
EXISTING TRAFFIC CONDITIONS 2016

Average daily trips in 2106



DISTRICT BUILD OUT WITH CONFLUENCE PARKWAY

Decrease in average daily trips with the construction of Confluence Parkway intended to lessen traffic and relieve congestion on Wenatchee Ave.

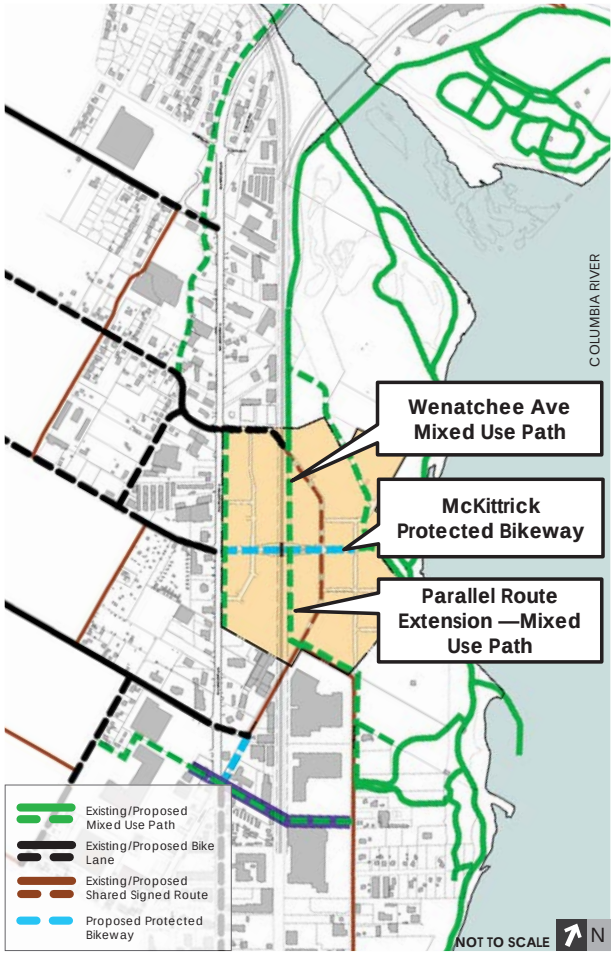


SITE & CORRIDOR ANALYSIS

Complete Streets Criteria Assessment - *Bicycle and Pedestrian*

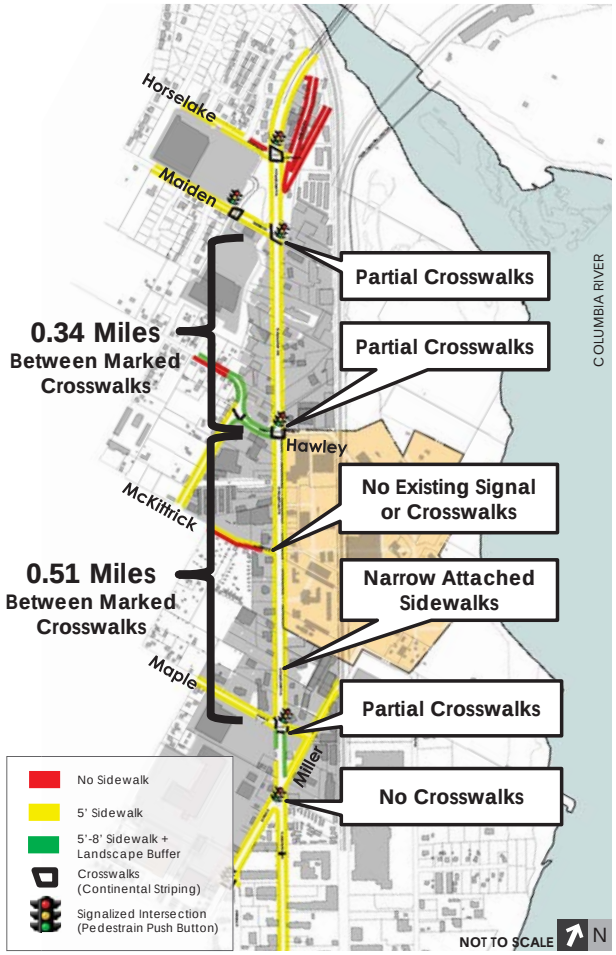
EXISTING & PROPOSED (SUBAREA PLAN) BICYCLE FACILITIES

Currently there is no bicycle facility on Wenatchee Ave and proposed routes currently only include new developement area at North Wenatchee.



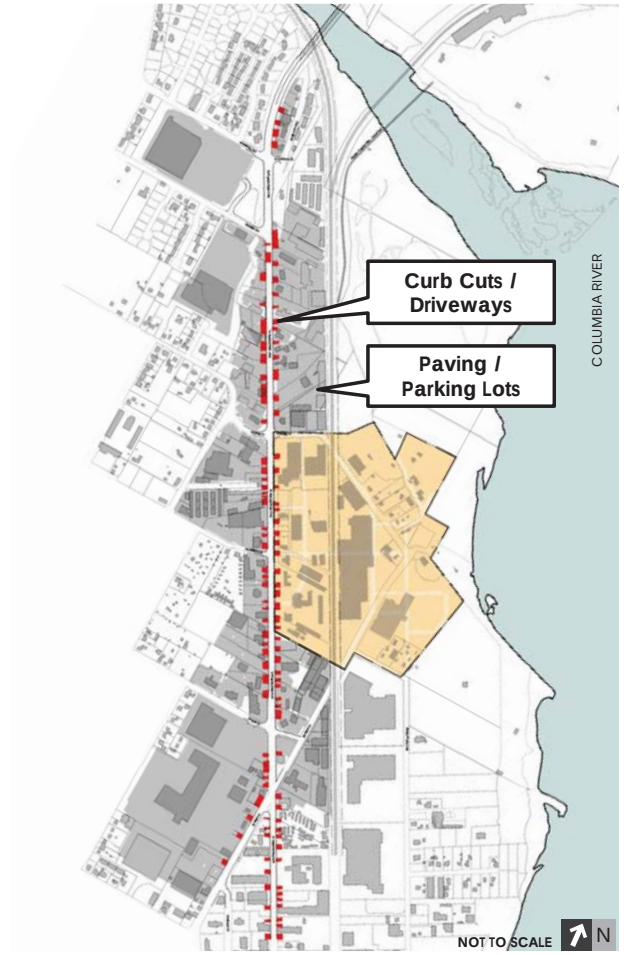
EXISTING SIDEWALK CONDITIONS & CROSSINGS

Sidewalks on Wenatchee Ave are narrow at five feet wide and unprotected from traffic. Signalized crosswalks at intersection are far apart and are typically incomplete.



EXISTING SIDEWALK CONDITIONS - INTERRUPTIONS

Curb cuts and large driveways cut through nearly every step of the sidewalk. This seven-block stretch of the corridor contains 84 sidewalk interruptions.

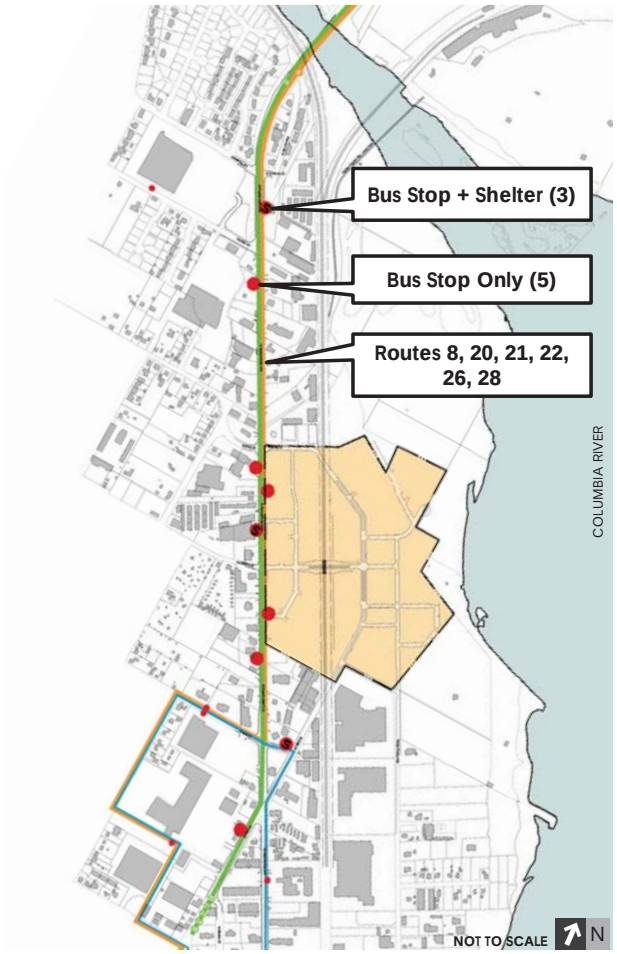


SITE & CORRIDOR ANALYSIS

Complete Streets Criteria Assessment - *Transit*

LINK TRANSIT BUS ROUTES

Bus service runs somewhat consistently through the corridor, but lacks quality sheltered bus stops and convenient access to these stops.



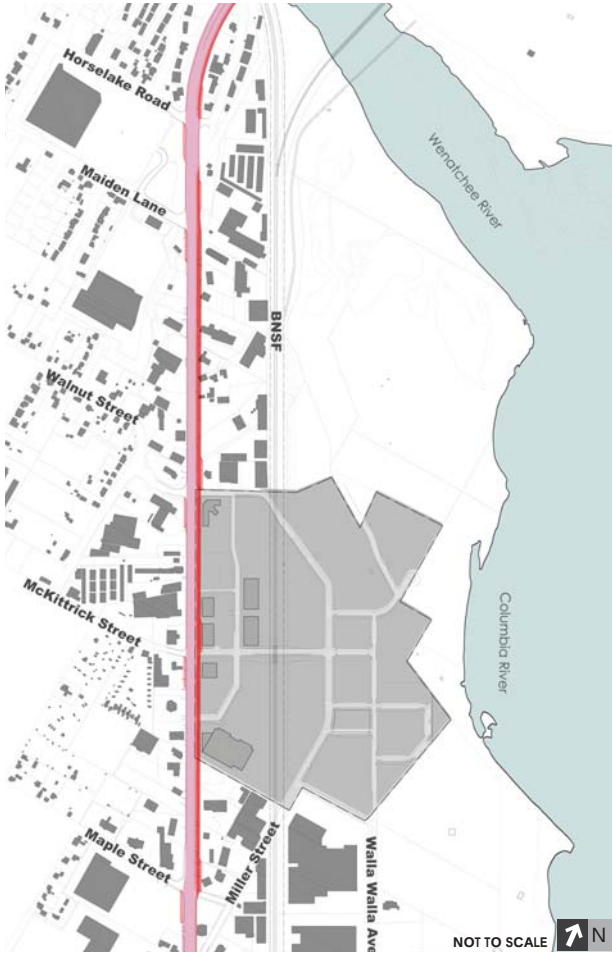
Bus Line	Study Area	Hours of Operation	Frequency
8 20, 21, 22, 26, 28	Olds Station > Columbia Station	4:30am - 10:00pm Limited Sat/No Sun	Peak: 5-15 min Off Peak: 15-30
C Line	Valley North Center > Columbia Station	6:30am - 8:00pm Limited Sat/No Sun	15 min

WENATCHEE CORRIDOR ALTERNATIVES

ROW Expansion Studies

100' ROW - EAST SIDE EXPANSION

Maintain west side ROW line and expand to the east to become 100'. Major intersections expand to 110', including acquisition of 5' to the west (at intersections only).



90' ROW - EAST SIDE EXPANSION

Maintain west side ROW line and expand to the east to become 90'. Major intersections expand to 110', including acquisition of 5' to the west (at intersections only).

90' ROW - SPLIT EAST/WEST EXPANSION

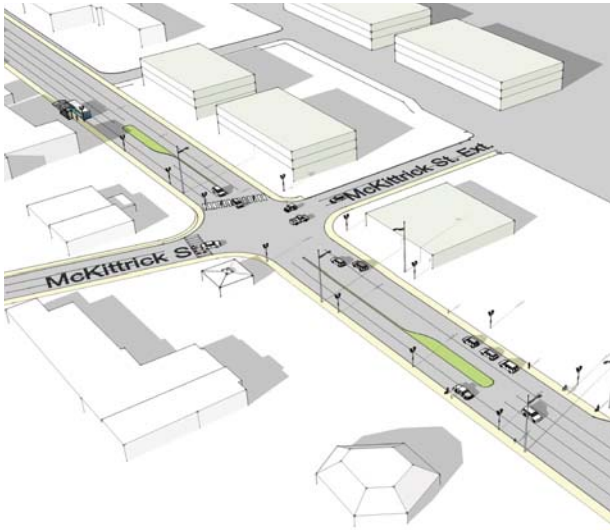
Expand ROW to 90' with acquisition evenly split on east and west sides of street.

WENATCHEE CORRIDOR ALTERNATIVES

Wenatchee Corridor Alternatives: Three alternative complete street concepts were assessed and evaluated using fundamental requirements as criteria. Both 'Alt. B' and 'C' were viewed as preferable. A phased approach in which 'Alt. B' would be constructed with the possibility of not precluding 'Alt. C' in the long term was recommended for further refinement.

(A) BOULEVARD CENTER

Corridor design as desicribed in N. Wenatchee Transportation Master Plan (2011). ROW expansion to 80 feet with median and left-turn/u-turn pockets at major intersections.

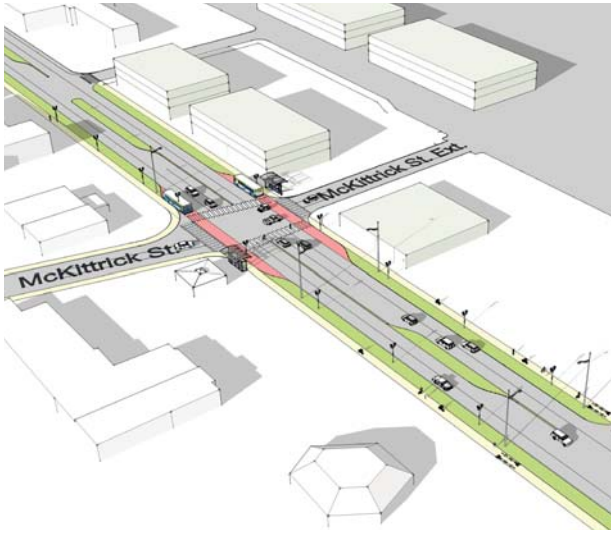


ALT. A: BOULEVARD CENTER

CRITERIA	RATING
Complete Street Potential	
Pedestrian Bicycle Transit Auto/Truck	● ○ ○
MOD Potential	
Existing Stable Use Supportive Redevelopment Potential	● ○ ○
Implementation Potential	
Cost/Financing Political Acceptance Phasing	● ● ●

(B) RAPID BUS MOD

ROW expansion to 90 feet (110 feet at intersections) with median and turn lanes. Queue jump and signal priority for buses. Substantial pedestrian and bicycle improvements with multi-use paths.

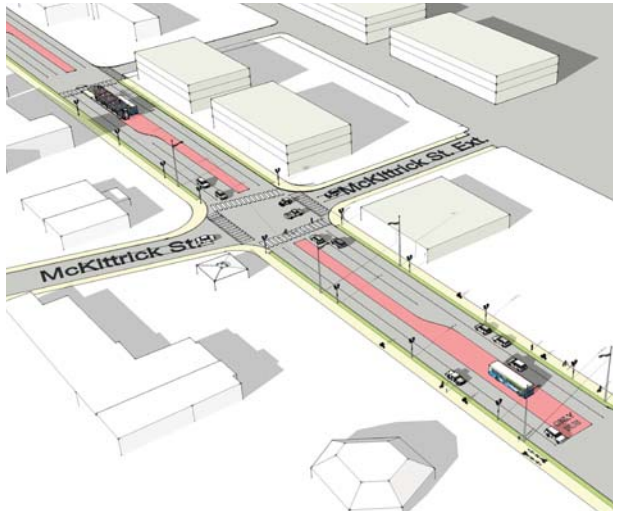


ALT. B: RAPID BUS MOD

CRITERIA	RATING
Complete Street Potential	
Pedestrian Bicycle Transit Auto/Truck	● ● ○
MOD Potential	
Existing Stable Use Supportive Redevelopment Potential	● ● ○
Implementation Potential	
Cost/Financing Political Acceptance Phasing	○ ? ○

(C) BUS RAPID TRANSIT (BRT) MOD

ROW expansion to 100 feet with dedicated central busway and multi-use paths for pedestrians and bicycles.



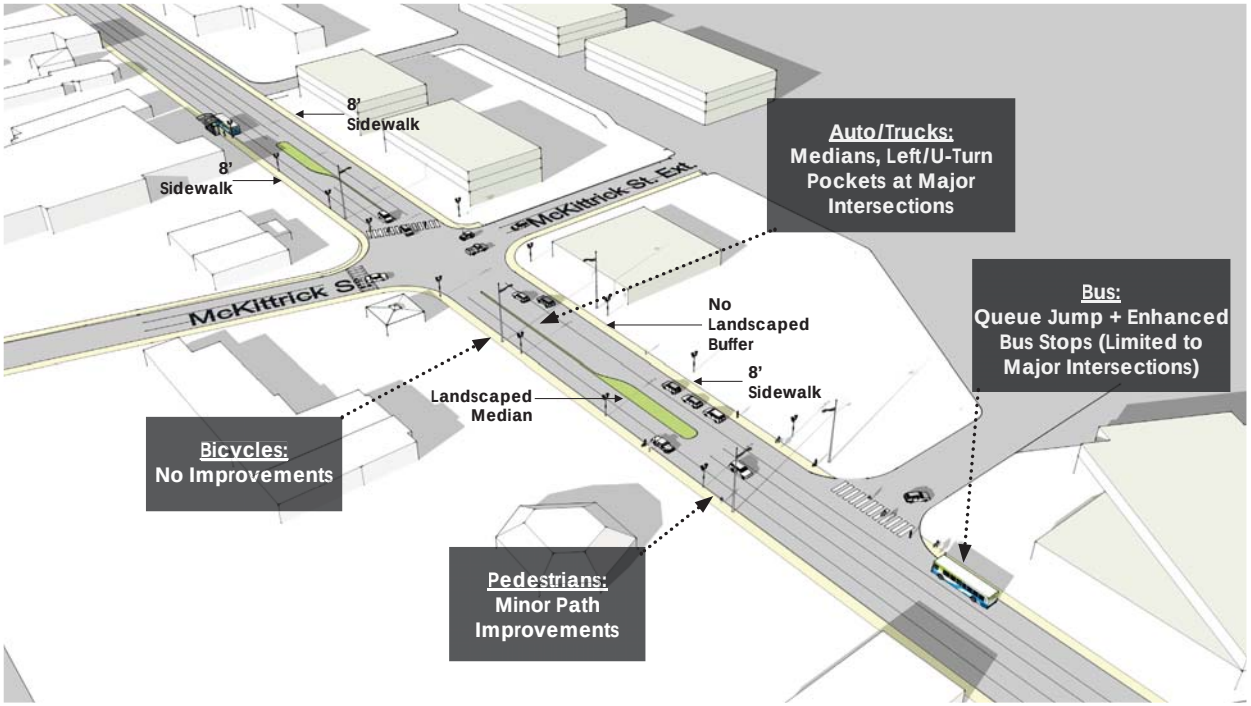
ALT. C: BRT MOD

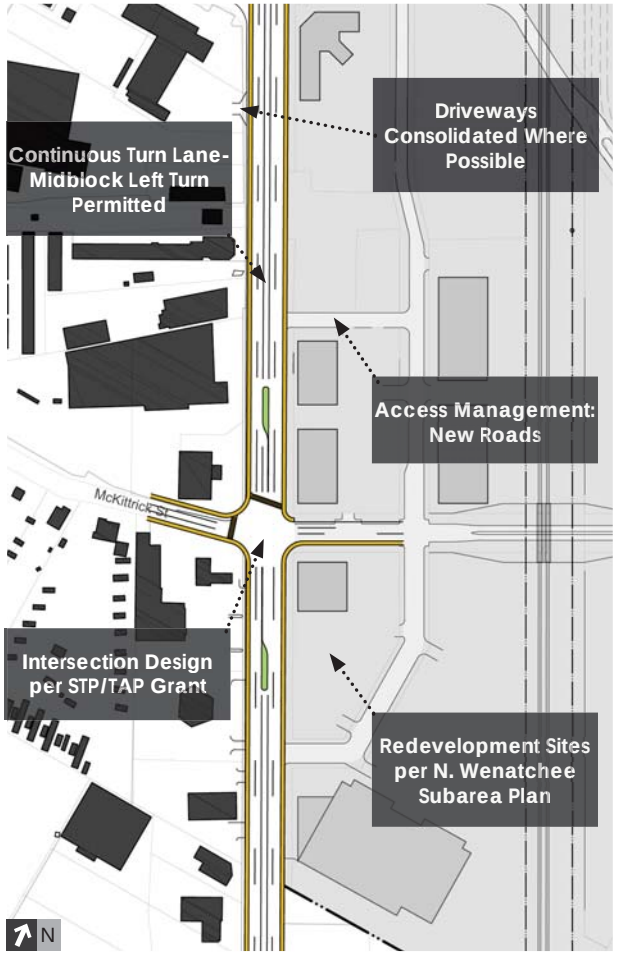
CRITERIA	RATING
Complete Street Potential	
Pedestrian Bicycle Transit Auto/Truck	● ● ●
MOD Potential	
Existing Stable Use Supportive Redevelopment Potential	● ● ●
Implementation Potential	
Cost/Financing Political Acceptance Phasing	○ ? ○

