

**WENATCHEE PLANNING COMMISSION**  
**SCHEDULED MEETING**  
**October 17, 2018**  
**WENATCHEE CITY HALL COUNCIL CHAMBERS**  
129 S. Chelan Avenue  
Wenatchee, WA 98801

<b>AGENDA</b>
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**I. CALL TO ORDER AND WELCOME**

**II. ADMINISTRATIVE AFFAIRS**

- A. Approval of the minutes from the last regular meeting on September 19, 2018

**III. PUBLIC COMMENT PERIOD**

Comments for any matters not included on the agenda.

**IV. OLD BUSINESS**

None

**V. NEW BUSINESS**

- A. Workshop: Draft cryptocurrency mining regulations
- B. Workshop: 2018 Comprehensive Plan and Development Regulations update
- C. Discussion: Overview of Pedestrian Plan

**VI. OTHER**

- A. None

**VII. 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.)***

MINUTES

**I. CALL TO ORDER**

Chair Scott Griffith called the meeting to order at 5:30 p.m. with the following members in attendance: Ace Bollinger, Joe Gamboni, Susan Albert, Richard Erickson, and Rani Sampson.

City Planning staff was represented by: Glen DeVries, Community Development Director; Stephen Neuenschwander, Planning Manager; Matt Parsons, Associate Planner; and Kim Schooley, Administrative Assistant.

**II. ADMINISTRATIVE AFFAIRS**

A. Approval of the minutes from the regular meeting on August 15, 2018.

**Commissioner Ace Bollinger moved to approve the minutes from the July 18, 2018 regular meeting. Commissioner Joe Gamboni seconded the motion. The motion carried.**

Staff and Commissioners discussed the November and December calendars for the Planning Commission. It was proposed and agreed that it would be desirable to move November's meeting to Tuesday the 27<sup>th</sup>, and December's meeting to Tuesday the 11<sup>th</sup>. Staff advised that they would attempt to coordinate with the City Clerk and confirm with Commissioners when confirmed.

**III. PUBLIC COMMENT PERIOD**

Comments for any matters not included on the agenda.

There was no public comment.

**IV. OLD BUSINESS**

None

**V. NEW BUSINESS**

A. Planning Commission applicant interviews

Commissioners interviewed three applicants for the current vacancy; Josh Jorgensen, John Lane, and Mark Urdahl.

Following the interviews Chair Griffith advised the applicants that they were welcome to stay for the remainder of the meeting and advised that Commissioners would then deliberate on a recommendation to Council for an appointment at the conclusion of new business. At that time, Griffith advised that applicants would be asked to leave.

B. Discussion: Planning Commission bylaws update

Glen DeVries, Community and Economic Development Director, reviewed the proposed bylaws edits with Commissioners.

Commissioners were in agreement with the changes.

**Commissioner Bollinger moved to approve the proposed changes to the Planning Commission bylaws. Commissioner Sampson seconded the motion. The motion carried.**

Staff advised that they would bring the revised document to Commissioners at the next regular meeting for signatures.

C. Discussion: Cryptocurrency mining operations

Stephen Neuenschwander, Planning Manager, introduced the presenters who had come to provide information to the Planning Commission.

Becky Peters – 456 Lowe Street, Wenatchee, WA and Nick Martini – 324 S. Chelan Avenue, Wenatchee, WA – addressed Commissioners with information about their cryptocurrency mining operations, experience, and challenges.

Commissioners asked questions of both parties.

Andy Wendell from Chelan County PUD was also present in the audience and provided clarification and answered questions of the Commissioners.

Following the discussion, staff advised Commissioners that they were looking for direction from the Planning Commission about definitions and parameters that Council had put into place with the moratorium. He advised that the interim regulations would be expiring in February and that staff would be bringing additional information and options for the Planning Commission's review at a later date in order to help them formulate a recommendation to Council.

Commissioners then deliberated on the Planning Commission applicants.

Following their discussion, it was unanimously agreed upon to forward a recommendation to City Council for the appointment of Josh Jorgensen to the Planning Commission.

**VI. OTHER**

None

**VII. ADJOURNMENT**

With no further business to come before the Planning Commission, Chair Scott Griffith adjourned the meeting at 7:35 p.m.

Respectfully submitted,

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

DRAFT



**City of  
Wenatchee**

**DEPARTMENT OF COMMUNITY DEVELOPMENT**

Public Services Center

1350 McKittrick Street, Suite A  
Wenatchee, WA 98801

(509) 888-3200  
Fax (509) 888-3201

Date: October 10, 2018  
To: City of Wenatchee Planning Commission  
From: Planning Staff  
RE: Cryptocurrency mining options

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At the September meeting, planning staff committed to prepare draft options for the planning commission to consider regarding cryptocurrency mining. Staff has met with Andy Wendell from the Chelan County PUD to further discuss the issues surrounding cryptocurrency mining. As we have prepared drafts, we have kept as our guide the following principles:

- The City must be able to establish clear standards that can be implemented through the regulations of the City.
- The Code as adopted must be enforceable by the City.