WENATCHEE CORRIDOR ALTERNATIVES

(A) Boulevard Center

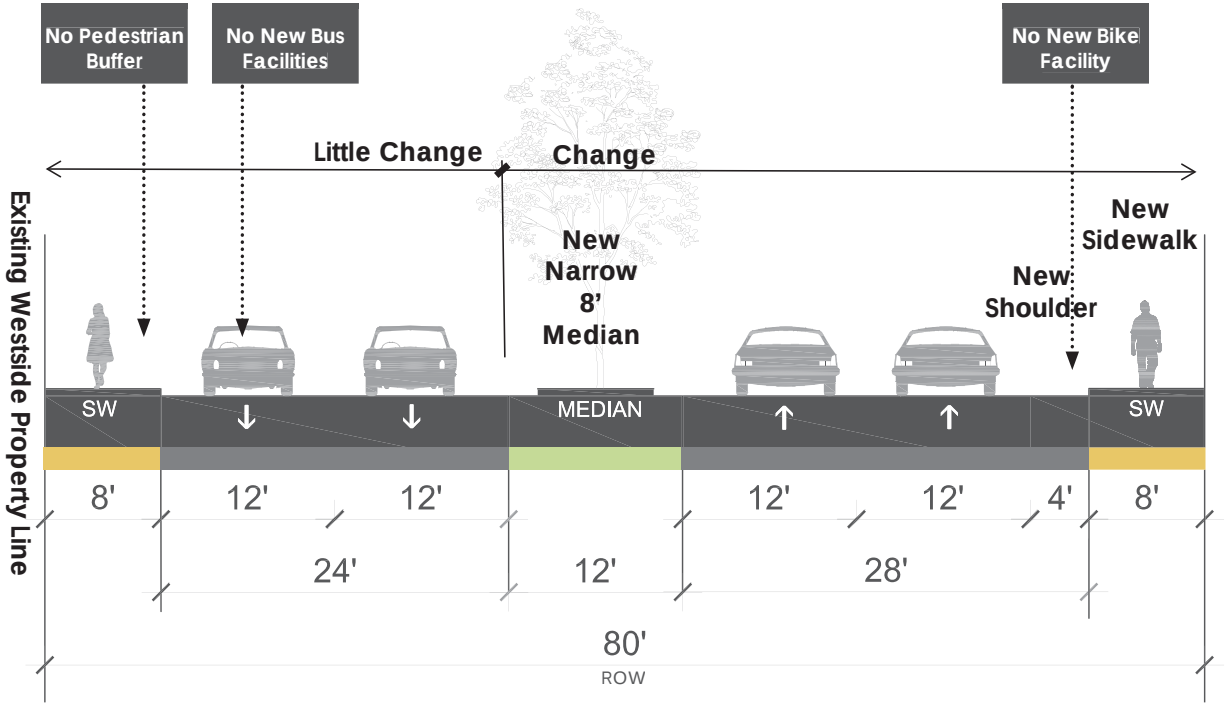
Corridor design as desicribed in N. Wenatchee Transportation Master Plan (2011). ROW expansion to 80 feet with median and left-turn/u-turn pockets at major intersections.





WENATCHEE CORRIDOR ALTERNATIVES

Ⓐ Boulevard Center



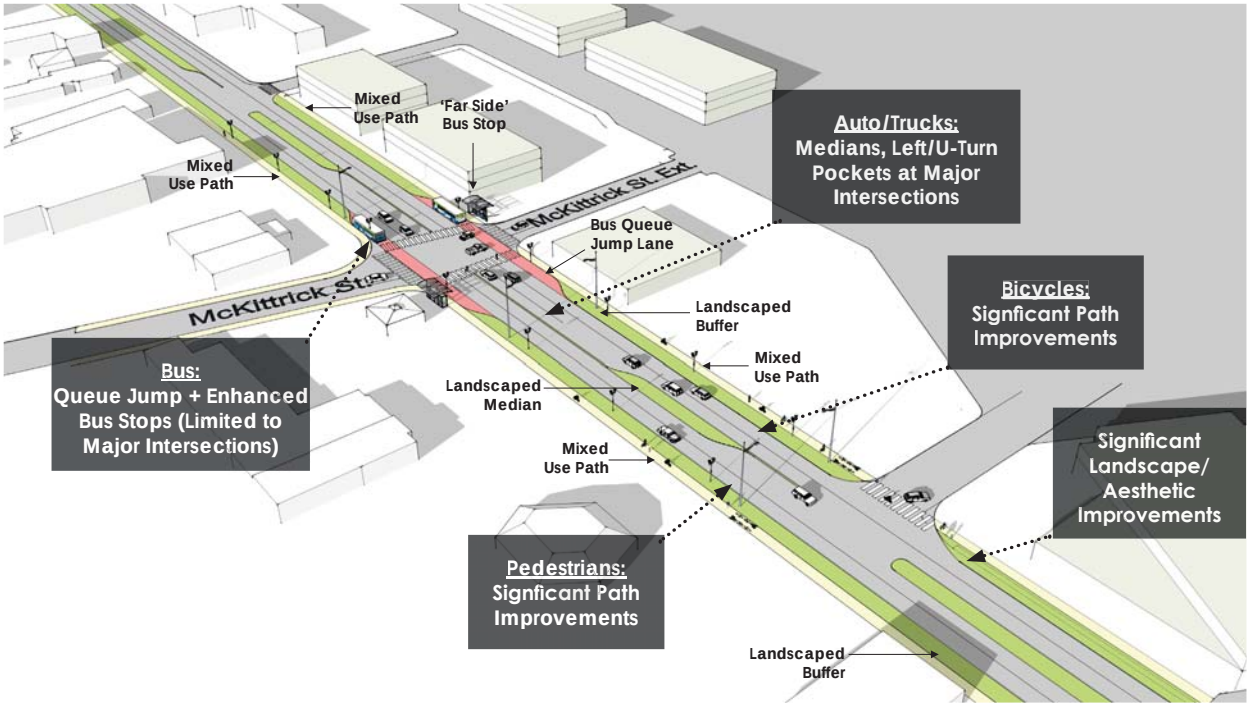
ALT. A: BOULEVARD CENTER

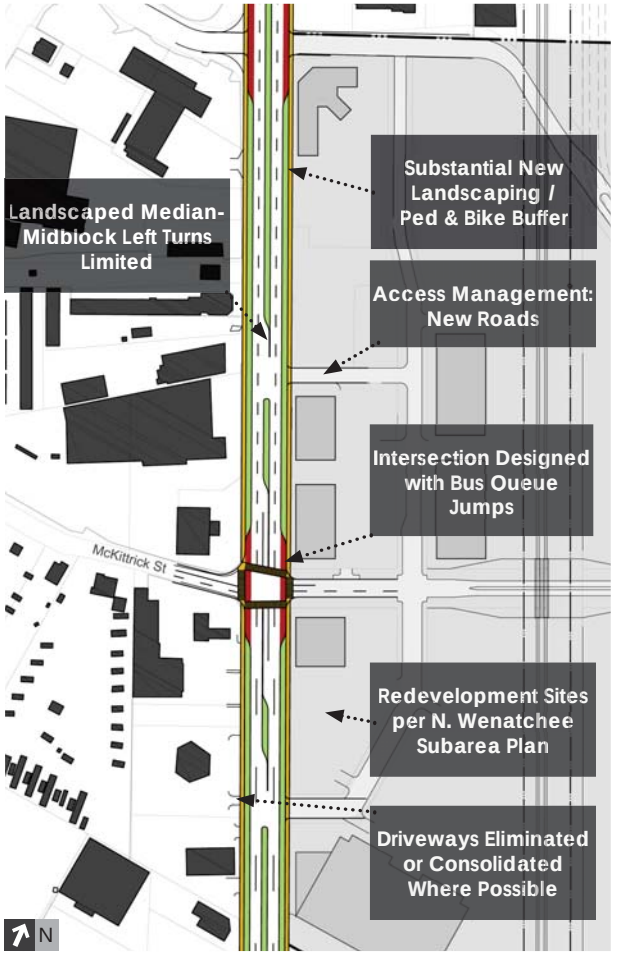
CRITERIA	RATING
Complete Street Potential	
Pedestrian Bicycle Transit Auto/Truck	● ○ ○
MOD Potential	
Existing Stable Use Supportive Redevelopment Potential	● ○ ○
Implementation Potential	
Cost/Financing Political Acceptance Phasing	● ● ●

WENATCHEE CORRIDOR ALTERNATIVES

(B) Rapid Bus MOD - Preferred Alternative

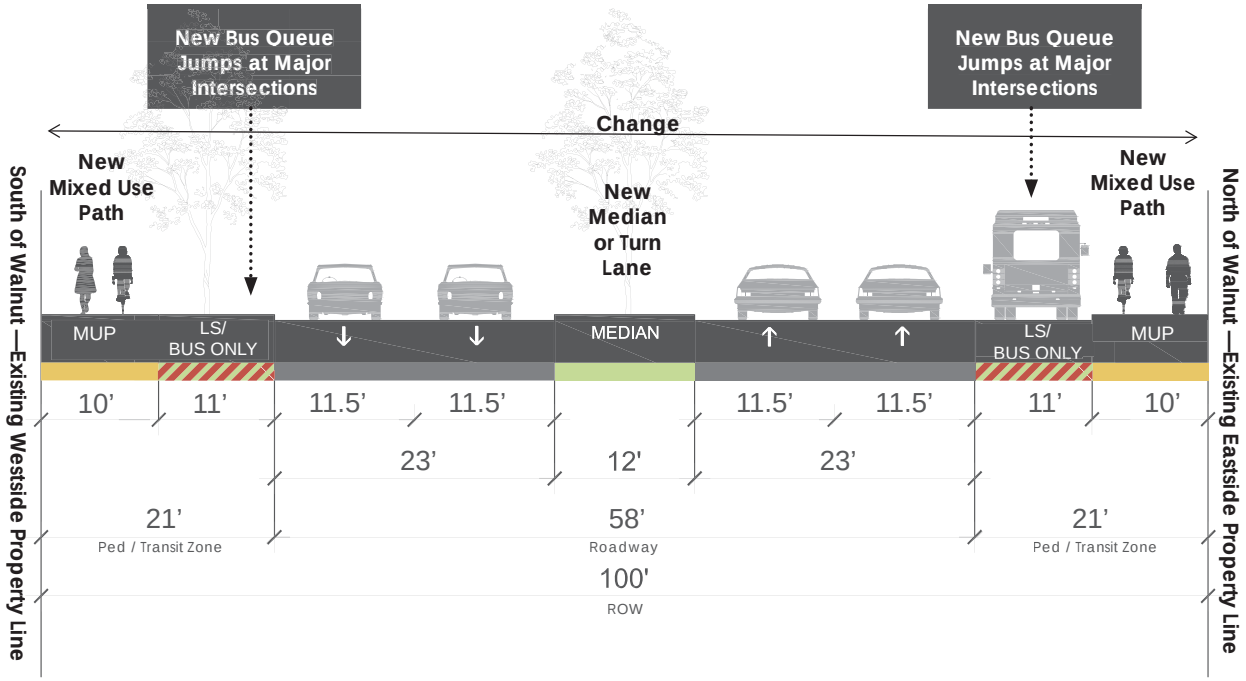
ROW expansion to 90 feet (110 feet at intersections) with median and turn lanes. Queue jump and signal priority for buses. Substantial pedestrian and bicycle improvements with multi-use paths.





WENATCHEE CORRIDOR ALTERNATIVES

Ⓑ Rapid Bus MOD



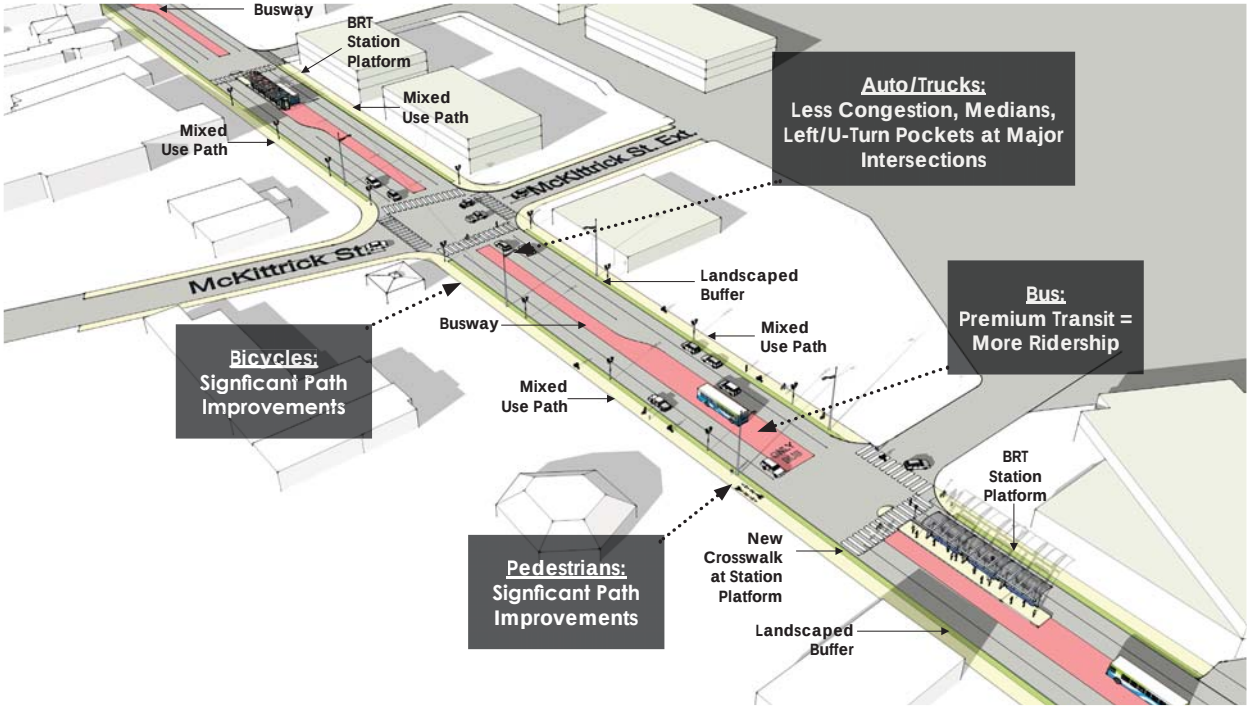
ALT. B: RAPID BUS MOD

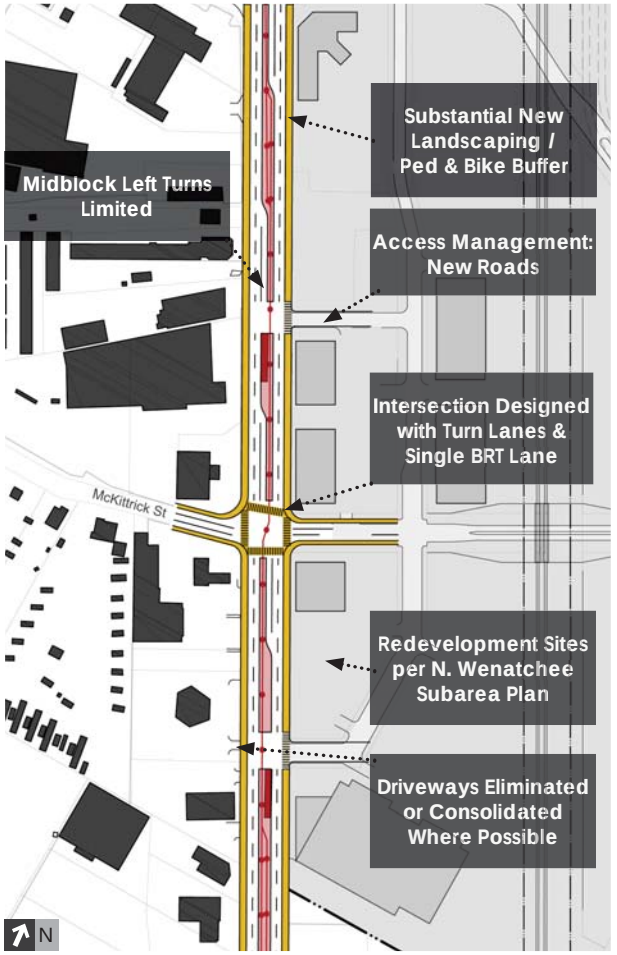
CRITERIA	RATING
Complete Street Potential	
Pedestrian Bicycle Transit Auto/Truck	● ● ○
MOD Potential	
Existing Stable Use Supportive Redevelopment Potential	● ● ○
Implementation Potential	
Cost/Financing Political Acceptance Phasing	○ ? ○

WENATCHEE CORRIDOR ALTERNATIVES

Ⓒ Bus Rapid Transit (BRT) MOD

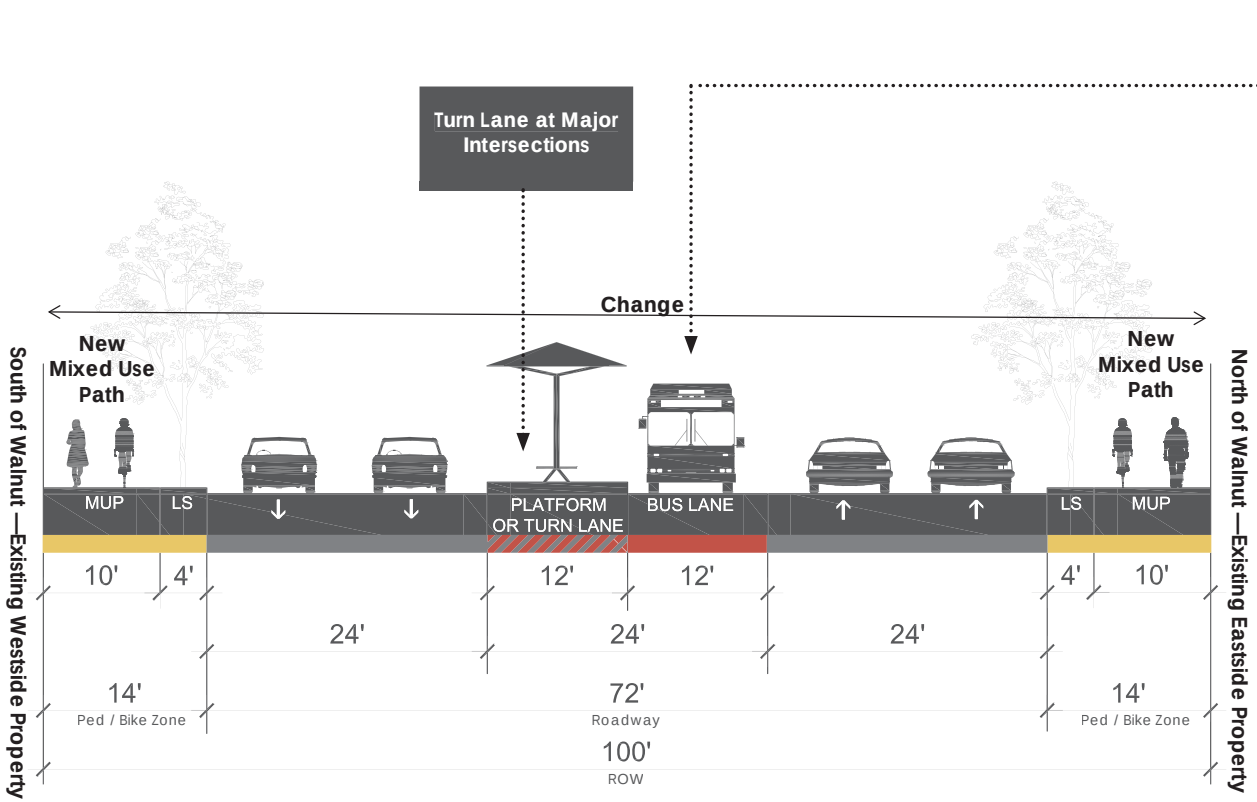
ROW expansion to 100 feet with dedicated central busway and multi-use paths for pedestrians and bicycles.

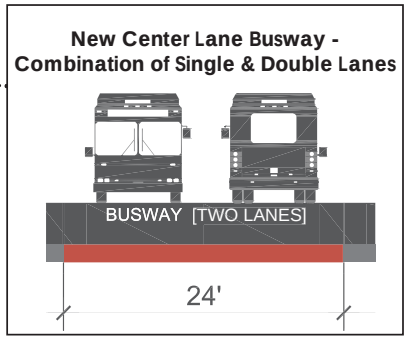




WENATCHEE CORRIDOR ALTERNATIVES

Ⓒ Bus Rapid Transit (BRT) MOD





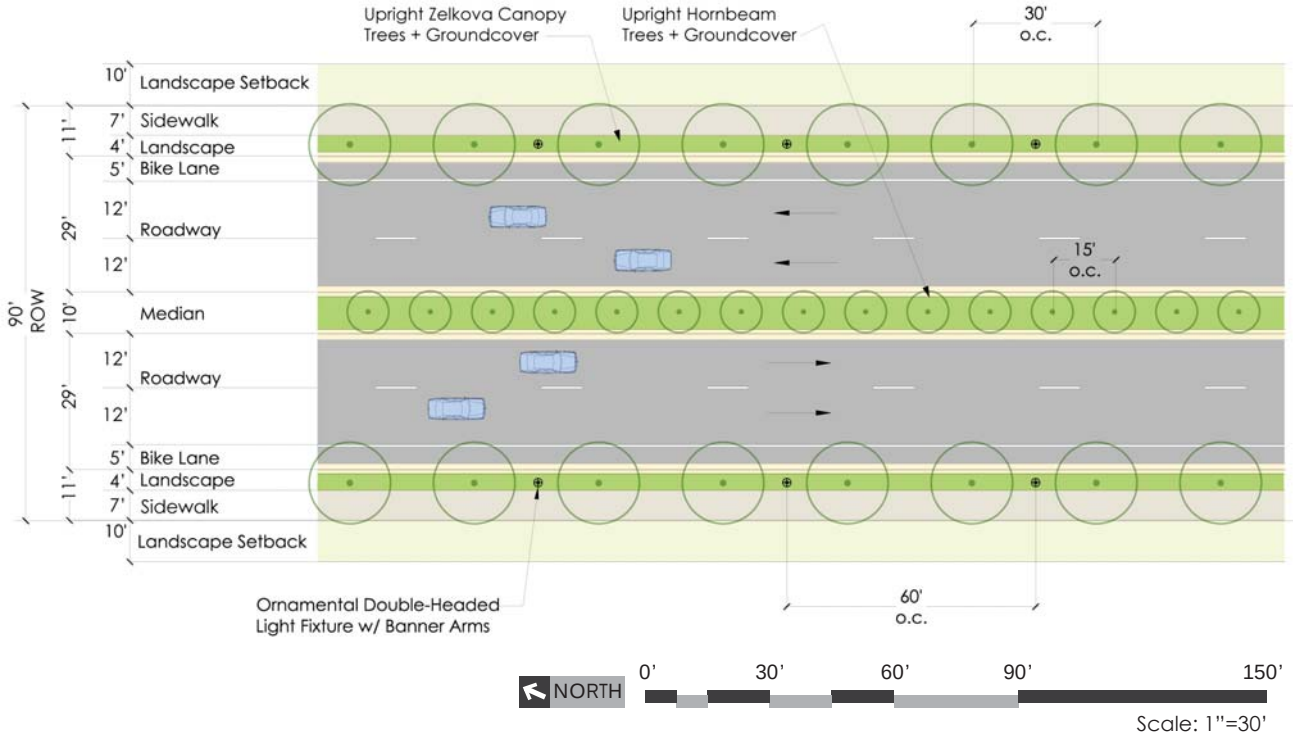
ALT. C: BRT MOD

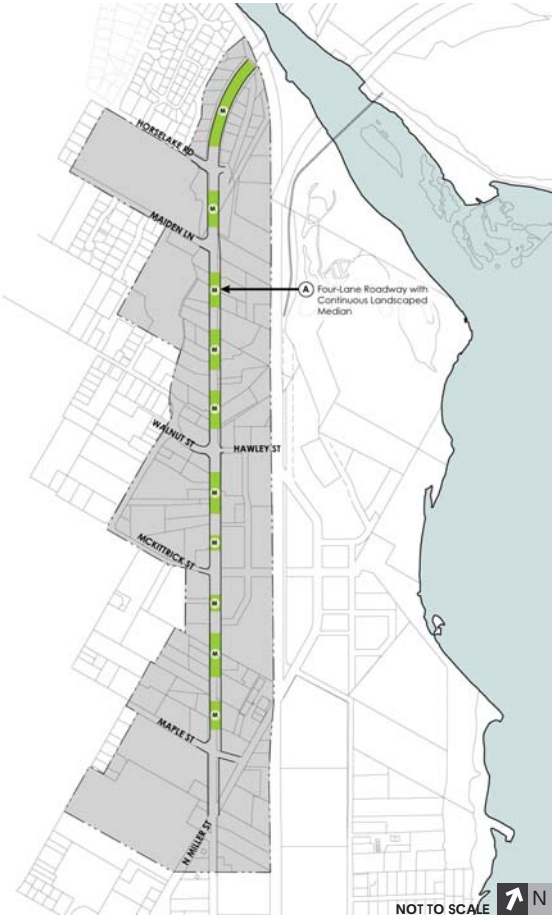
CRITERIA	RATING
Complete Street Potential	
Pedestrian Bicycle Transit Auto/Truck	● ● ●
MOD Potential	
Existing Stable Use Supportive Redevelopment Potential	● ● ●
Implementation Potential	
Cost/Financing Political Acceptance Phasing	○ ? ○

ALTERNATIVE ROADWAY SEGMENTS

Four-Lane Roadway with Shoulder Bicycle Lane - 90' ROW

An alternative four-lane roadway with on-street bike lanes was considered within a 90' ROW. This alternative provides a wider roadway for emergency vehicle access. However, the minimal 5' bike lanes will do little to support bicycle usage and pose safety concerns for cyclists within a high traffic volume, high speed and heavy vehicle corridor.





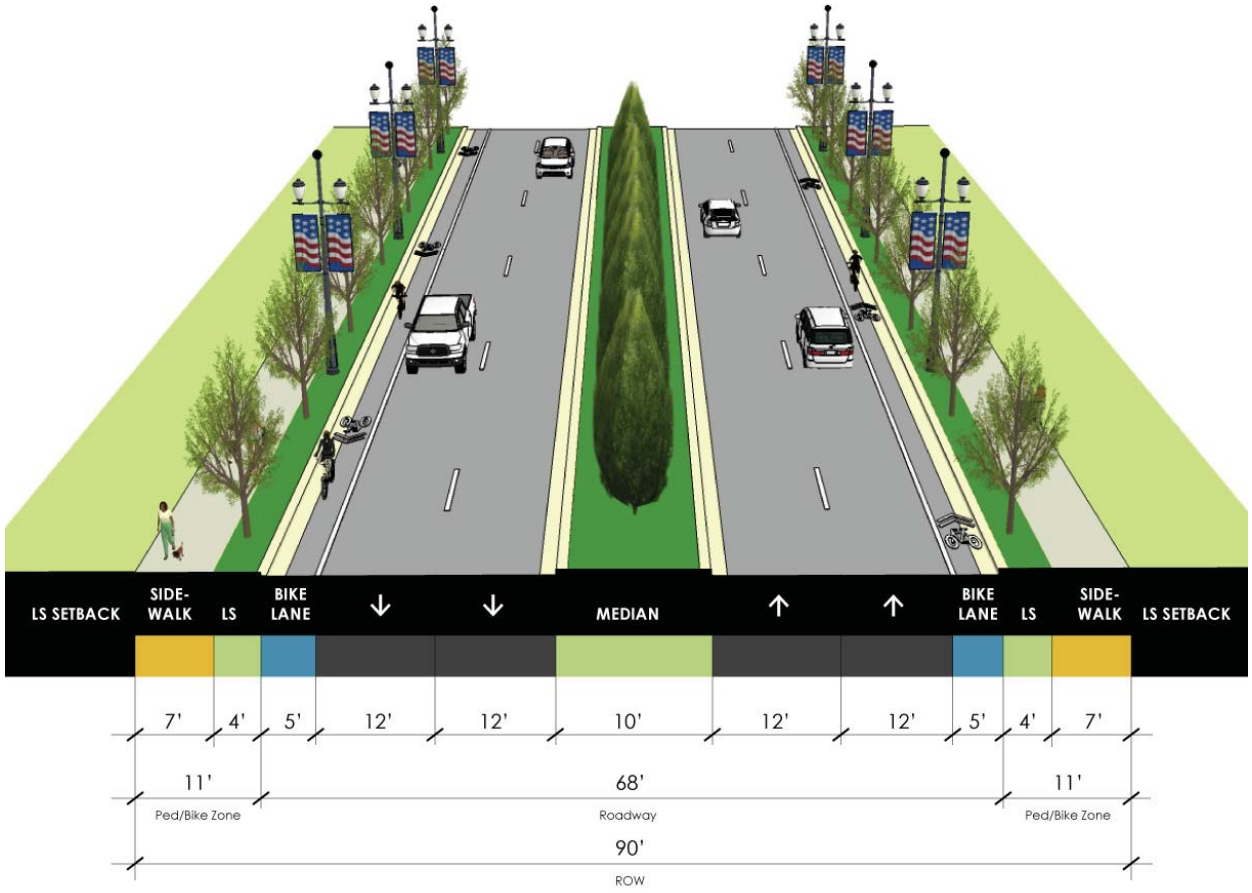
Key Plan

The base roadway condition at a width of 90 feet includes four travel lanes at 12' and two 5' bike lanes adjacent to the curb and inclusive of the gutter. Separating directional traffic is a landscaped median at 10 feet in width, planted with Japanese Zelkova trees (*Zelkova serrata* 'Green Vase') and groundcover providing shade and softening the surrounding hardscape.

Landscape zones separate the vehicular travel lanes from the multi-use paths on either side of the roadway. These landscape strips are planted with Upright Zelkova Canopy trees and groundcover provding a safe separated area for pedestrians and bicycles. Additionally the canopy trees ehance the street character and sense of enclosure while providing shade and rainwater diversion. The landscape zone is where other furnishings such as street signage and light fixtures are placed. The ornamental double-headed light fixtures shown provide lighting to both the sidewalk and the roadway. Complete with banner arms, the oranmental fixtures contribute to the improved aesthetic of the corridor.

ALTERNATIVE ROADWAY SEGMENTS

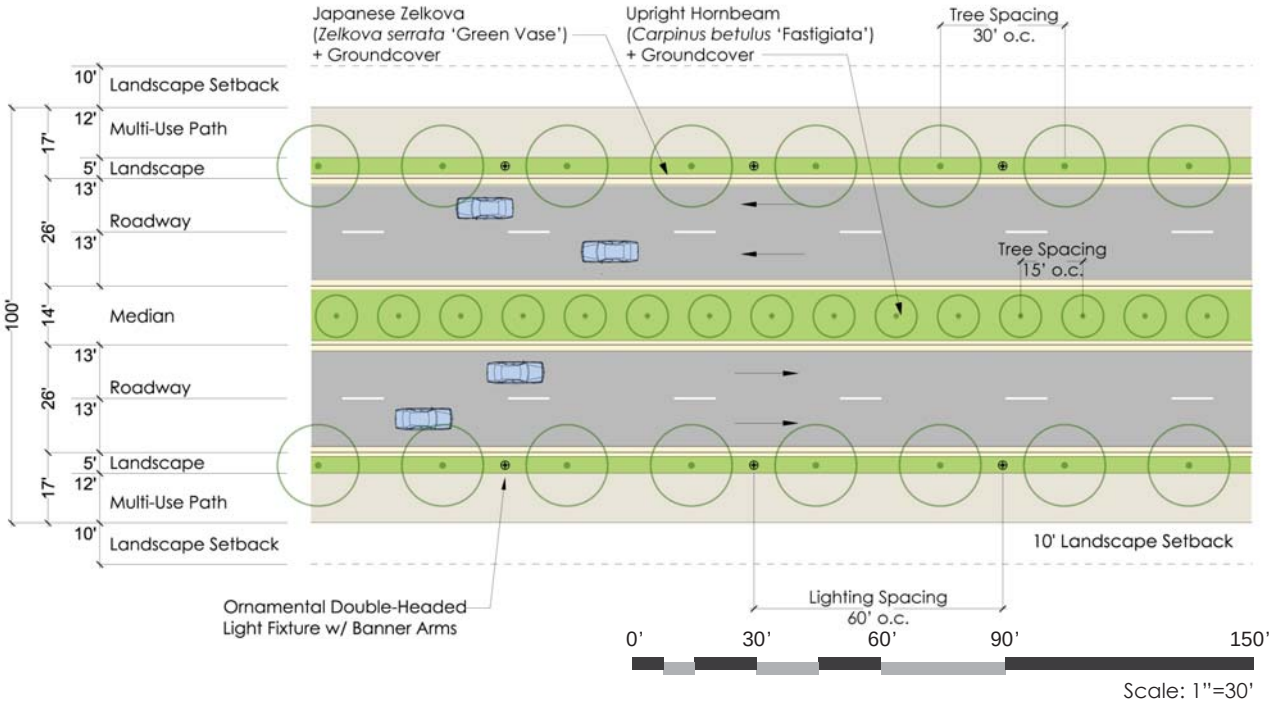
Four-Lane Roadway with Shoulder Bicycle Lane - 90’ ROW

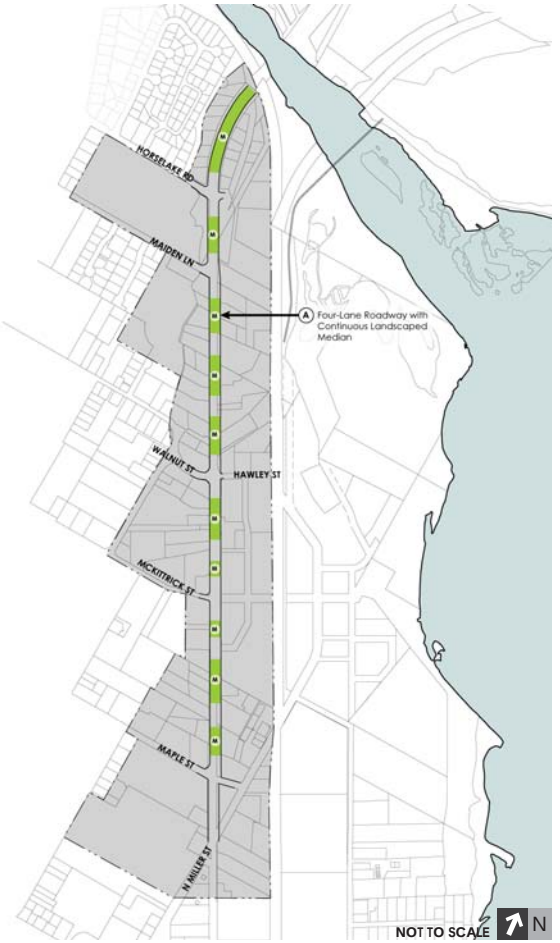


ALTERNATIVE ROADWAY SEGMENTS

Four-Lane Roadway - 100' ROW

An alternative four-lane roadway was considered within a 100' ROW. This alternative gives the MUPs a full width of 12' (rather than 10'), and widens the median to 14' (from the proposed 10'). However, this 100' ROW impacts more properties than the proposed 90' ROW.

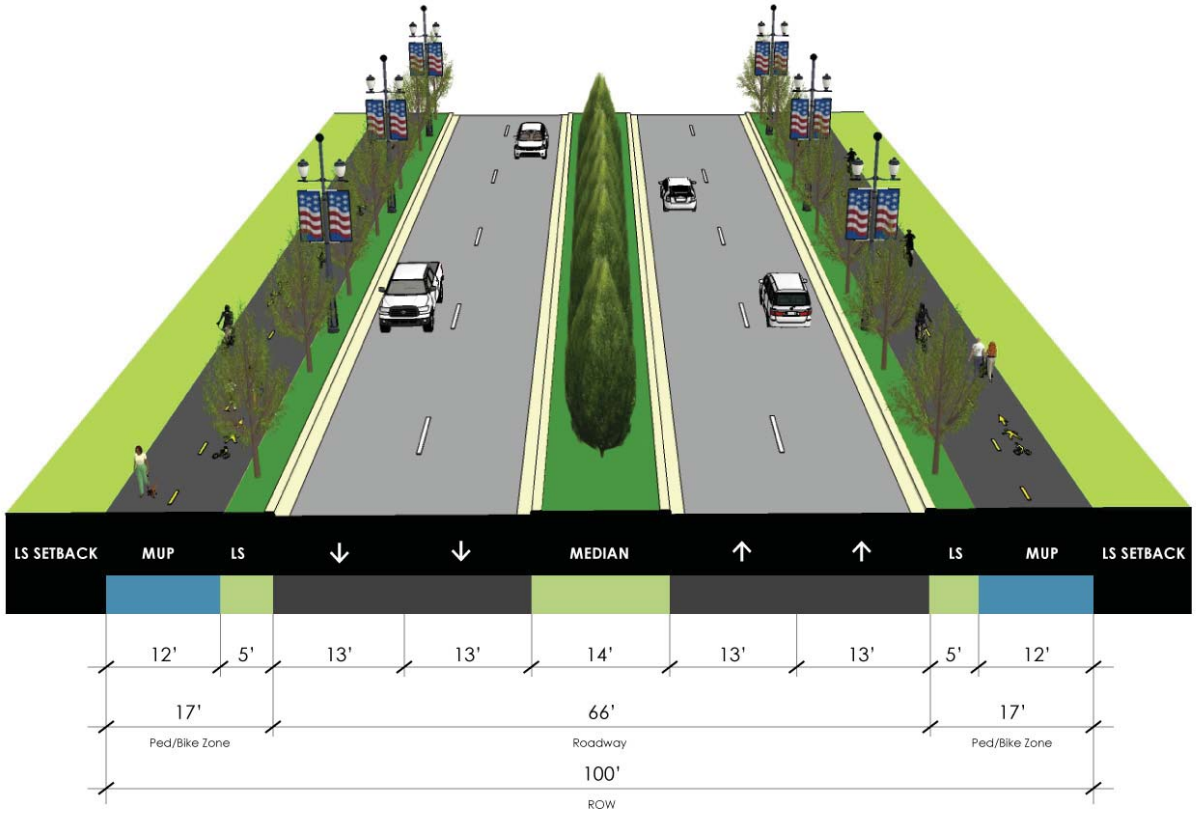




Key Plan

ALTERNATIVE ROADWAY SEGMENTS

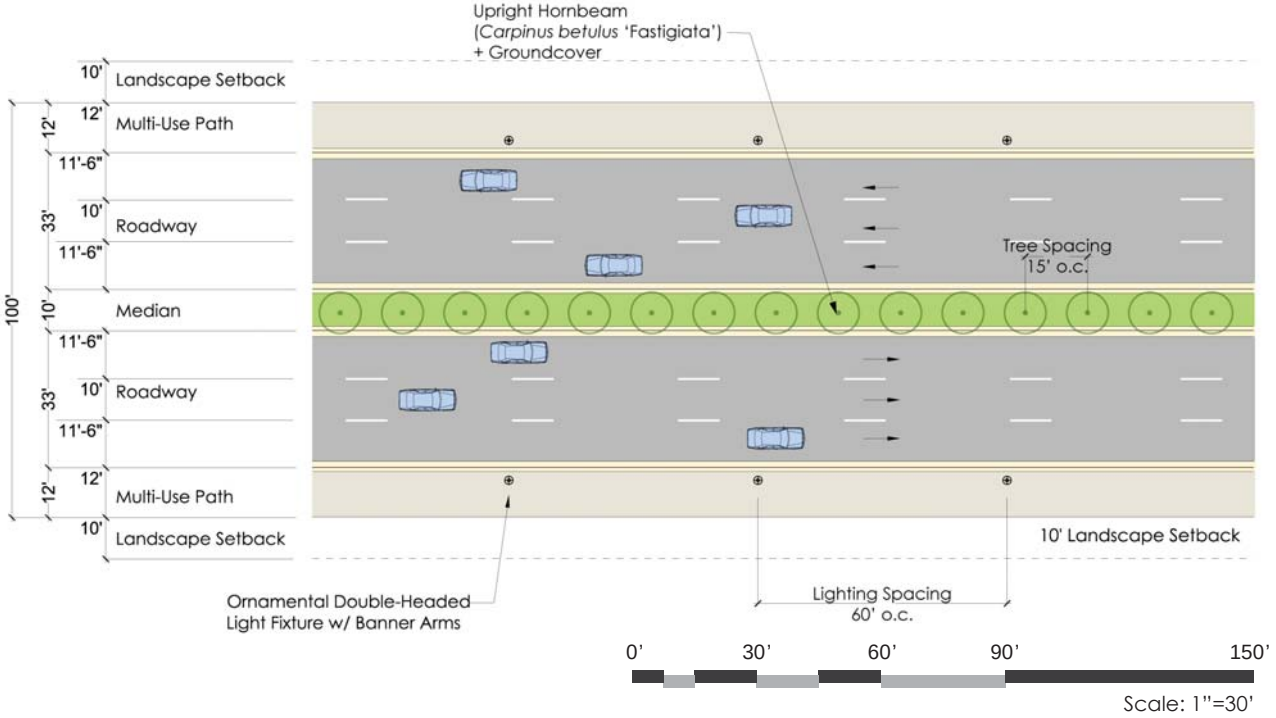
Four-Lane Roadway - 100’ ROW

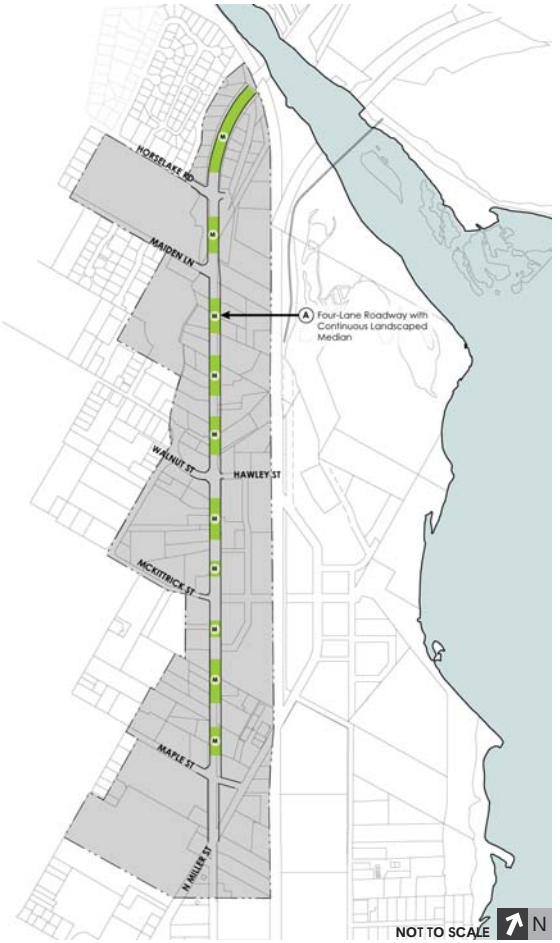


ALTERNATIVE ROADWAY SEGMENTS

Six-Lane Roadway - 100' ROW

An alternative six-lane roadway was considered within a 100' ROW. This alternative gives the MUPs a full width of 12' (rather than 10'), but does not include landscaping and street trees as a buffer separation along the edge of the roadway. However, this 100' ROW impacts more properties than the proposed 90' ROW.

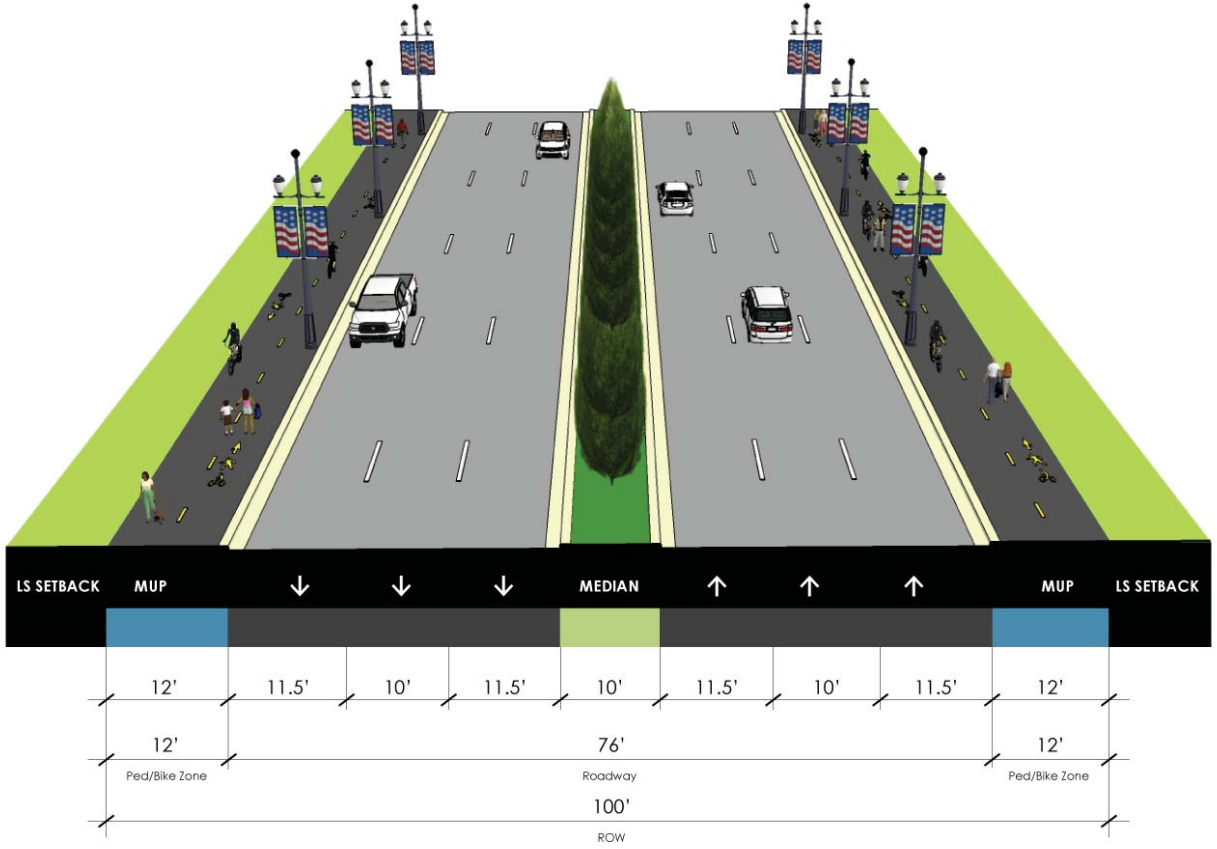




Key Plan

ALTERNATIVE ROADWAY SEGMENTS

Six-Lane Roadway - 100’ ROW



INTELLIGENT TRANSPORTATION SYSTEM (ITS) TECHNOLOGY

ITS Enhanced Bus Rapid Transit Systems

Bus Rapid Transit (BRT) combined with Intelligent Transportation System (ITS) technology has significant advantages for addressing urban congestion and pollution, optimizing traffic operations as well as support emergency vehicles and for providing efficient and effective transportation options. ITS is needed for a BRT system regardless if it operates on city streets or its own dedicated R.O.W. The key to BRT and ITS is to focus upon the marginal benefit that one technology may provide to a certain BRT system.

As the BRT design for North Wenatchee Avenue does not include a dedicated guideway the ITS technology that is essential for the BRT to function with a higher level of efficiency than the traditional bus is the use of signal prioritization.

The ITS technologies that can be integrated into BRT systems include:

- **Vehicle Prioritization—**This technology provides preference or priority BRT vehicles at intersections. Signal Timing / Phasing and Signal Priority help BRT vehicles minimize delay caused by having to stop for traffic at intersections. Access Control provides the BRT vehicles with unencumbered entrance to and exitfrom stop locations. All prioritization for BRT vehicles reduces travel delay and increases reliability of the BRT operation.

- **IVI Technology—**This technology group includes Intelligent Vehicle Initiatives which provide automated controls for a BRT vehicle. Use of the Collision Warning function assists a driver to operate a BRT vehicle safely. Use of Collision Avoidance, Lane Assist, and Precision Docking functions provides for direct control of the BRT vehicle when making avoidance, guidance or docking maneuvers. All IVI functions help to reduce frequency and severity of crashes and collisions and provide reduced travel or boarding times.

- **Fare Collection—**This technology group includes some method of electronic fare collection which provides a fast, cashless interface for the passenger. Use of magnetic stripe and smart card technologies are proven and the benefits of electronic payment systems are known. Use of either station-based or vehicle-based fare collection helps to reduced dwell times and increase passenger convenience.

- **Operations Management—**This includes automation methods which provide for enhanced operations management for a BRT fleet. Use of an Advanced Communication support various functions of fleet operational management. Use of Automated Scheduling Dispatch System and a Vehicle Tracking method assists BRT management to best utilize the BRT vehicles. Use of Vehicle Mechanical Monitoring and Maintenance assists in minimizing downtime of the BRT vehicles. All Operations Management functions improve operating efficiencies which supports a reliable service and reduced travel times.

- **Passenger Information—**This includes various methods of providing information to passengers so they can make the best use of their time. Information about the vehicle schedule can be provided at the station / stop and / or on the vehicle. All the Passenger Information functions improve passenger satisfaction, help to reduced wait times, and can increase ridership.

- **Other Technology—**This includes unique enhancements for a BRT system. Use of Archived Data and automatic Passenger Counters can support operations and planning efforts for operating a BRT fleet. Use of Silent Alarms and Monitoring systems can increase the security of the operation. All of these functions can help to support passenger satisfaction.

WAYFINDING AND CORRIDOR SIGNAGE

Wayfinding and Corridor Signage Considerations

The North Wenatchee Avenue Concept Plan is intended to make the main north/south travel route (SR 285) through Wenatchee more attractive, functional and inviting. The plan aims to use the design of the corridor to improve the economic vitality of North Wenatchee Avenue, enhance the aesthetics of the roadway and adjacent land uses and ensure a balanced multi-modal design that supports enhanced transit functions and accessibility for pedestrian and bicycles.

The plan recommends that wayfinding signage be improved to aid in the revitalization of the North Wenatchee Avenue corridor and ensuring visibility and access to businesses.

Recommendations relevant to signage are listed below.

Gateways and Districts

1. Develop community entrances that convey a sense of arrival and reflect the character of Wenatchee

   a) *Community Gateways*
   - SR 285 Bridge Crossing
   - N Miller and Wenatchee Ave Intersection

   b) *District Gateways*
   - Wenatchee Avenue at McKittrick Street

2. Encourage property owners to work together with the City to develop a district identity, improve property appearance and market their district as a desirable shopping and/or business location.

3. Use the district concept as an element in a coordinated wayfinding system and in related visitor brochures and maps.

4. Establish gateway character areas and provide guidelines for the development of landscaping and hardscaping of these gateways in a manner that is consistent with the Wenatchee Avenue Concept Plan.

Signage

1. Reduce Sign Clutter: Implement strategies such as a moratorium and phasing out of billboards, electronic sign boards, inflatable air dancers etc.. and develop coordinated signage standards for highway, directional, business, community/district, and route markers wayfinding.

2. Plan and Install Wayfinding Signs: Establish a coordinated wayfinding system that helps the user find their destination and understand where they are in the system.

3. Implement Commercial Signage Plan: Plan for and implement low key commercial signage along the corridor that reinforces Wenatchee's identity

4. Highway Guide Signage: Work with WSDOT to coordinate business access and highway directional signage

Wayfinding Program

1. Signs will be readily identifiable with Wenatchee and distinctive to the North Wenatchee corridor

2. Exhibit common characteristics that will help create a "brand" for the North Wenatchee corridor

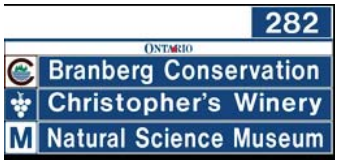
3. Include new community gateway signs that welcome visitors to Wenatchee and reflect the unique character of the community

4. Incorporate trailblazer signs that reinforce "place-making" by directing visitors to major attractions, businesses and shopping areas

5. Customize pedestrian and street level destination signage to orient the visitor/customer to their location. Consider use in medians and at the head of each block/intersection.

Examples of wayfinding signs include:

Trailblazer Signs-



Consolidated Business Sign-

Pedestrian/Street Level Sign-

Community/District Sign in Median-

PLANNING COMMISSION AGENDA REPORT
PUBLIC WORKS DEPARTMENT

TO: Scott Griffith, Chair
Planning Commission

FROM: Mitch Reister, P.E., Utilities Manager
Jessica Shaw, Environmental Manager

SUBJECT: Wenatchee City Code Chapter 12.10 Construction & Post-Construction Stormwater Revisions

DATE: September 8, 2017 **MEETING DATE:** September 20, 2017

I. OVERVIEW

The Washington State municipal stormwater permits are a result of the Federal Water Pollution Control Act and the State of Washington Water Pollution Control Law. The City of Wenatchee's municipal separate stormwater system has been regulated under the Eastern Washington Phase II Municipal Stormwater Permit since 2007. In compliance with the first municipal stormwater permit, the City of Wenatchee adopted an ordinance to reduce stormwater pollution from new development and redevelopment projects during construction and after construction (Wenatchee City Code Chapter 12.10). At a minimum, the permit required that the ordinance apply to projects that disturbed greater than or equal to one acre and to projects less than one acre that were part of a common plan of development or sale. Wenatchee City Code Chapter 12.10 became effective February 16, 2011.

The current municipal stormwater permit requires new development and redevelopment projects to begin retaining stormwater runoff generated on-site for, at a minimum, the 10-year, 24-hour rainfall event no later than December 31, 2017. The intent of this requirement was to further the implementation of low impact development. This approach to land development emphasizes natural landscape preservation and the implementation of stormwater best management practices that mimic the natural infiltration and dispersion of stormwater on an undeveloped site. With regards to stormwater pollution prevention, on-site stormwater retention reduces the opportunity for stormwater runoff to pick up pollutants and carry them into rivers and streams. The city's municipal stormwater system carries runoff to the Columbia River, Wenatchee River, Squilchuck Creek, and the No. 1 Canyon, No. 2 Canyon, and Dry Gulch Drainways.

To comply with the permit requirements for on-site stormwater retention, city staff have prepared a revised draft of Wenatchee City Code Chapter 12.10 (Please refer to the attachment). In addition to the changes for permit compliance, city staff attempted to improve the readability of the code as well as consistency with the Stormwater Management Manual for Eastern Washington and Chelan County stormwater regulations. The enforcement section of the code was also re-written to be consistent with the City's utility code enforcement for water and sewer.

II. ACTION REQUESTED

The purpose of this report is to provide information to the Planning Commission and to solicit feedback. Previously construction and post-construction stormwater regulations were considered to be land use control ordinances. The Washington Supreme Court on December 29, 2016, however, issued a decision in *Snohomish County, et al v. Pollution Control Hearings Board* stating that local stormwater regulations adopted under the federal and state stormwater permit system are not land use control ordinances subject to state statutory vested rights protection. The court issued an order in May declining to reconsider the decision.

III. ATTACHMENT(S)

1. Wenatchee City Code Chapter 12.10 Construction & Post-Construction Stormwater- Draft Revisions 9-1-2017

IV. ADMINISTRATIVE ROUTING

Kim Schooley

Chapter 12.10

CONSTRUCTION AND POST-CONSTRUCTION STORMWATER

Sections:

12.10.010 Purpose.

The purpose of this chapter is to comply with the Eastern Washington Phase II Municipal Stormwater Permit, safeguard persons, protect property and prevent damage to the environment caused by stormwater runoff from ~~land-disturbing activities,~~ new development~~,~~ and redevelopment. This chapter seeks to meet that purpose through the following specific objectives:

(1) Prevent accelerated soil erosion and control stormwater runoff resulting from earth changes both during and after construction through the use of best management practices.

(2) Eliminate the need for costly maintenance and repairs to roads, embankments, ditches, streams, wetlands, and stormwater control facilities due to inadequate soil erosion and stormwater runoff control.

(3) Reduce stormwater runoff rates and volumes, soil erosion and nonpoint source pollution, wherever possible, through stormwater management controls and to ensure that these management controls are properly maintained and pose no threat to public safety. (Ord. 2010-01 § 1)

12.10.020 Definitions.

For the purpose of this chapter ~~the definitions provided in the Stormwater Management Manual for Eastern Washington shall apply. In addition~~, the following shall mean:

(1) “BMP” shall mean best management practices as defined by the Stormwater Management Manual for Eastern Washington.

(2) “City” shall mean the city of Wenatchee, Washington, a municipal corporation of the state of Washington, acting by and through its city council, unless such authority shall be delegated to other persons.

(3) “Director” shall mean the city of Wenatchee public works director who is charged with certain duties and responsibilities by this chapter, or any other person the director may appoint.

(4) “Erosivity Waiver” shall mean the waiver from the requirement for the City to review the construction stormwater pollution prevention plan as allowed under S5.B.4 of the Eastern Washington Phase II Municipal Stormwater Permit. This waiver does not address the requirements of the Washington State Department of Ecology Construction Stormwater General Permit.

~~(4) “Existing” shall mean all facilities completed on or before February 16, 2011, and projects with complete applications submitted on or before the aforementioned date.~~

(5) "Municipal separate storm sewer system (MS4)" shall mean the system of conveyances (including sidewalks, roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, manmade channels, or storm drains) owned and operated by the city of Wenatchee and designed or used for collecting or conveying stormwater, and that is not used for collecting or conveying sanitary sewage.

(6) "New Development" is the conversion of previously undeveloped or pervious surfaces to impervious surfaces and managed landscape areas not specifically exempt under WCC 12.10.030.

(~~6~~7) "Non-stormwater discharge" shall mean any discharge to the storm drain system that is not composed entirely of stormwater.

(~~7~~8) "Person" shall mean any individual, association, organization, partnership, firm, corporation or other entity public or private and acting as either the owner or as the owner's agent.

(8) "Redevelopment" shall mean the replacement or improvement of impervious surfaces on a developed site. All new impervious surfaces added during a redevelopment project are subject to the requirements for new development. The requirements for redevelopment projects apply to impervious surfaces altered or replaced by a redevelopment project.

(9)"Start of construction" shall mean the first land-disturbing activity associated with a development, including land preparation such as ~~clearing,~~ grading, and filling; installation of streets, utilities, and walkways; excavation for basements, footings, piers, or foundations; erection of temporary forms; and installation of accessory buildings such as garages.

(~~9~~10) "Stormwater Management Manual for Eastern Washington (SWMMEW)" shall mean the Stormwater Management Manual for Eastern Washington published by the Washington State Department of Ecology and dated September 2004 or latest edition thereof including any amendments by the city and revisions by the Washington State Department of Ecology. (Ord. 2010-01 § 1)

12.10.030 Applicability.

(1) This chapter shall be applicable to all public and private ~~land-disturbing activities,~~ new ~~subdivisions,~~development and redevelopment project applications submitted after December 31, 2017 and projects approved prior to January 1, 2018, which have not started construction by December 31, 2023 that meet one or more of the following thresholds:

(a) Projects disturbing greater than or equal to one acre and to projects of less than one acre that are part of a common plan of development or sale where the disturbed area of the entire plan is greater than or equal to one acre; or~~.~~

(b) Projects that during construction disturb greater than or equal to one acre.

(2) Partial exemptions or exceptions may be granted in accordance with the SWMMEW. Jurisdiction-wide exceptions to the requirements in the SWMMEW shall be approved by the Washington State Department of Ecology.

(3) The following practices shall be exempted from the requirements of this chapter:

(a) Forest practices regulated under WAC Title 222.

(b) Commercial agriculture practices involving working the land for production.

(c) Oil and gas field activities including construction of drilling sites, waste management pits, access roads, transportation and treatment infrastructure.

(d) Road and parking area preservation and maintenance including:

(i) Pothole and square cut patching;

(ii) Crack sealing;

(iii) Resurfacing with in-kind material without expanding the road prism;

(iv) ~~-~~Overlaying existing asphalt or concrete pavement with bituminous surface treatment (BST or "chip seal"), asphalt or concrete without expanding the area of coverage;

(v) Shoulder grading;

(vi) Re-shaping or re-grading drainage systems;

(vii) Vegetation maintenance.

(4) At the discretion of the director, a fee may be paid in lieu of the installation of stormwater facilities when the impacts to the stormwater system are mitigated by existing off-site facilities. (Ord. 2010-01 § 1)

12.10.040 General requirements.

(1) All ~~land-disturbing activities,~~ new development and redevelopment unless otherwise exempted in accordance with WCC 12.10.030 shall be required to comply with the standards and requirements set forth by this chapter and the:

(a~~1~~) City of Wenatchee standards; and

(b) The most current City of Wenatchee comprehensive stormwater plan as adopted by the city council; and

(c~~2~~) Stormwater Management Manual for Eastern Washington (SWMMEW).

~~(Ord. 2010-01 § 1)~~

(2) Preservation of Natural Drainage Systems. Preserve natural drainage systems to the extent possible at the site and if applicable in accordance with Chapter 11.24 WCC.

(3) Stormwater BMPs shall be selected, designed, sized, constructed, operated and maintained in accordance with the latest version of the SWMMEW.

(a) When the technical thresholds/requirements for basic treatment, metals treatment, oil treatment or phosphorus treatment are met, the property owner shall select, design, size, construct, operate and maintain runoff treatment at the site. Basic runoff treatment is required for redevelopment projects creating five thousand (5,000) square feet or more PGIS.

(b) New development projects that result in 10,000 square feet or more of new impervious surfaces shall construct stormwater flow control facilities for any discharge of stormwater directly, or through a storm drainage system, into surface water not exempted under the current Eastern Washington Phase II Municipal Stormwater Permit. Redevelopment projects are not required to construct stormwater flow control facilities unless required under a basin plan, federal or state requirement, or WCC 12.10.050(2).

(4) All stormwater BMPs and conveyance systems shall be designed in compliance with all applicable state and federal laws and regulations, including the Federal Clean Water Act and all applicable erosion and sediment control and flood plain regulations. To the extent practical, stormwater facilities shall not be located in areas determined to be jurisdictional waters through Section 404 of the Federal Clean Water Act and/or applicable state regulations (Chapter 79.105 RCW).

(5) The design of stormwater BMPs and conveyance systems shall consider public health, safety, and general welfare. These considerations include, but are not limited to: preventing flooding of structures and travelways; preventing standing water in facilities, manholes, inlets, and other structures in a manner that promotes breeding of mosquitoes; preventing attractive nuisance conditions and dangerous conditions due to velocity or depth of water and/or access to orifices and drops; and preventing aesthetic nuisances due to excessive slopes, cuts and fills, and other conditions.

(6) Construction site operators shall implement and maintain erosion and sediment control BMPs to reduce or eliminate stormwater pollution and shall control all waste including but not limited to discarded building materials, concrete truck washouts, chemicals, litter, and sanitary waste at construction sites to prevent stormwater pollution and non-stormwater discharges.

(7) Non-stormwater discharges shall not be connected to any new or existing storm drainage system, whether they connect to surface or subsurface systems; this includes drainage originating from inside buildings.

(8) Stormwater facilities that serve multiple lots and/or a combination of lots and roadways shall be maintained by an entity of common ownership and shall have a recorded operations and maintenance agreement as set forth in WCC 12.10.070 (1)(g).

(9) The property owner(s) shall be responsible for the continual performance, operation and maintenance of all stormwater facilities in accordance with the standards and requirements of the city and remain responsible for any liability as a result of these duties. The property owner(s) shall maintain a log of maintenance activities. All stormwater facilities, BMPs, O&M plans, and records shall be subject to inspection by the Director.

12.10.050 Local ~~Specific~~ requirements.

The following specific requirements apply to all ~~land-disturbing activities,~~ new development~~,~~ and redevelopment unless exemptions or exceptions are approved in accordance with WCC 12.10.030. These requirements shall be implemented in accordance with the SWMMEW.

(1) New development and redevelopment projects must retain stormwater runoff generated on-site for, at a minimum, the 10-year, 24-hour rainfall event as identified in the most current City of Wenatchee comprehensive stormwater plan.

(a) Projects meeting one or more of the following criteria may submit a request to the director to be exempted from the requirement to retain the 10-year, 24-hour rainfall event. Requests must clearly state the applicable criteria and be signed by the property owner and a professional engineer justifying the infeasibility based on one or more of the following criteria:

(i) Site/engineering-based conditions: soils that do not allow infiltration of the required volume of stormwater runoff; proximity to a known hazardous waste site or landfill; proximity to a drinking water well or spring; proximity to an onsite sewage system or underground storage tank; setbacks for structures; landslide hazard areas or slopes; seasonal high groundwater; incompatibility with the surrounding drainage system from elevation or location; areas prone to erosion.

(ii) Incompatibility with uses including protection from spills, contaminated sites or frequently flooded areas.

(iii) Incompatibility with state or federal laws.

(2) Projects located in flow-restricted basins as identified in the most current comprehensive stormwater plan shall construct stormwater flow control facilities in basins where the limiting factor is a restriction on discharge to a controlled rate and retention facilities in basins where connections to the municipal separate stormwater system are not available.

(1) Core Element No. 1 – Prepare a Stormwater Site Plan.
(2) Core Element No. 2 – Construction Stormwater Pollution Prevention. Prepare and maintain a construction stormwater pollution prevention plan.
(3) Core Element No. 3 – Source Control of Pollution. Apply all known, available and reasonable source control BMPs. Operational and structural source control BMPs shall be selected, designed and maintained according to the SWMMEW.
(4) Core Element No. 4 – Preservation of Natural Drainage Systems. Preserve natural drainage systems to the extent possible at the site and if applicable in accordance with Chapter 11.24 WCC.
(5) Core Element No. 5 – Runoff Treatment. When the technical thresholds/requirements for basic treatment, metals treatment, oil treatment or phosphorus treatment are met, the property owner shall select, design, size, construct, operate and maintain runoff treatment at the site.
(6) Core Element No. 6 – Flow Control. Projects that result in 10,000 square feet or more of new impervious surfaces and are located in a flow restricted basin as identified in the most current comprehensive stormwater plan shall construct stormwater flow control facilities for any discharge of stormwater directly, or through a storm drainage system, into surface water.
(7) Core Element No. 7 – Operation and Maintenance of Stormwater Facilities.
(a) The property owner(s) shall be responsible for the continual performance, operation and maintenance of all stormwater facilities in accordance with the standards and requirements of the city and remain responsible for any liability as a result of these duties.
(b) New stormwater facilities shall have a written operation and maintenance (O&M) plan. Furthermore, existing facilities may be required to develop a written O&M plan.
(i) The O&M plan shall at a minimum address all stormwater facilities and BMPs at the site and address the long-term funding mechanism to support O&M.
(ii) The O&M plan shall be retained on site or within reasonable access to the site, and shall be transferred with the property to the new owner(s).
(iii) The property owner(s) shall maintain a log of maintenance activities.
(c) All stormwater facilities, BMPs, O&M plans, and records shall be subject to inspection by the director.
(d) The city may assume ownership of privately owned facilities where there is a regional benefit to the utility and if the following conditions have been met:
(i) All necessary easements or dedications entitling the city to properly maintain the facility have been conveyed to the city;
(ii) The director has determined that the facility is in the dedicated public road right-of-way or that maintenance of the facility will contribute to protecting or improving the health, safety and welfare of the community based upon review of the existence of or potential for:
(A) Flooding;
(B) Downstream erosion;
(C) Property damage due to improper function of the facility;
(D) Safety hazard associated with the facility;
(E) Degradation of water quality; and
(F) Degradation to the general welfare of the community;
(iii) The city has inspected the facility and any construction deficiencies have been repaired at the property owner(s) expense; and
(iv) The director has declared in writing acceptance of maintenance responsibility by the city.
(e) The director may terminate the city's assumption of maintenance responsibilities or decline the acceptance of a facility in writing to the property owner(s) after determining that maintenance by the city will not significantly contribute to protecting or improving the health, safety and welfare of the community based upon review of the existence of or potential for:
(i) Flooding;
(ii) Downstream erosion;
(iii) Property damage due to improper function of the facility;
(iv) Safety hazard associated with the facility;
(v) Degradation of water quality; or
(vi) Degradation to the general welfare of the community.
(8) Core Element No. 8 – Local Requirements.
(a) All new stormwater systems and facilities shall be in accordance with the most current comprehensive stormwater plan as adopted by the city council.

~~(b) Additional Requirements for All Land-Disturbing Activities.~~
~~(i) Construction site operators shall control all waste including but not limited to discarded building materials, concrete truck washouts, chemicals, litter, and sanitary waste at construction sites to prevent stormwater pollution and nonstormwater discharges.~~
~~(ii) Construction site operators shall implement and maintain erosion and sediment control BMPs to reduce or eliminate stormwater pollution. (Ord. 2010-01 § 1)~~

12.10.060 ~~Review of documents.~~ Administrative Procedures

(1) The city shall review and approve documents required under this chapter and submitted as part of an application for a proposed new development or redevelopment project. Required documents must be approved by the city prior to the start of construction.

(2) If runoff from any new development or redevelopment project will flow to a municipal separate storm sewer system (MS4) or other publicly-owned stormwater system, then the applicant shall obtain authorization from the system's owner to discharge into the system. The director may require the applicant to demonstrate that the system has adequate capacity for any increases in peak flow rates and volumes.

(3)Application Requirements. Applications shall be submitted and considered in the manner established by Wenatchee City Code and/or the director.

(a) Substantive Changes to Plan. No substantive changes shall be made to an approved stormwater site plan without review and written approval by the Director. The Director may request additional data with a plan amendment as may be necessary for a complete review of the plan and to ensure that changes to the plan will comply with the requirements of this chapter.

(b) Expiration of Plan Approval. The stormwater site plan's approval expires upon expiration of associated land-use or building permits issued by the City or revision of the City's NPDES permit. The recordation of a final plat for a section of a subdivision (or initiation of construction in a section) does not vest the approval of the stormwater site plan for the remainder of the subdivision. If the stormwater site plan expires, the applicant shall file with the director for re-approval of the stormwater site plan.

(4) Coordination with Other Approvals and Permits.

(a) Approval of Other Permits. No other permits shall be issued for new development or redevelopment projects subject to this chapter without approval of a stormwater site plan.

(b) Other Permits or Approvals May Be Needed. Approvals issued in accordance with this chapter do not relieve the applicant of responsibility for obtaining all other necessary permits and/or approvals from other federal, state, and/or local agencies. If requirements vary, the most restrictive shall prevail. These permits may include, but are not limited to: construction stormwater discharge permits, applicable state and federal permits for stream and wetland impacts, and applicable dam safety permits.

(c) Stormwater Measures within Floodplain. Construction of stormwater measures or facilities within a Federal Emergency Management Agency (FEMA) designated floodplain shall be avoided to the extent possible. When this is unavoidable, all stormwater BMP construction shall be in compliance with all applicable requirements of City of Wenatchee's critical areas, shorelines, floodway, flood plain and building codes.

(5) The city may assume ownership of privately-owned facilities where there is a regional benefit to the utility and if the following conditions have been met:

(a) The stormwater facilities are on a separate tract and all necessary easements or dedications entitling the city to properly operate and maintain the facility have been conveyed to the city;

(b) The director has determined that the facility is in the dedicated public road right-of-way or that maintenance of the facility will contribute to protecting or improving the health, safety and welfare of the community based upon review of the existence of or potential for:

(1) Flooding;

(2) Downstream erosion;

(3) Property damage due to improper function of the facility;

(4) Safety hazard associated with the facility;

(5) Degradation of water quality; and

(6) Degradation to the general welfare of the community;

(c) The city has inspected the facility and any construction deficiencies have been repaired at the property owner(s) expense; and

(d) As-built plans for any permanent stormwater management facilities located on-site have been submitted to the city. The plan must show the final design specifications for all stormwater management facilities, meet the criteria for as-built plans in the SWMMEW and be sealed by a registered professional engineer.

(e) The director has declared in writing acceptance of maintenance responsibility by the city.

(f) Provide a maintenance bond. Upon completion of the stormwater facility, a bond shall be filed in the minimum amount of $10,000, or such other sum as is established by the director fixing an amount deemed necessary to cover the costs of failure of any part of the stormwater facility or work done occurring within two years following completion. Said bond shall be executed by a surety company authorized to transact a surety business in the state of Washington, and shall be approved as to form by the City attorney. Refer to WCC 11.24 section on Forfeiture of surety and/or release of surety.

(g) The director may terminate the city's assumption of maintenance responsibilities or decline the acceptance of a facility in writing to the property owner(s) after determining that maintenance by the city will not significantly contribute to protecting or improving the health, safety and welfare of the community based upon review of the existence of or potential for:

(1) Flooding;

(2) Downstream erosion;

(3) Property damage due to improper function of the facility;

(4) Safety hazard associated with the facility;

(5) Degradation of water quality; or

(6) Degradation to the general welfare of the community.

~~The city shall review documents required under WCC 12.10.050 and submitted as part of an application for a proposed land-disturbing activity, development or redevelopment project. Review of required documents must be completed by the city prior to the start of construction. (Ord. 2010-01 § 1)~~

12.10.070 Stormwater Site Plan Requirements.

A stormwater site plan containing all appropriate information as specified in this section shall be submitted to the City in conjunction with the development or redevelopment project application.

(1) Stormwater Site Plan Content. The stormwater site plan must ensure that the requirements and criteria in this section are being complied with and that opportunities are being taken to minimize adverse stormwater runoff impacts from the project. Stormwater site plans generally contain maps, charts, graphs, tables, photographs, narrative descriptions, explanations, citations to supporting references, a record of all major permit decisions, and other information as may be necessary for a complete review of the plan as determined by the Director. Minimum plan contents include:

(a) Common address, parcel number(s), and legal description of site.

(b) Existing Conditions Evaluation. The existing conditions evaluation for topography, right-of-way, property lines; existing easements, drainage patterns and contributory areas, soils, ground cover, presence of critical areas, adjacent areas, existing development, existing stormwater facilities, and adjacent on- and off-site utilities shall include: a topographic map of existing site conditions with the drainage basin(s) boundaries indicated; acreage, soil types and land cover of areas for each sub-basin affected by the project; all perennial and intermittent streams and other surface water features; all existing stormwater conveyances and structural control facilities; direction of flow and exits from the site; analysis of runoff provided by off-site areas upstream of the project site; and methodologies, assumptions, site parameters and supporting design calculations used in analyzing the existing conditions site hydrology.

(i) Site limitations shall be identified, including:

(1) Areas with high potential for erosion and sediment deposition (based on soil properties, slope, etc.);

(2) Locations of sensitive and critical areas (e.g., vegetative buffers, wetlands, steep slopes, floodplains, geologic hazard areas, streams, etc.);

(3) Observation of potential runoff contribution from off-site basins;

(4) Adjacent properties and/or projects that have a history of stormwater problems, noting whether the cause of the problem(s) has been determined; and

(5) Adjacent properties and/or projects where geotechnical investigations have identified shallow bedrock, high groundwater, seasonally perched groundwater, or clay lenses in the substrata.

(c) Geotechnical Site Characterization Report. A geotechnical site characterization and report may be required to demonstrate suitability of a site for stormwater disposal. A geotechnical site characterization is required for:

(i) Projects proposing infiltration (drywells, detention facilities receiving credit for pond bottom infiltration, etc.) or nonstandard drainage systems;

(ii) Projects located within or draining to a problem drainage area, flood-prone basin, or study area as determined by the Director;

(iii) Projects with administrative conditions requiring a geotechnical site characterization;

(iv) In areas where there has been a long-standing record of satisfactory performance of standard subsurface disposal facilities and no drainage problems are known to exist, the geotechnical site characterization requirement may be reduced or waived after a formal written request from the project proponent's engineer has been reviewed and accepted by the Director;

(v) When subsurface disposal is proposed:

(1) Test borings and/or test pits are required and shall be located within the footprint of proposed stormwater disposal facilities;

(2) For each facility, a minimum of one subsurface exploration shall be performed for up to one thousand two hundred square feet of disposal area. Another subsurface exploration shall be performed for each additional fifteen thousand square feet, or fraction thereof, of disposal area. For a linear roadside swale, a minimum of one subsurface exploration shall be performed every five hundred feet, staggered on both sides of the road, unless site conditions or test results indicate that additional explorations are necessary. Subsurface explorations and sampling shall be conducted according to applicable standards of the American Society for Testing and Materials (ASTM);

(3) Unless otherwise recommended by the geotechnical engineer, subsurface explorations shall extend to a depth of two to five feet below the stormwater facility.

(d) Permanent Stormwater Control Plan. The description, scaled drawings and design calculations for the proposed post-construction condition shall be identified in a permanent stormwater control plan that shall include:

(i) Drainage Report.

(1) A map and/or drawing or sketch of the stormwater management facilities, including the location of nonstructural site design features and the placement of existing and proposed structural stormwater controls, including design water surface elevations, storage volumes available from zero to maximum head, location of inlets and outlets, location of bypass and discharge systems, and all orifice/restrictor sizes;

(2) A narrative describing how the selected structural stormwater controls will be appropriate and effective; cross-section and profile drawings and design details for each of the structural stormwater controls in the system;

(3) A hydrologic and hydraulic analysis of the stormwater management system demonstrating system performance for all hydraulic, treatment and disposal facilities for applicable design storms, including supporting calculations to show that the facility is designed according to the applicable design criteria (including stage-storage or outlet rating curves, and inflow and outflow hydrographs);

(4) Documentation and supporting calculations to show that the permanent stormwater control plan adequately meets the performance criteria in this chapter; and where applicable;

(5) A narrative describing how the permanent stormwater control plan applies all known, available and reasonable source control BMPs and corresponds with any applicable watershed protection plans or total maximum daily load (TMDL) requirements.

(ii) Stormwater Construction Plans. Construction drawings showing elevations and hydraulic grade lines for all existing and proposed stormwater elements including, but not limited to, stormwater drains, pipes, culverts, catch basins, channels, treatment BMPs, retention BMPs, disposal and overflow facilities, and areas of overland flow, as well as rights-of-way, property lines, and existing easements.

(e) Post-Development Downstream Analysis. New development and redevelopment projects that propose to discharge stormwater or upland flow off site are required to submit a downstream analysis report that assesses the potential off-site water quality, erosion, slope stability, and drainage impacts associated with the project and that proposes appropriate mitigation of those impacts. An initial qualitative analysis should extend downstream for the entire flow path from the project site to the receiving water, or up to one mile or to a point where the impact to receiving waters are minimal or nonexistent, as determined by the local jurisdiction. If a receiving water is within one-quarter-mile, the analysis should extend within the receiving water to one-quarter mile from the project site. The analysis should extend one-quarter mile beyond any improvements proposed as mitigation. The analysis should extend upstream to a point where backwater effects created by the project cease. Upon review of the qualitative analysis, the Director may require that a quantitative analysis be performed.

(f) Construction Stormwater Pollution Prevention Plan. New development and redevelopment projects shall prepare a stormwater pollution prevention plan (SWPPP) for construction activity in accordance with SWMMEW. The construction SWPPP shall be implemented beginning with initial soil disturbance and continue until final stabilization. Stormwater BMPs shall be consistent with the SWMMEW. The plan shall also include information on the sequence/phasing of construction and temporary stabilization measures and temporary structures that will be converted into permanent stormwater controls.

(i) An erosivity waiver may be granted if all of the following requirements are met:

(1) The project will result in the disturbance of less than five (5) acres and the project is not a portion of a comment plan of development or sale that will disturb five (5) acres or greater; and

(2)The applicant and contractor have not been subject to enforcement action including but not limited to a notice of noncompliance, notice of violation, or compliance order for violations of WCC 4.10 or this chapter in the last three years; and

(3) Documentation is provided at least one week prior to commencing land disturbing activities and includes the following documentation:

(a.) The project's rainfall erosivity factor is less than five (5) during the period of construction activity as calculated using the Texas A&M University online rainfall erosivity calculator. The period of construction activity begins at initial earth disturbance and ends with final stabilization.

(b) The site or facility has not been declared a significant contributor of pollutants.

(c) There are no planned construction activities at the site that will result in non-stormwater discharges.

(d) A certified statement signed by the operator stating that the operation will comply with applicable local stormwater requirements and will implement appropriate erosion and sediment control BMPs to prevent violations of water quality standards.

(g) Maintenance Agreement and Plan. If a stormwater site plan requires structural or nonstructural measures, the owner(s) shall execute a stormwater maintenance agreement prior to the Director granting final approval for the plan, or any plan of development or other development for which a permit is required under this chapter. The agreement shall be recorded in the office of the Chelan County auditor, a note placed on the recorded plat with the auditor's file number, and shall run with the land.

(i) Required Elements for Maintenance Agreement and Plan. The stormwater maintenance agreement shall be in a form approved by the Director, and shall, at a minimum:

(1) Designate Responsible Party. Designate for the land development the owner, governmental agency, or other legally established entity (responsible party) which shall be permanently responsible for maintenance of the structural or nonstructural measures required by the plan.

(2) Pass Responsibility to Successors. Pass the responsibility for such maintenance to successors in title.

(3) Right of Entry for Stormwater Authority. Grant the Director the right of entry for the purposes of inspecting all stormwater BMPs at reasonable times and in a reasonable manner; provided, that if such property be occupied and not a public place he shall first present proper credentials, request permission to enter, and state the reason for the request, and if such property is unoccupied, he shall first make a reasonable effort to locate the owners or other persons having charge or control of the property and request permission to enter. If such entry is refused, the Director shall have

recourse to every remedy provided by law to secure entry. The right of entry authorized for this section extends to any employee, officer, or authorized representative who accompanies or is designated by the Director.

(4) Maintenance Plan. The project shall ensure the continued performance of the maintenance obligations required by the plan and this chapter through a maintenance plan (which may be an attachment to the actual maintenance agreement). The plan shall include a list of inspection and maintenance tasks, a schedule for routine inspection and maintenance, actions to be taken when maintenance is required, and other items listed in the SWMMEW.

(ii) Maintenance Access Easements. The applicant must ensure access from public right-of-way to stormwater management facilities and practices requiring regular maintenance at the site for the purpose of inspection and repair. Such access shall be sufficient for all necessary equipment for maintenance activities. Upon final inspection and approval, a plat or document indicating that such easements exist shall be recorded and shall remain in effect even with the transfer of title of the property.

(2) Site Plan Preparation and Certification.

(i) Certification by Plan Preparer. The stormwater site plan shall be prepared by a professional engineer licensed to practice in Washington State and must be signed by the professional preparing the plan, who shall certify that the design of all stormwater BMPs meet the requirements of this chapter.

(ii) Certification by Owner. The owner shall certify that all land clearing, construction, land development and drainage will be done according to the approved plan.

12.10.~~070~~080 Right of entry.

(1) Inspection and Sampling. The city shall be permitted to enter and inspect sites subject to regulation under this chapter as often as may be necessary to determine compliance. Inspections may occur before, during and after construction.

(a) The city shall have access to all parts of the site for the purposes of inspection, sampling and examination of discharges to the MS4, and the performance of additional duties as defined by state and federal law.

(b) The city has the right to set up such devices as are necessary to conduct monitoring and/or sampling of the site's stormwater discharge.

(c) The city has the right to require an owner or occupier of sites to install such sampling and monitoring equipment, as the city deems necessary. Sampling and monitoring equipment shall be maintained at all times in a safe and proper operating condition by the owner or occupier at its own expense. All devices used to measure stormwater flow and quality shall be calibrated to ensure accuracy.

(d) Any temporary or permanent obstruction to safe and easy access to the sites shall be promptly removed by the owner or occupier upon the written or oral request of the director and shall not be replaced. The costs of clearing such access shall be paid by the owner or occupier.

(e) Property owner(s) shall upon request provide the director access to all records related to the operation and maintenance of the stormwater facilities and BMPs including but not limited to stormwater site plans, stormwater pollution prevention plans, and operation and maintenance plans.

(2) Search Warrants. If the director has been refused access to any part of the premises from which a discharge has occurred or is likely to occur, and the director is able to demonstrate probable cause to believe that there may be a violation of this chapter, or that there is a need to inspect and/or sample as part of a routine inspection and sampling program designed to verify compliance with this chapter or any order issued hereunder, or to protect the overall public health, safety, and welfare of the community, then the city may seek issuance of a search warrant from any court of competent jurisdiction. (Ord. 2010-01 § 1)

12.10.~~080~~090 Violations, enforcement, and penalties.

(1) Violations. It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this chapter. Any person who has violated or continues to violate the provisions of this chapter may be subject to the enforcement actions outlined in this section or may be restrained by injunction or otherwise abated in a manner provided by law. In the event the violation constitutes an immediate danger to public health or public safety, the city is authorized to enter upon the subject private property, without giving prior notice, to take any and all measures necessary to abate the violation and/or restore the property. The city is authorized to seek costs of the abatement in accordance with WCC 4.10.100.

(2) Compensatory Action. In lieu of enforcement proceedings, penalties, and remedies authorized by this chapter, the city may impose alternative compensatory actions, such as storm drain stenciling, attendance at compliance workshops, cleanup, or other alternative actions deemed appropriate by the city.

(3) Notice of Violation. Whenever the director finds that any user has violated or is continuing to violate a contract, any provision of this chapter, or an order issued hereunder, the director may serve upon such user written notice of the violation. Within 10 days of receipt of such notice of violation, the user shall submit to the director an explanation of the violation and a plan to satisfactorily correct and prevent the reoccurrence of such violation(s). The plan shall include specific actions the user will take, and the completion dates of each. Submission of this plan in no way relieves the user of liability for any violations occurring before or after receipt of the notice of violation. Nothing in this section shall limit the authority of the city to take any action, including emergency actions or any other enforcement action, without first issuing a notice of violation.~~Enforcement. Enforcement action for a first offense shall be taken in accordance with WCC Title 16.~~

(4) Suspension of MS4 Access.

(a) ~~Emergency Cease and Desist Orders.~~ When the city finds that any person has violated, or continues to violate, any provision of this chapter, or any order issued hereunder, or that the person's past violations are likely to recur, and that the person's violation(s) has (have) caused or contributed to an actual or threatened discharge to the MS4 or waters of the United States which reasonably appears to present an imminent or substantial endangerment to the health or welfare of persons or to the environment, the city may issue an order to the violator directing it immediately to cease and desist all such violations and directing the violator to:

(i) Immediately comply with all ordinance requirements; and

(ii) Take such appropriate preventive and corrective action as may be needed to properly address a continuing or threatened violation, including but not limited to immediately halting operations and/or terminating the discharge. ~~Any person notified of an emergency order under this subsection shall immediately comply and stop or eliminate the endangering discharge.~~

~~In the event of a discharger's failure to immediately comply voluntarily with the emergency order, the city may take such steps as deemed necessary to prevent or minimize harm to the MS4 or waters of the United States, and/or endangerment to persons or to the environment, including immediate termination of a facility's water supply, sewer connection, or other municipal utility services. Issuance of an emergency cease and desist order shall not be a bar against, or a prerequisite for, taking any other action against the violator.~~

(b) In the event of a discharger's failure to immediately comply voluntarily with the emergency order, the city may take such steps as deemed necessary to prevent or minimize harm to the MS4 or waters of the United States, and/or endangerment to persons or to the environment, including immediate termination of a facility's water supply, sewer connection, or other municipal utility services. Issuance of an emergency cease and desist order shall not be a bar against, or a prerequisite for, taking any other action against the violator.~~Suspension in Emergency Situations. The city may, without prior notice, suspend MS4 discharge access to a person when such suspension is necessary to stop an actual or threatened discharge which presents or may present imminent and substantial danger to the environment, or to the health or welfare of persons, or to the MS4 or waters of the United States. If the violator fails to comply with a suspension order issued in an emergency, the city may take such steps as deemed necessary to prevent or minimize damage to the MS4 or waters of the United States, or to minimize danger to persons.~~

~~(c) Suspension Due to the Detection of Illicit Discharge. Any person discharging to the MS4 in violation of this chapter may have their MS4 access terminated if such termination would abate or reduce an illicit discharge. A person commits an offense if the person reinstates MS4 access to premises terminated pursuant to this section, without the prior approval of the city.~~

(5) Criminal Prosecution. Any person that has violated or continues to violate this chapter two or more times shall be liable to criminal prosecution to the fullest extent of the law, and shall be guilty of a misdemeanor punishable by a fine of not more than $1,000 per violation per day and/or imprisonment for a period of time not to exceed 90 days per violation per day. Each act of violation and each day upon which any violation shall occur shall constitute a separate offense.

(6) Cost of Abatement of the Violation. The owner of the property or person responsible for the violation will be notified of the cost of abatement, including administrative costs. Payment in full shall be due within 30 days and on the thirty-first day interest may be applied at a rate of eight percent per annum. After 90 days, if payment in full has not been received, a lien may be filed on the property and foreclosed as provided in Chapter 35.67 RCW. The director may approve a payment plan of equal payments evenly spaced over no more than 12 months.

(7) Remedies Not Exclusive. The remedies listed in this chapter are not exclusive of any other remedies available under any applicable federal, state or local law and it is within the discretion of the city to seek cumulative remedies. The city may recover all attorneys' fees, court costs and other expenses associated with enforcement of this chapter, including but not limited to sampling and monitoring expenses. (Ord. 2014-02 § 2; Ord. 2010-01 § 1)

12.10.~~090~~100 Compatibility with other regulations.
This chapter is not intended to modify or repeal any other ordinance, rule, regulation, or other provision of law. The requirements of this chapter are in addition to the requirements of any other ordinance, rule, regulation, or other provision of law, and where any provision of this chapter imposes restrictions different from those imposed by any other ordinance, rule, regulation, or other provision of law, whichever provision is more restrictive or imposes higher protective standards for human health or the environment shall control. (Ord. 2010-01 § 1)

12.10.~~100~~110 Ultimate responsibility.
The standards set forth herein and promulgated pursuant to this chapter are minimum standards; therefore, this chapter does not intend or imply that compliance by any person will ensure that there will be no contamination, pollution, or unauthorized discharge of pollutants. (Ord. 2010-01 § 1)

12.10.120~~10~~ Effective date.
This chapter shall take effect on ~~February 16, 2011~~December 31, 2017. (Ord. 2010-01 § 1)

COMMUNITY DEVELOPMENT DEPARTMENT
MEMORANDUM

TO: Planning Commission

FROM: Stephen Neuenschwander, Planning Manager
John Ajax, Senior Planner

SUBJECT: **Workshop -** Small Cell Wireless Facilities Code Update

DATE: September 12, 2017 **MEETING DATE:** September 20, 2017

I. OVERVIEW

Staff is requesting the Planning Commission conduct a workshop to review updated draft code revisions/additions for small cell wireless facilities. The draft has been updated in conjunction with comments provided by Att and Verizon Wireless (included). Additionally the Historic Preservation Board provided feedback on the placement of such facilities within the Grandview Historic District – stating preference for location within alleys; this is reflected in the current updated draft. Additional presentation materials, examples, and policy suggestions will be presented during the workshop.

II. ACTION REQUESTED

Workshop / Discussion

III. TIMELINE

Timeline	Tasks	Notes
July 13, 2017	Moratorium extended six months	
September	Historic Preservation Workshop Planning Commission	**September HPB 9/6/2017** **September PC 9/20/17**
October	Complete Draft Code. 2nd half of month. - Request Expedited Review - WA. State Department of Commerce.	Conduct SEPA review on draft code update. Notice to agencies.
November 15, 2017	PC Public Hearing for recommendation to CC	Thanksgiving is 11/23/17 (City Council regular meeting will be moved)
December 14, 2017	CC Public Hearing for consideration of code adoption	If approved, Ord. effective 30 days after publication in newspaper. Send to Commerce within 10 days of adoption.
January 25, 2018	Six month moratorium target end date	

IV. ATTACHMENT(S)

a. Updated Draft Code Update Wireless Communication Facilities
b. Previous draft code
c. Att and Verizon comments on previous draft

V. ADMINISTRATIVE ROUTING

Kim Schooley

10.08.150 ‘W’

“Wireless communication antenna” means any exterior apparatus and supporting structures, less than 20 feet in height, designed for communication through the sending and/or receiving of electromagnetic waves for the purpose of providing the distribution of signals to other customers.

“Wireless communication facilities” or “WCF” means a staffed or unstaffed facility or location for the transmission and/or reception of radio frequency (RF) signals or other wireless communications or other signals for commercial communications purposes, typically consisting of one or more antennas or group of antennas, attachment support structure, transmission cables and other transmission equipment, and an equipment enclosure or cabinets. Small cell facilities and networks are included within the definition of wireless communication facilities; see specific definition(s) under WCC 10.08.130.

“Wireless communication tower” means any structure, greater than 20 feet in height, that is designed and constructed primarily for the purpose of supporting one or more antennas, including self-supporting lattice towers, guy towers, or monopole towers. The term includes radio and television transmission towers, microwave towers, common-carrier towers, cellular towers, alternative tower structures, and the like. This definition does not include utility support structures such as utility poles, streetlights, traffic signals, or structures of a similar nature.

10.08.130 “S”
"Small cell facility" means a wireless communication facility that meets both of the following qualifications:

(i) Each antenna is located inside an antenna enclosure of no more than three cubic feet in volume or, in the case of an antenna that has exposed elements, the antenna and all of its exposed elements could fit within an imaginary enclosure of no more than three cubic feet; and

(ii) Primary equipment enclosures are no larger than seventeen cubic feet in volume. The following associated equipment may be located outside the primary equipment enclosure and if so located, are not included in the calculation of equipment volume: Electric meter, concealment, telecomm demarcation box, ground-based enclosures, battery back-up power systems, grounding equipment, power transfer switch, and cut-off switch.

"Small cell network" means a collection of interrelated small cell facilities designed to deliver personal wireless services through an interrelated network of spatially separated antenna nodes connected to a common source via a transport medium that provides wireless service within a geographic area. Including facilities similar in nature to small cell facilities, micro-cells, and Distributed Antenna Systems (DAS).

Utility support structure…(may need to add clarified definition)

10.48.230 Wireless communication facilities.
All wireless communication facilities, where allowed by Chapter 10.10 WCC, District Use Chart, shall meet the following standards unless otherwise regulated within this code:

(1) Wireless Communication Antennas. Wireless communication antennas are allowed with the following minimum conditions:

(a) Antennas may be attached to any existing building or tower, except for one-, two-, three-, and four-unit dwellings.

(b) Installing of an antenna may be permitted, so long as the addition of said antenna adds no more than 20 feet to the height of said existing building or tower.

(c) In residential zones, all transmission equipment shall be concealed within existing architectural features to the maximum extent feasible. Any new architectural features proposed to conceal the transmission equipment shall be designed to mimic the existing underlying structure, shall be proportional to the existing underlying structure or conform to the underlying use and shall use materials in similar quality, finish, color and texture as the existing underlying structure.

(d) In residential zones, any roof-mounted transmission equipment shall be set back from all roof edges to the maximum extent feasible.

(e) In all other zones, antenna arrays and supporting transmission equipment shall be installed so as to camouflage, disguise or conceal them to make them closely compatible with and blend into the setting and/or host structure.

(2) Amateur Radio, Receive-Only Antennas, Personal Wireless Services and Antennas. Amateur radio, receive-only antennas, personal wireless services and antennas are allowed in all Wenatchee zoning districts, but must adhere to the standards as defined in WCC 10.48.030 for accessory structures and placement behind residential setbacks.

(3) Personal Satellite Dishes. Personal satellite dishes are allowed in all Wenatchee zoning districts, but must adhere to the standards as defined in WCC 10.48.030, for accessory structures and for placement behind residential setbacks.

(4) Small Cell Wireless Facilities and Networks.

a) A single permit may be used for multiple Small Cell Facilities that are part of a larger overall network; provided a right-of-way permit, building permit and/or SEPA compliance may be required.

b) Small Cell Facilities located within the right-of-way are allowed in all land use zones, subject to the criteria and following conditions:

i) All installation of Small Cell Facilities and appurtenance equipment shall be installed and maintained with good engineering practices and performed by experienced maintenance and construction personnel. Attention to aesthetics shall be required with equipment being installed in a neat, orderly, and compact fashion with quality and durable materials representing a high level of workmanship, subject to the following:

(1) Facilities shall employ screening, undergrounding and camouflage design techniques in the design and placement in order to ensure that the facility is as visually screened as possible, to prevent the facility from dominating the surrounding area and to minimize significant view impacts from surrounding properties all in a manner that achieves compatibility with the community;

(2) Facilities shall be architecturally compatible with surrounding structures using appropriate techniques to camouflage, disguise, and/or blend into the environment, including landscaping, color, and other techniques to minimize the facility's visual impact as well as be compatible with the architectural character of the surrounding buildings or structures in terms of color, size, proportion, style, and quality.

(3) Facilities shall be located such that views from a residential structure are not significantly impaired.

ii) Type I review is required when a new utility support structure is proposed or an existing utility support structure is modified, including replacement. In no event shall such a modified, replacement, or new utility support structure or pole exceed:

(1) Ten (10) feet above the average existing utility support structures in the right-of-way in place as the effective date of this Ordinance located within 500 feet of the new pole, up to a maximum of fifty (50) feet above ground level.

(2) Within the Grandview Historic District, alleys shall be the preferred location and take priority over street frontage right-of-way. In the event installation cannot be accommodated by a modified or new support structure within an alley, Type III review shall be required for approval by the Historic Preservation Board if utilities are to be relocated or added to a fronting street rather than in an alley.

c) Small Cell Facilities located outside of the right-of-way are allowed in all land use zones, subject to requirements of this section and 10.48.230(1).

P = Permitted use
P_1 = Permitted, not to occupy grade level commercial street frontage
AU = Accessory use
C = Conditional use
C_1 = Permitted, not to occupy grade level commercial street frontage
~ = Prohibited use
M = Permitted use in a corridor mixed use project within the MRC overlay

Uses	Commercial Districts				Mixed Use Districts			Residential Districts					Overlay Zones					
	CBD	NWBD/SWBD	CN	I	WMU	OMU	RMU	RF	RS	RL	RM	RH	HEO	CSO	MRC	IO	PO	RRO
Wireless communication antenna	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU
Wireless communication tower	~	C	~	C	~	C	~	~	~	~	~	~	~	~	~	C	~	~
Small Cell Wireless Facility	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P

10.65.350 Wireless communication towers.

(1) Wireless communication towers shall be restricted to 150 feet in height for commercial zoning districts (CBD, NWBD, SWBD, I, and WMU) and 90 feet in height for residential zoning districts (RS, RL, RM, RH, CN, OMU, and RMU);

(2) Security fencing shall enclose all facilities, shall be no less than six feet in height, and shall be equipped with an appropriate anti-climbing device;

(3) Perimeter and street frontage landscaping shall be located outside of the fenced area;

(4) Accessory equipment facilities used to house wireless communications equipment should be located within buildings or placed underground when possible. When they cannot be located in buildings, equipment shelters or cabinets shall be screened and landscaped in conformance with Chapter 10.62 WCC, as amended;

(5) Site location and development shall preserve the pre-existing character of the surrounding buildings and land uses and the underlying zoning district to the extent consistent with the function of the communications equipment. Wireless communication towers shall be integrated through location and design to blend in with the existing characteristics of the site to the extent practical. Existing on-site vegetation shall be preserved or improved, and disturbance of existing topography shall be minimized, unless such disturbance would result in less visual impact of the site to the surrounding area;

(6) A study shall be provided showing that the structure is required for present and future network coverage, that the height requested is the minimum necessary to provide for the function and potential collocated antennas and why the antennas could not be collocated on an existing structure;

(7) Visual impacts shall be minimized to the greatest extent possible by maximum feasible use of camouflage or screening, including but not limited to fencing, landscaping, strategic placement adjacent to existing buildings or live or simulated vegetation, undergrounding of accessory equipment structures, incorporation of wireless communications support structures, antennas and other appurtenances into the architectural features of existing buildings or structures and by requiring compatibility with key design elements in the surrounding area; for example, use of brick or other material similar to that used in adjacent buildings or structures, incorporation of support structures into compatible architectural features such as flag poles, bell towers or cornices, or use of simulated vegetation to camouflage support structures. (Ord. 2010-03 § 1 (Exh. A); Ord. 2007-34 § 2 (Exh. A))

10.08.150 'W'

"Wireless communication antenna" means any exterior apparatus and supporting structures, less than 20 feet in height, designed for communication through the sending and/or receiving of electromagnetic waves for the purpose of providing the distribution of signals to other customers.

"Wireless communication facilities" or "WCF" means a staffed or unstaffed facility or location for the transmission and/or reception of radio frequency (RF) signals or other wireless communications or other signals for commercial communications purposes, typically consisting of one or more antennas or group of antennas, attachment support structure, transmission cables and other transmission equipment, and an equipment enclosure or cabinets. Small cell facilities and networks are included within the definition of wireless communication facilities; see specific definition(s) under WCC 10.08.130.

Commented [JA1]: From Spokane Code
Purpose: The current zoning code section is named 'wireless communication facilities' without defining what that means. Added definition for clarity.

"Wireless communication tower" means any structure, greater than 20 feet in height, that is designed and constructed primarily for the purpose of supporting one or more antennas, including self-supporting lattice towers, guy towers, or monopole towers. The term includes radio and television transmission towers, microwave towers, common-carrier towers, cellular towers, alternative tower structures, and the like. This definition does not include utility support structures such as utility poles, streetlights, traffic signals, or structures of a similar nature.

Commented [JA2]: Purpose: Language added to avoid confusion between utility poles and cell towers.

10.08.130 "S"

"Small cell facility" means a wireless communication facility that meets both of the following qualifications:

(i) Each antenna is located inside an antenna enclosure of no more than three cubic feet in volume or, in the case of an antenna that has exposed elements, the antenna and all of its exposed elements could fit within an imaginary enclosure of no more than three cubic feet; and

(ii) Primary equipment enclosures are no larger than seventeen cubic feet in volume. The following associated equipment may be located outside the primary equipment enclosure and if so located, are not included in the calculation of equipment volume: Electric meter, concealment, telecomm demarcation box, ground-based enclosures, battery back-up power systems, grounding equipment, power transfer switch, and cut-off switch.

"Small cell network" means a collection of interrelated small cell facilities designed to deliver personal wireless services through an interrelated network of spatially separated antenna nodes connected to a common source via a transport medium that provides wireless service within a geographic area. Including facilities similar in nature to small cell facilities, micro-cells, and Distributed Antenna Systems (DAS).

Commented [JA3]: Definitions (from RCW 80.36.375)
Purpose: Definition included to be consistent with RCW.

10.48.230 Wireless communication facilities.
All wireless communication facilities, where allowed by Chapter 10.10 WCC, District Use Chart, shall meet the following standards unless otherwise regulated within this code:

(1) Wireless Communication Antennas. Wireless communication antennas are allowed ~~as accessory uses in the RS, RL, RM, RH, and RMU zones,~~ with the following minimum conditions:

Commented [JA4]: Purpose: Not allow commercial wireless antennas on residential structures throughout the entire city vs. only residential zones.

(a) Antennas may be attached to any existing building or tower, except for one-, two-, three-, and four-unit dwellings.~~;~~

(b) Installing of an antenna may be permitted, so long as the addition of said antenna adds no more than 20 feet to the height of said existing building or tower.

(c) All transmission equipment shall be concealed within existing architectural features to the maximum extent feasible. Any new architectural features proposed to conceal the transmission equipment shall be designed to mimic the existing underlying structure, shall be proportional to the existing underlying structure or conform to the underlying use and shall use materials in similar quality, finish, color and texture as the existing underlying structure.

(d) Any roof-mounted transmission equipment shall be set back from all roof edges to the maximum extent feasible.

(2) Amateur Radio, Receive-Only Antennas, Personal Wireless Services and Antennas. Amateur radio, receive-only antennas, personal wireless services and antennas are allowed in all Wenatchee zoning districts, but must adhere to the standards as defined in WCC 10.48.030 for accessory structures and placement behind residential setbacks.

(3) Personal Satellite Dishes. Personal satellite dishes are allowed in all Wenatchee zoning districts, but must adhere to the standards as defined in WCC 10.48.030, for accessory structures and for placement behind residential setbacks.

(4) Small Cell Wireless Facilities and Networks.

a) A single permit may be used for multiple Small Cell Facilities that are part of a larger overall network; provided a right-of-way permit, building permit and/or SEPA compliance may be required.

b) Land use review is not required for any Small Cell Facilities proposed for location on existing utility support structures within the right-of-way that do not increase height.

i) Small Cell Facilities are prohibited from being located in the right-of-way wihtin the Grandview Historic District, excluding alleys.

ii) Small Cell Facilities are prohibited from being located in the right-of-way within the Historic Entertainment Overlay, excluding alleys.

c) Type II review is required when a new utility support structure is proposed within the right-of-way or an existing utility support structure is modified for increased height. In no event shall an existing or new utility support structure, in the right-of-way, be increased in height more than fifteen (15) feet or exceed the zoned maximum height, whichever is less.

d) Small Cell Facilities located outside of the right-of-way are allowed in all land use zones, subject to requirements of 10.48.230(1).

Commented [JA5]: From Spokane Code (removed wording for 'towers')
Purpose: Adds design criteria to lessen the visual impacts to surrounding areas.

Commented [JA6]: Purpose: Federal and State laws require public entities to allow for collocation of utilities in the right-of-way.

In the case of the HEO and GHD, most of the utilities are in alleys – idea is to allow but not visually impact street fronts in historic areas.

Commented [JA7]: Purpose: If an existing utility pole needs to be replaced or there is a gap in coverage, a new pole would be allowed with criteria.

Commented [JA8]: Purpose: this is intended to be consistent with current code that allows antennas on to be mounted on private property. Current buildings known to have antennas include the Coast Hotel, Hospital, and Cascadian apartments.

Uses	Commercial Districts				Mixed Use Districts			Residential Districts					Overlay Zones					
	CBD	NWBD/SWBD	CN	I	WMU	OMU	RMU	RF	RS	RL	RM	RH	HEO	CSO	MRC	IO	PO	RRO
Wireless communication antenna	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU
Wireless communication tower	~	C	~	C	~	C	~	~	~	~	~	~	~	~	~	C	~	~

10.65.350 Wireless communication towers.
(1) Wireless communication towers shall be restricted to 150 feet in height for commercial zoning districts (CBD, NWBD, SWBD, I, and WMU) and 90 feet in height for residential zoning districts (RS, RL, RM, RH, CN, OMU, and RMU);

(2) Security fencing shall enclose all facilities, shall be no less than six feet in height, and shall be equipped with an appropriate anti-climbing device;

(3) Perimeter and street frontage landscaping shall be located outside of the fenced area;

(4) Accessory equipment facilities used to house wireless communications equipment should be located within buildings or placed underground when possible. When they cannot be located in buildings, equipment shelters or cabinets shall be screened and landscaped in conformance with Chapter 10.62 WCC, as amended;

(5) Site location and development shall preserve the pre-existing character of the surrounding buildings and land uses and the underlying zoning district to the extent consistent with the function of the communications equipment. Wireless communication towers shall be integrated through location and design to blend in with the existing characteristics of the site to the extent practical. Existing on-site vegetation shall be preserved or improved, and disturbance of existing topography shall be minimized, unless such disturbance would result in less visual impact of the site to the surrounding area;

(6) A study shall be provided showing that the structure is required for present and future network coverage, that the height requested is the minimum necessary to provide for the function and potential collocated antennas and why the antennas could not be collocated on an existing structure;

(7) Visual impacts shall be minimized to the greatest extent possible by maximum feasible use of camouflage or screening, including but not limited to fencing, landscaping, strategic placement adjacent to existing buildings or live or simulated vegetation, undergrounding of accessory equipment structures, incorporation of wireless communications support structures, antennas and other appurtenances into the architectural features of existing buildings or structures and by requiring compatibility with key design elements in the surrounding area; for example, use of brick or other material similar to that used in adjacent buildings or structures, incorporation of support structures into compatible architectural features such as flag poles, bell towers or cornices, or use of simulated vegetation to camouflage support structures. (Ord. 2010-03 § 1 (Exh. A); Ord. 2007-34 § 2 (Exh. A))

Application Submittal Requirements

In addition to the application form requirements identified in WCC 13.05.010, applications for wireless communication facilities shall include the following information.

A. Requirement for FCC Documentation. The applicant shall provide a copy of:

1. its documentation for FCC license submittal or registration, and

2. the applicant's FCC license or registration.

B. Site plans. Complete and accurate plans and drawings to scale, prepared, signed and sealed by a Washington-licensed engineer, land surveyor and/or architect, including (1) plan views and all elevations before and after the proposed construction with all height and width measurements called out; (2) a depiction of all proposed transmission equipment; (3) a depiction of all proposed utility runs and points of contact; and (4) a depiction of the leased or licensed area with all rights-of-way and/or easements for access and utilities in plan view.

C. Structural Assessment. The applicant or owner of a proposed WCF shall provide a structural construction assessment of the support facility or tower, conducted by a professional engineer, licensed in the State of Washington, which shall be submitted with the application for a building permit.

D. Visual analysis. A color visual analysis that includes to-scale visual simulations that show unobstructed before-and-after construction daytime and clear-weather views from at least four angles, together with a map that shows the location of each view.

E. Statement of Purpose/RF Justification. A clear and complete written Statement of Purpose shall minimally include: (1) a description of the technical objective to be achieved; (2) a to-scale map that identifies the proposed site location and the targeted service area to be benefited by the proposed project; and (3) full-color signal propagation maps with objective units of signal strength measurement that show the applicant's current service coverage levels from all adjacent sites without the proposed site, predicted service coverage levels from all adjacent sites with the proposed site, and predicted service coverage levels from the proposed site without all adjacent sites. These materials shall be reviewed and signed by a Washington-licensed professional engineer or a qualified employee of the applicant. The qualified employee of the applicant shall submit his or her qualifications with the application.

F. Design justification. A clear and complete written analysis that explains how the proposed design complies with the applicable design standards under this chapter to the maximum extent feasible. A complete design justification must identify all applicable design standards under this chapter and provide a factually detailed reason why the proposed design either complies or cannot feasibly comply.

G. Radio frequency emissions compliance report. A written report, prepared, signed and sealed by a Washington-licensed professional engineer or a competent employee of the applicant, which assesses whether the proposed WCF demonstrates compliance with the exposure limits established by the FCC. The report shall also include a cumulative analysis that accounts for all emissions from all WCFs located on or adjacent to the proposed site, identifies the total exposure from all facilities and demonstrates planned compliance with all maximum permissible exposure limits established by the FCC. The report shall include a detailed description of all mitigation measures required by the FCC.

H. Noise study. A noise study, prepared, signed and sealed by a Washington-licensed engineer, for a proposed WCF and all associated equipment, consistent with WCC Chapter 6A.40.

I. Collocation consent. A written statement, signed by a person with the legal authority to bind the applicant and the project owner, which indicates whether the applicant is willing to allow other transmission equipment owned by others to collocate with the proposed wireless communication facility whenever technically and economically feasible and aesthetically desirable.

J. Other published materials. All other information and/or materials that the City may, from time to time, make publicly available and designate as part of the application requirements.

July 2, 2017

John Ajax
Senior Planner
City of Wenatchee
129 South Chelan Ave.
Wenatchee, WA 98801

SENT VIA EMAIL: jajax@wentacheewa.gov

Re: Small Cell Wireless Facilities Code Update

Dear John:

Thank you for providing the opportunity to comment on the City's proposed changes to its zoning code to specifically address small cell facilities. We submit these comments on behalf of AT&T.

AT&T supports code changes that facilitate the installation of small cell facilities in Wenatchee's rights-of-way to serve the community's growing need for quality wireless service. Small cells provide wireless service with minimal visual impact and usually rely on infrastructure (such as utility and light poles) that is already part of the built environment. Due to these significant benefits, other communities have adopted measures to encourage small cells or exempt them from land use review. Appropriate regulations for Wenatchee's rights-of-way can similarly guide the installation of small cell improvements.

AT&T supports the City's proposed exemption of certain small cells from land use review, but suggests that the exemption allow additional height for existing and replacement poles in the right-of-way. AT&T further suggests that the small cell code recognize that utility poles are exempted from each zone's otherwise applicable maximum heights (see WMC 10.46.020(2)(d) for exception in residential zones). Given this general exemption, small cell attachments to utility poles should not be capped at the maximum height in each zone because this could easily prohibit the use of utility poles.

AT&T's concerns are discussed below in more detail, and we have provided suggested changes to proposed new WMC 10.48.230 in the enclosed redline.

Skyrocketing Demand for Wireless Service

AT&T and other carriers are responding to a significant increase in demand for wireless services. For example:

- Since 2007, AT&T has seen data usage on its network increase by 250,000 percent.[1]
- Over half (50.8%) of American homes no longer use traditional landline telephone service and instead choose to be wireless only.[2]
- More than two-thirds of American adults aged 25–29 (72.7%) and aged 30-34 (71%) live in households with only wireless telephones.[3]

Furthermore, mobile communications are a critical tool for first responders in emergency situations. According to the Federal Communications Commission ("FCC"), nearly 70 percent of 911 calls are made from wireless phones and that percentage is expected to continue to grow.[4]

To meet the skyrocketing demand in residential areas, better serve businesses, and enhance public safety, carriers need viable options for siting new facilities in a way that will provide meaningful coverage and capacity and high-quality service. Small cells can add much-needed capacity, and in some cases coverage, to targeted areas with minimal impacts to the community.

Small Cell Provisions

AT&T supports an approach that establishes volumetric size parameters for a "small cell" facility and then regulates these facilities in a manner commensurate with their minimal impacts. We note that the City's proposed draft code defines small cell facilities in this manner, using the standards from RCW 80.36.375. AT&T suggests that the new code simply incorporate the statutory definition by reference.

Together with enacting a definition for small cell, other communities have established a streamlined review process or exempted small cells from zoning review entirely, even in residential zones. Other communities have also allowed a small cell applicant to combine multiple small cells into one network permit. AT&T supports the City's batching provision in proposed WMC 10.48.230(4), and we suggest that the City's exemption language and threshold for Type II review be modified as shown in detail in the enclosed redline.

AT&T suggests that the City's exemption allow up to 15 feet of additional height to existing and replacement utility poles in order to allow sufficient space for the required clearance from electric utility wires and other likely designs. AT&T suggests that Type II review be reserved for new utility support structures and small cell attachments that exceed the threshold for an exempt proposal.

In the City's historic districts, we suggest that small cells be allowed on streets other than alleys if approved through a Type II review. Often there is a concentration of pedestrians and other traffic in historic districts, and small cell facilities must be located near this demand in order to adequately serve it. A Type II process would allow the City to review the small cell designs to ensure compatibility with historic areas.

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[1] http://about.att.com/story/att_details_5g_evolution.html
[2] CDC Wireless Substitution: Early Release of Estimates from the National Health Interview Survey, July-December 2016 (released May 2017).
[3] Id.
[4] FCC 911 Wireless Services Consumer Guide https://www.fcc.gov/consumers/guides/911-wireless-services

Other Specific Comments on Draft Code

Definitions.

AT&T supports the City's proposal to expressly include small cells in its definition of "wireless communication facilities." AT&T suggests that the definitions for small cell facilities and networks simply incorporate the statutory definition by reference, as noted above.

Requirements for Rooftop Attachments.

Proposed subsections (c) and (d) of WMC 10.48.230(1) use language from the Spokane code, but do not include Spokane's distinction between residential and nonresidential zones. AT&T suggests that the City adopt Spokane's language more completely, as shown in the enclosed redline.

Submittal Requirements.

The draft code adopts submittal requirements that generally mirror those of Spokane's wireless code, with some exceptions. The most important distinction is that Spokane's submittal list primarily applies to *new towers*, not to all wireless facilities, consistent with the more rigorous review standards for towers. We suggest that Wenatchee's new code clarify that the detailed submittal items are only required for proposed new towers.

With regard to proposed Item (E), RF Justification, the City's code already describes the study required to show compliance with its zoning standards for new towers. See WMC 10.65.350(6). Item (E) was written for compliance with Spokane's code, which regulates wireless facilities somewhat differently. We suggest you replace Item (E) with a restatement of WMC 10.65.350(6).

Eligible Facility Requests.

In 2012, Congress passed the Middle Class Tax Relief and Job Creation Act ("Spectrum Act"), and Section 6409(a) of the Spectrum Act[5] mandates approval of certain modifications to existing wireless facilities:

> [A] State or local government may not deny, and shall approve, any eligible facilities request for a modification of an existing wireless tower or base station that does not substantially change the physical dimensions of such tower or base station.

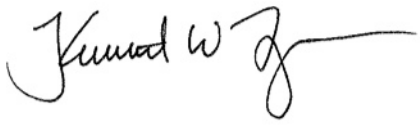
The FCC has issued a rule that regulates Section 6409(a) modifications, codified in 47 C.F.R. §1.40001. This rule establishes a maximum 60-day timeframe for review and approval and provides for a deemed grant remedy if the timeframe is not met.

[5] 47 U.S.C. §1455(a).

AT&T suggests that the City amend its WCF code to define when a modification "substantially changes" an existing WCF, provide for a 60-day review period, and otherwise incorporate by reference the definitions and requirements of the new FCC rule. Please see the suggested subsection for WMC 10.48.230 in the enclosed redline.

Thank you for your consideration of these comments. We look forward to working with the City as you develop the next draft.

Very truly yours,



Ken Lyons
206.227.0020
ken.lyons@wirelesspolicy.com

Enclosure

cc: Glen DeVries, Community Development Director

10.48.230 Wireless communication facilities.

All wireless communication facilities, where allowed by Chapter 10.10 WCC, District Use Chart, shall meet the following standards unless otherwise regulated within this code:

(1) Wireless Communication Antennas. Wireless communication antennas are allowed ~~as accessory uses in the RS, RL, RM, RH, and RMU zones~~, with the following minimum conditions:

Commented [MP1]: We understand the intent here is to prohibit attachment to SF, duplex, triplex, and fourplex dwellings no matter the zone. ATT supports this change subject to the additional clarifications of proposed (c)-(e), as shown below.

(a) Antennas may be attached to any existing building or tower, except for one-, two-, three-, and four-unit dwellings;

(b) Installing of an antenna may be permitted, so long as the addition of said antenna adds no more than 20 feet to the height of said existing building or tower.

(c) In residential zones, a~~A~~ll transmission equipment shall be concealed within existing architectural features to the maximum extent feasible. Any new architectural features proposed to conceal the transmission equipment shall be designed to mimic the existing underlying structure, shall be proportional to the existing underlying structure or conform to the underlying use and shall use materials in similar quality, finish, color and texture as the existing underlying structure.

Commented [MP2]: Proposed subsections (c) and (d) are from the Spokane code, but without Spokane's distinction for design standards within residential zones vs. other zones. AT&T suggests that Wenatchee follow Spokane's distinction for residential zones.

(d) In residential zones, a~~A~~ny roof-mounted transmission equipment shall be set back from all roof edges to the maximum extent feasible.

(e) In all other zones, antenna arrays and supporting transmission equipment shall be installed so as to camouflage, disguise or conceal them to make them closely compatible with and blend into the setting and/or host structure.

(2) Amateur Radio, Receive-Only Antennas, Personal Wireless Services and Antennas. Amateur radio, receive-only antennas, personal wireless services and antennas are allowed in all Wenatchee zoning districts, but must adhere to the standards as defined in WCC 10.48.030 for accessory structures and placement behind residential setbacks.

(3) Personal Satellite Dishes. Personal satellite dishes are allowed in all Wenatchee zoning districts, but must adhere to the standards as defined in WCC 10.48.030, for accessory structures and for placement behind residential setbacks.

(4) Small Cell Wireless Facilities and Networks.

(a) A single permit may be used for multiple Small Cell Facilities that are part of a larger overall network; provided a right-of-way permit, building permit and/or SEPA compliance may be required.

(b) Small Cell Facilities located within the right-of-way are allowed in all land use zones.

i) Land use review is not required for any Small Cell Facilities proposed for location on existing or replacement utility support structures ~~within the right-of-way~~ that do not increase the height of the existing pole by more than fifteen (15) feet.

ii) ~~i)~~ W~~Small Cell Facilities are prohibited from being in the right-of-way w~~ithin the Grandview Historic District and Historic Entertainment Overlay, ~~excluding alleys.~~
~~ii)~~ Small Cell Facilities ~~are prohibited from being in~~proposed in ~~the~~ rights-of-way other than alleys are allowed~~within the Historic Entertainment Overlay, excluding alleys~~ only after Type II review.

iii)
~~(c)~~ Type II review is required when a new utility support structure or pole is proposed ~~within the right-of-way~~ or when an existing utility support structure is replaced or modified for ~~increased~~ height in excess of that allowed by subsection (i). In no event shall such a modified, replacement,~~n existing~~ or new utility support structure or pole ~~be increased in height more than fifteen (15) feet or exceed the zoned maximum height, whichever is less.~~
exceed the greater of:

a. Ten (10) feet above the tallest existing utility support structure in the rights-of-way in place as of the effective date of this Ordinance located within 500 feet of the new pole; or,
b. Fifty (50) feet above ground level.

(c~~d~~) Small Cell Facilities located outside the right-of-way are allowed in all land use zones, subject to requirements of 10.48.230(1).

(5) Eligible Facility Requests.

(a) Existing WCFs may be modified according to this subsection and consistent with 47 C.F.R. § 1.40001, so long as the modification does not substantially change the physical dimensions of the WCF.

(b) A modification substantially changes the physical dimensions of an eligible support structure if it meets any of the following criteria:

i) For towers other than towers in the public rights-of-way, it increases the height of the tower by more than 10% or by the height of one additional antenna array with separation from the nearest existing antenna not to exceed twenty feet, whichever is greater; for other eligible support structures, it increases the height of the structure by more than 10% or more than ten feet, whichever is greater;

ii) For towers other than towers in the public rights-of-way, it involves adding an appurtenance to the body of the tower that would protrude from the edge of the tower more than twenty feet, or more than the width of the tower structure at the level of the appurtenance, whichever is greater; for other eligible support structures, it involves adding an appurtenance to the body of the structure that would protrude from the edge of the structure by more than six feet;

iii) For any eligible support structure, it involves installation of more than the standard number of new equipment cabinets for the technology involved, but not to exceed four cabinets; or, for towers in the public rights-of-way and base stations, it involves installation of any new equipment cabinets on the ground if there are no pre-existing ground cabinets associated with the structure, or else involves installation of ground cabinets that are more than 10% larger in height or overall volume than any other ground cabinets associated with the structure;

iv) It entails any excavation or deployment outside the current site;

v) It would defeat the concealment elements of the eligible support structure; or

vi) It does not comply with conditions associated with the siting approval of the construction or modification of the eligible support structure or base station equipment, provided however that this limitation does not apply to any modification that is non-compliant only in a manner that would not exceed the thresholds identified in subsections (b)(i)-(b)(iv) above.

(c) The city shall prepare and make publicly available an application form that is limited to the information necessary for the city to consider whether an application is an Eligible Facilities Request. The application may not require the applicant to demonstrate a need or business case for the proposed modification. The city will review the application form concurrently with its review of the applicant's building permit application.

(d) Within 60 days of the date on which an applicant submits an application seeking approval under this section, the city shall approve the application unless it determines that the application is not covered by this section.

(e) The 60-day review period begins to run when the application is filed, and may be tolled only by mutual agreement by the city and the applicant, or in cases where the city determines that the application is incomplete. The timeframe for review is not tolled by a moratorium on the review of applications.

i) To toll the timeframe for incompleteness, the city must provide written notice to the applicant within 30 days of receipt of the application, specifically delineating all missing documents or information required in the application.

ii) The timeframe for review begins running again when the applicant makes a supplemental submission in response to the department's notice of incompleteness.

iii) Following a supplemental submission, the city will notify the applicant within 10 days if the supplemental submission did not provide the information identified in the original notice delineating missing information. The timeframe is tolled in the case of second or subsequent notices pursuant to the procedures identified in subsection (E) of this section. Second or subsequent notices of incompleteness may not specify missing documents or information that were not delineated in the original notice of incompleteness.

(f) In the event the city fails to approve or deny a request seeking approval under this section within the timeframe for review (accounting for any tolling), the request shall be deemed granted. The deemed grant does not become effective until the applicant notifies the city in writing after the review period has expired (accounting for any tolling) that the application has been deemed granted.

(g) This section shall be interpreted and applied with reference to 47 C.F.R. § 1.40001.

WPG WIRELESS POLICY GROUP LLC

July 7, 2017

John Ajax
Senior Planner
City of Wenatchee
129 South Chelan Ave.
Wenatchee, WA 98801

SENT VIA EMAIL: jajax@wentacheewa.gov

Re: Small Cell Code Update

Dear John-

Thank you for the opportunity to comment on the proposed update to your wireless code to address small cells.

This new technology is vital to address the coverage and capacity needs of Verizon's customers. More people are using more wireless devices to do more things than ever before, like streaming video, and uploading images. In fact, wireless data usage tripled from 2013 to 2015 and is forecast to grow 7-fold from 2015 to 2019.

Verizon is working to stay ahead of the demand by adding fiber optic capacity and small cells to connect people where they need it most. Small cell antennas are usually mounted on existing utility and street light poles. The low visual profile of small cells makes them an excellent solution for delivering capacity and coverage to residential neighborhoods. Small cells will also deliver connections for "smart communities" services to boost the flow and safety of vehicle traffic, manage resources like light, power and water and do even more to improve the quality of life. This technology is also the key to offering 5G wireless connections at speeds up to 100 times faster than today's wired broadband services.

Verizon supports the city's overall direction to exempt small cells from land use review, and submits the attached redline of the proposed code and the comments below to address a few logistical concerns. Other communities have amended their wireless codes to exempt small cells from land use to encourage this kind of infrastructure investment. Because of the low visual impacts of small cell technology and the preference for placement on existing utility poles and light standards, aesthetic concerns can be addressed in agreements governing the use of the right of way.

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Verizon also supports the inclusion of batch permitting, which creates efficiencies for both the city and the applicant.

Verizon's suggested changes to the draft code provisions are as follows:

- The definition of wireless antenna is confusing and could be read to limit the height of support structures to 20 feet. Verizon suggests using the definition found in Spokane's code.
- Small cell attachments to utility poles should not be capped at the maximum height in each zone because pole owners very often require that the height of the pole be extended from 5-15 feet to achieve necessary clearance from the lines. The visual impact of this modest height increase is minimal, and Verizon requests that replacement or extended poles be permitted up to 15 feet, without land use review, and that the Type 2 process be reserved for new poles in the right of way, or replacement poles or pole extensions that exceed 15 feet.
- The city's historic districts are destinations for tourists and residents, which can create additional demand for wireless capacity. Other communities are recognizing the need for small cells in historic districts and have agreed to permit them with heightened design review of available stealth options. Verizon suggests that the city consider small cells in historic districts with a Type 2 review process.
- The submittal requirements mandate a noise study from a professional engineer. Unlike macro towers, that have air conditioning units and fans, small cells are often passively cooled with no moving components. Verizon suggests alternatively allowing submittal of the specification sheet for the radio units to demonstrate that there will be no noise from the small cell equipment.

Thank you for the opportunity to provide input on the small cell code update. Verizon appreciates the city's collaboration with members of the wireless industry to develop an efficient and effective process to provide wireless infrastructure to serve the needs of Wenatchee's residents, businesses and visitors.

Sincerely,

Kim Allen
Wireless Policy Group, LLC, on behalf of Verizon Wireless.

Enclosure

cc: Glen DeVries, Community Development Director

10.08.150 'W'

"Wireless communication antenna" means any exterior apparatus and supporting structures, less than 20 feet in height, designed for communication through the sending and/or receiving of electromagnetic waves for the purpose of providing the distribution of signals to other customers.

"Wireless communication facilities" or "WCF" means a staffed or unstaffed facility or location for the transmission and/or reception of radio frequency (RF) signals or other wireless communications or other signals for commercial communications purposes, typically consisting of one or more antennas or group of antennas, attachment support structure, transmission cables and other transmission equipment, and an equipment enclosure or cabinets. Small cell facilities and networks are included within the definition of wireless communication facilities; see specific definition(s) under WCC 10.08.130.

"Wireless communication tower" means any structure, greater than 20 feet in height, that is designed and constructed primarily for the purpose of supporting one or more antennas, including self-supporting lattice towers, guy towers, or monopole towers. The term includes radio and television transmission towers, microwave towers, common-carrier towers, cellular towers, alternative tower structures, and the like. This definition does not include utility support structures such as utility poles, streetlights, traffic signals, or structures of a similar nature.

10.08.130 "S"

"Small cell facility" means a wireless communication facility that meets both of the following qualifications:

(i) Each antenna is located inside an antenna enclosure of no more than three cubic feet in volume or, in the case of an antenna that has exposed elements, the antenna and all of its exposed elements could fit within an imaginary enclosure of no more than three cubic feet; and

(ii) Primary equipment enclosures are no larger than seventeen cubic feet in volume. The following associated equipment may be located outside the primary equipment enclosure and if so located, are not included in the calculation of equipment volume: Electric meter, concealment, telecomm demarcation box, ground-based enclosures, battery back-up power systems, grounding equipment, power transfer switch, and cut-off switch.

"Small cell network" means a collection of interrelated small cell facilities designed to deliver personal wireless services through an interrelated network of spatially separated antenna nodes connected to a common source via a transport medium that provides wireless service within a geographic area. Including facilities similar in nature to small cell facilities, micro-cells, and Distributed Antenna Systems (DAS).

10.48.230 Wireless communication facilities.

All wireless communication facilities, where allowed by Chapter 10.10 WCC, District Use Chart, shall meet the following standards unless otherwise regulated within this code:

(1) Wireless Communication Antennas. Wireless communication antennas are allowed in residential zones ~~as accessory uses in the RS, RL, RM, RH, and RMU zones,~~ with the following minimum conditions:

(a) Antennas may be attached to any existing building or tower, except for one-, two-, three-, and four-unit dwellings.~~;~~

(b) Installing of an antenna may be permitted, so long as the addition of said antenna adds no more than 20 feet to the height of said existing building or tower.

(c) All transmission equipment shall be concealed within existing architectural features to the maximum extent feasible. Any new architectural features proposed to conceal the transmission equipment shall be designed to mimic the existing underlying structure, shall be proportional to the

Commented [KA1]: This definition could be read to limit support structures, such as utility poles, to 20 feet. Suggest using the Spokane definition:

"Antenna" means one or more rods, panels, discs or similar devices used for wireless communication, which may include, but is not limited to, omni-directional antenna (whip), directional antenna (panel), and parabolic antenna (dish).

Commented [JA2]: From Spokane Code
Purpose: The current zoning code section is named 'wireless communication facilities' without defining what that means. Added definition for clarity.

Commented [JA3]: Purpose: Language added to avoid confusion between utility poles and cell towers.

Commented [JA4]: Definitions (from RCW 80.36.375)
Purpose: Definition included to be consistent with RCW.

Commented [KA5]: We suggest adding a residential qualifier. These provisions were taken from the Spokane code, which provides these limitations for residential zones.

Commented [JA6]: Purpose: Not allow commercial wireless antennas on residential structures throughout the entire city vs. only residential zones.

existing underlying structure or conform to the underlying use and shall use materials in similar quality, finish, color and texture as the existing underlying structure.

(d) Any roof-mounted transmission equipment shall be set back from all roof edges to the maximum extent feasible.

(2) Amateur Radio, Receive-Only Antennas, Personal Wireless Services and Antennas. Amateur radio, receive-only antennas, personal wireless services and antennas are allowed in all Wenatchee zoning districts, but must adhere to the standards as defined in WCC 10.48.030 for accessory structures and placement behind residential setbacks.

(3) Personal Satellite Dishes. Personal satellite dishes are allowed in all Wenatchee zoning districts, but must adhere to the standards as defined in WCC 10.48.030, for accessory structures and for placement behind residential setbacks.

(4) Small Cell Wireless Facilities and Networks.

a) A single permit may be used for multiple Small Cell Facilities that are part of a larger overall network; provided a right-of-way permit and a ~~,~~ building permit and/or SEPA compliance may be required.

b) Land use review is not required for any Small Cell Facilities proposed for location on existing or replacement utility support structures within the right-of-way that do not increase height more than 15 feet.~~.~~ The limitation to15 feet applies to cumulative increases and any previously approved additions to height made under this section must be included in its measurement.

i) Small Cell Facilities may be~~are prohibited from being located~~ permitted in the right-of-way within the Grandview Historic District, ~~excluding alleys~~with a Type II review.

ii) Small Cell Facilities may be~~are prohibited from being located~~permitted in the right-of-way within the Historic Entertainment Overlay, ~~excluding alleys~~with a Type II review.

c) Type II review is required when a new utility support structure is proposed within the right-of-way ~~or an existing utility support structure is modified for increased height.~~ In no event shall an existing or new utility support structure, in the right-of-way, be increased in height more than fifteen (15) feet~~, or exceed the zoned maximum height, whichever is less.~~

d) Small Cell Facilities located outside of the right-of-way are allowed in all land use zones, subject to requirements of 10.48.230(1).

e) All installation of small cell antennae and appurtenance equipment shall be installed and maintained with good engineering practices and performed by experienced maintenance and construction personnel. Attention to aesthetics shall be required with equipment being installed in a neat, orderly, and compact fashion with quality and durable materials representing a high level of workmanship.

Commented [JA7]: From Spokane Code (removed wording for 'towers')
Purpose: Adds design criteria to lessen the visual impacts to surrounding areas.

Commented [KA8]: Small cells, as defined in your code, are exempt from SEPA per WAC 197-11-810. Suggest deleting.

Commented [JA9]: Purpose: Federal and State laws require public entities to allow for collocation of utilities in the right-of-way.

In the case of the HEO and GHD, most of the utilities are in alleys – idea is to allow but not visually impact street fronts in historic areas.

Commented [JA10]: Purpose: If an existing utility pole needs to be replaced or there is a gap in coverage, a new pole would be allowed with criteria.

Commented [JA11]: Purpose: this is intended to be consistent with current code that allows antennas on to be mounted on private property. Current buildings known to have antennas include the Coast Hotel, Hospital, and Cascadian apartments.

Commented [KA12]: Industry uses "antennas" as the plural of "antenna". Suggest revising.

Commented [JA13]: Added 5/3/17 – SK suggested

Uses	Commercial Districts				Mixed Use Districts			Residential Districts					Overlay Zones					
	CBD	NWBD/SWBD	CN	I	WMU	OMU	RMU	RF	RS	RL	RM	RH	HEO	CSO	MRC	IO	PO	RRO
Wireless communication antenna	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU	AU
Wireless communication tower	~	C	~	C	~	C	~	~	~	~	~	~	~	~	~	C	~	~

Commented [KA14]: Suggest adding a row to address the small cell process.

10.65.350 Wireless communication towers.

(1) Wireless communication towers shall be restricted to 150 feet in height for commercial zoning districts (CBD, NWBD, SWBD, I, and WMU) and 90 feet in height for residential zoning districts (RS, RL, RM, RH, CN, OMU, and RMU);

(2) Security fencing shall enclose all facilities, shall be no less than six feet in height, and shall be equipped with an appropriate anti-climbing device;

(3) Perimeter and street frontage landscaping shall be located outside of the fenced area;

(4) Accessory equipment facilities used to house wireless communications equipment should be located within buildings or placed underground when possible. When they cannot be located in buildings, equipment shelters or cabinets shall be screened and landscaped in conformance with Chapter 10.62 WCC, as amended;

(5) Site location and development shall preserve the pre-existing character of the surrounding buildings and land uses and the underlying zoning district to the extent consistent with the function of the communications equipment. Wireless communication towers shall be integrated through location and design to blend in with the existing characteristics of the site to the extent practical. Existing on-site vegetation shall be preserved or improved, and disturbance of existing topography shall be minimized, unless such disturbance would result in less visual impact of the site to the surrounding area;

(6) A study shall be provided showing that the structure is required for present and future network coverage, that the height requested is the minimum necessary to provide for the function and potential collocated antennas and why the antennas could not be collocated on an existing structure;

(7) Visual impacts shall be minimized to the greatest extent possible by maximum feasible use of camouflage or screening, including but not limited to fencing, landscaping, strategic placement adjacent to existing buildings or live or simulated vegetation, undergrounding of accessory equipment structures, incorporation of wireless communications support structures, antennas and other appurtenances into the architectural features of existing buildings or structures and by requiring compatibility with key design elements in the surrounding area; for example, use of brick or other material similar to that used in adjacent buildings or structures, incorporation of support structures into compatible architectural features such as flag poles, bell towers or cornices, or use of simulated vegetation to camouflage support structures. (Ord. 2010-03 § 1 (Exh. A); Ord. 2007-34 § 2 (Exh. A))

Application Submittal Requirements

In addition to the application form requirements identified in WCC 13.05.010, applications for wireless communication facilities shall include the following information.

A. Requirement for FCC Documentation. The applicant shall provide a copy of:

1. its documentation for FCC license submittal or registration, and

2. the applicant's FCC license or registration.

B. Site plans. Complete and accurate plans and drawings to scale, prepared, signed and sealed by a Washington-licensed engineer, land surveyor and/or architect, including (1) plan views and all elevations before and after the proposed construction with all height and width measurements called out; (2) a depiction of all proposed transmission equipment; (3) a depiction of all proposed utility runs and points of contact; and (4) a depiction of the leased or licensed area with all rights-of-way and/or easements for access and utilities in plan view.

C. Structural Assessment. The applicant or owner of a proposed WCF shall provide a structural construction assessment of the support facility or tower, conducted by a professional engineer, licensed in the State of Washington, which shall be submitted with the application for a building permit.

D. Visual analysis. A color visual analysis that includes to-scale visual simulations that show unobstructed before-and-after construction daytime and clear-weather views from at least four angles, together with a map that shows the location of each view.

E. Statement of Purpose/RF Justification. A clear and complete written Statement of Purpose shall minimally include: (1) a description of the technical objective to be achieved; (2) a to-scale map that identifies the proposed site location and the targeted service area to be benefited by the proposed project; and (3) full-color signal propagation maps with objective units of signal strength measurement that show the applicant's current service coverage levels from all adjacent sites without the proposed site, predicted service coverage levels from all adjacent sites with the proposed site, and predicted service coverage levels from the proposed site without all adjacent sites. These materials shall be reviewed and signed by a Washington-licensed professional engineer or a qualified employee of the applicant. The qualified employee of the applicant shall submit his or her qualifications with the application.

F. Design justification. A clear and complete written analysis that explains how the proposed design complies with the applicable design standards under this chapter to the maximum extent feasible. A complete design justification must identify all applicable design standards under this chapter and provide a factually detailed reason why the proposed design either complies or cannot feasibly comply.

G. Radio frequency emissions compliance report. A written report, prepared, signed and sealed by a Washington-licensed professional engineer or a competent employee of the applicant, which assesses whether the proposed WCF demonstrates compliance with the exposure limits established by the FCC. The report shall also include a cumulative analysis that accounts for all emissions from all WCFs located on or adjacent to the proposed site, identifies the total exposure from all facilities and demonstrates planned compliance with all maximum permissible exposure limits established by the FCC. The report shall include a detailed description of all mitigation measures required by the FCC.

H. Noise study. A noise study, prepared, signed and sealed by a Washington-licensed engineer, for a proposed WCF and all associated equipment, consistent with WCC Chapter 6A.40.

Commented [KA15]: Unlike macro towers, that have air conditioning units and fans, small cells are often passively cooled with no moving components. Suggest allowing submittal of the specification sheet for the radio units to demonstrate that there will be no noise from the small cell equipment.

I. Collocation consent. A written statement, signed by a person with the legal authority to bind the applicant and the project owner, which indicates whether the applicant is willing to allow other transmission equipment owned by others to collocate with the proposed wireless communication facility whenever technically and economically feasible and aesthetically desirable.

J. Other published materials. All other information and/or materials that the City may, from time to time, make publicly available and designate as part of the application requirements.

City of Wenatchee

DEPARTMENT OF COMMUNITY DEVELOPMENT

Public Services Center
1350 McKittrick Street, Suite A (509) 888-3200
Wenatchee, WA 98801 Fax (509) 888-3201

Date: September 12, 2017
To: City of Wenatchee Planning Commission
From: Community Development Staff
RE: Limited code amendments for schools in the CBD

At the conclusion of the August 2017 meeting, the Planning Commission expressed concern regarding site obscuring fencing along the right of way on North Wenatchee Avenue. The Planning Commission asked staff to draft some potential code revisions that would limit, soften the affect or discourage site obscuring fences along the street frontage. Staff has drafted a couple of options for your consideration.

Option 1:

- establishes a setback of 20 feet from the front property line; and
- includes a requirement for architectural features, such as brick, masonry, or wood columns, for every 50 feet of fence.

10.48.180 Fences and clear view triangle.
All fences where allowed by this title shall meet the following standards unless otherwise regulated within this code:

(2) Commercial and industrial zoning district fences shall meet the following standards:

(a) That a maximum height limitation of six feet be observed within any required side or rear setback area;

(b) That a maximum height limitation of eight feet be observed when constructed outside of any required setback area.

(c) Within a commercial district, a setback of 20 feet shall be observed from any front property line.

(d) Within a commercial district, fencing or wall sections fronting a street and totaling more than 100 contiguous linear feet shall include architectural features, such as masonry, brick or wood-framed columns for every 50 feet of length. The minimum separation between architectural features shall be no less than 10 feet.

Option 2:

- places a maximum length for fences over 4 feet and within 20 feet of the right-of-way .
- includes a requirement for architectural features depending on the location of the fence and transparency of the fence; and

- would exempt the architectural features from the side and rear unless adjacent to a residential or mixed-use district.

10.48.180 Fences and clear view triangle.
All fences where allowed by this title shall meet the following standards unless otherwise regulated within this code:

(2) Commercial and industrial zoning district fences shall meet the following standards:

(a) Solid fencing or walls, including slated chain-link, greater than 4 feet in height within 20 feet of street frontages or right-of-ways shall not extend more than one-third of the lineal distance of the property frontage, including corner lots;.

(b) Fencing less than 50 percent view-obstructing, such as non-slated chain-link or wrought iron are allowed up a maximum 8 feet, within 20 feet of a front property line or right of ways, provided; that for every 25 linear feet of fence or wall, architectural features, such as masonry, brick or wood-framed columns shall be provided. The minimum width and depth of architectural features shall be no less than 12 inches for the full height;

(c) Solid fencing or wall sections, including slated chain link, more than 20 feet from a front property line, shall be allowed up to a maximum height of 8 feet provided; that for every 50 linear feet of fence or wall, architectural features, such as masonry, brick or wood-framed columns shall be provided . The minimum width and depth of architectural features shall be no less than 12 inches for the full height;

(d) Side and rear yard fencing is exempt from providing architectural features and are allowed up to a maximum height of 8 feet, except when abutting a residential or mixed use zone, in which case the maximum height shall be 6 feet.

Please direct any questions or comments to Stephen Neuenschwander, Planning Manager, at 509-888-3285 or via email at sneuenschwander@wenatcheewa.gov.

City of Wenatchee

DEPARTMENT OF
COMMUNITY DEVELOPMENT

Public Services Center
1350 McKittrick Street, Suite A (509) 888-3200
Wenatchee, WA 98801 Fax (509) 888-3201

Date: September 12, 2017, 2017
To: City of Wenatchee Planning Commission
From: Community Development Staff
RE: Limited code amendments for schools in the CBD

After the discussion at the last planning commission meeting, it became apparent to staff that the issues regarding schools in the CBD are beyond the scope of a limited amendment and would be better considered after additional analysis and through a full code revision process. Staff is recommending that this item be removed from the group of code revisions under consideration as limited amendments and revisited next year.

This approach would allow staff the additional time to further analyze the city code definitions for schools and institutes of higher learning, more thoroughly research potential conflicts between the uses, and allow potential projects to better define their scope of operations and needs.

Please direct any questions or comments to Stephen Neuenschwander, Planning Manager, at 509-888-3285 or via email at sneuenschwander@wenatcheewa.gov.