In our staff conversations with the PUD and their public presentations, they have provided valuable information regarding the consumption of power, impacts of cryptocurrency mining to their infrastructure, and their ability to serve the needs of the community into the future. While this information is valuable and important to understand, the vast majority of the data, thresholds, and capacity limits are policies, standards or regulations that are not implementable nor enforceable by the City through the zoning code or business license approval process.

In the context of the guiding principles noted above, planning staff has provided the following options for the planning commission to consider:

**Option 1**

Cryptocurrency mining prohibited in all residential and mixed use zoning districts. This would be consistent with the adopted interim control as it pertains to cryptocurrency mining. The standards relating to “Data Center” in Option 2 could be adopted with this framework.

**Option 2**

Cryptocurrency could be authorized as an accessory use in residential zoning districts through a business license processed as a Type II land use permit with public notice. The Type II process includes posting notice of a pending action on the site, mailing

notice to property owners within 350 feet, and notifying public agencies of the application. Approval of the business license would require the review by the Chelan County PUD and verification that power is available and that life safety issues have been addressed and the submittal of a Department of Labor and Industries electrical permit and verification that a final inspection has been completed.

#### 10.08.050 Definitions "C"

"Cryptocurrency mining" means the operation of specialized computer equipment for the primary purpose of mining one or more blockchain based cryptocurrencies such as Bitcoin. This activity typically involves the solving of algorithms as part of the development and maintenance of a blockchain which is a type of distributed ledger maintained on a peer-to-peer network. Typical physical characteristics of cryptocurrency mining include specialized computer hardware; High Density Load (HDL) electricity use; a high Energy Use Intensity (EUI) where the operating square footage as determined by the Utility is above 250kWh/ft<sup>2</sup>/year and with a high load factor in addition to the use of equipment to cool the hardware and operating space. For the purposes of the associated regulations, cryptocurrency mining does not include the exchange of cryptocurrency or any other type of virtual currency nor does it encompass the use, creation, or maintenance of all types of peer-to-peer distributed ledgers.

#### 10.08.055 Definitions "D"

"Data Center" – A facility where the primary use is to house and operate networked computer systems and associated components that include, but may not be limited to, power supply, data communications connections, environmental controls, and security devices. Facilities or operations that meet the definition of "Cryptocurrency mining" will be regulated under that land use designation.

**10.10.020 District Use Chart.**

District Use Chart																			
<b>P = Permitted use</b>  <b>P1 = Permitted, not to occupy grade level commercial street frontage</b>  <b>AU = Accessory use</b>  <b>C = Conditional use</b>  <b>C1 = Permitted, not to occupy grade level commercial street frontage</b>  <b>~ = Prohibited use</b>  <b>M = Permitted use in a corridor mixed use project within the MRC overlay</b>																			
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	
<b>Industrial</b>																			
Cryptocurrency Mining	<u>P1</u>	<u>P1</u>	~	<u>P</u>	~	~	~	~	<u>AU</u>	<u>AU</u>	<u>AU</u>	<u>AU</u>	<u>AU</u>	~	<u>P1</u>	~	~	~	~
Data Center	<u>P1</u>	<u>P1</u>	~	<u>P</u>	<u>P1</u>	<u>P1</u>	~	~	~	~	~	~	<u>P1</u>	<u>P1</u>	~	<u>P</u>	~	~	

**10.48.310 Cryptocurrency mining and Data Centers**

All cryptocurrency mining operations where allowed by Chapter 10.10 WCC, District Use Chart, shall meet the following standards unless otherwise regulated within this code:

- (1) Applications for a business license shall be processed as a Type II administrative review with public notice under WCC 13.09.040.
- (2) The use of cargo containers, railroad cars, semi-truck trailers and other similar storage containers for any component of the operation is strictly prohibited.
- (3) Prior to approving the business license, the applicant shall provide written verification from the County Public Utility District (PUD) will be required that:
  - i. Adequate capacity is available on the applicable supply lines and substation to ensure that the capacity available to serve the other

needs of the planning area are consistent with the normal projected load growth envisioned by the PUD.

- ii. Utility supply equipment and related electrical infrastructure is sufficiently sized and can safely accommodate the proposed use; and
  - iii. The use will not cause electrical interference or fluctuations in line voltage on and off the operating premises.
- (4) Prior to any cryptocurrency mining, a copy of the Washington State Department of Labor and Industries electrical permit and written verification that the electrical work has passed a final inspection shall be provided to the City and the PUD.
- (5) Data centers and Cryptocurrency mining operations shall not occupy any grade level commercial street frontage. They may be located behind, below, or above existing or proposed storefronts. If a new structure is proposed for housing a data center it shall meet blank wall limitation standards found in WCC10.24.050(9), for all zones except Industrial and the Industrial Overlay.





**City of  
Wenatchee**

**DEPARTMENT OF  
COMMUNITY DEVELOPMENT**

Public Services Center  
1350 McKittrick Street, Suite A  
Wenatchee, WA 98801

(509) 888-3200  
Fax (509) 888-3201

**Memorandum**

To: City of Wenatchee Planning Commission  
From: Community Development Staff  
Date: October 10, 2018  
Subject: 2018 Comprehensive Plan update workshop

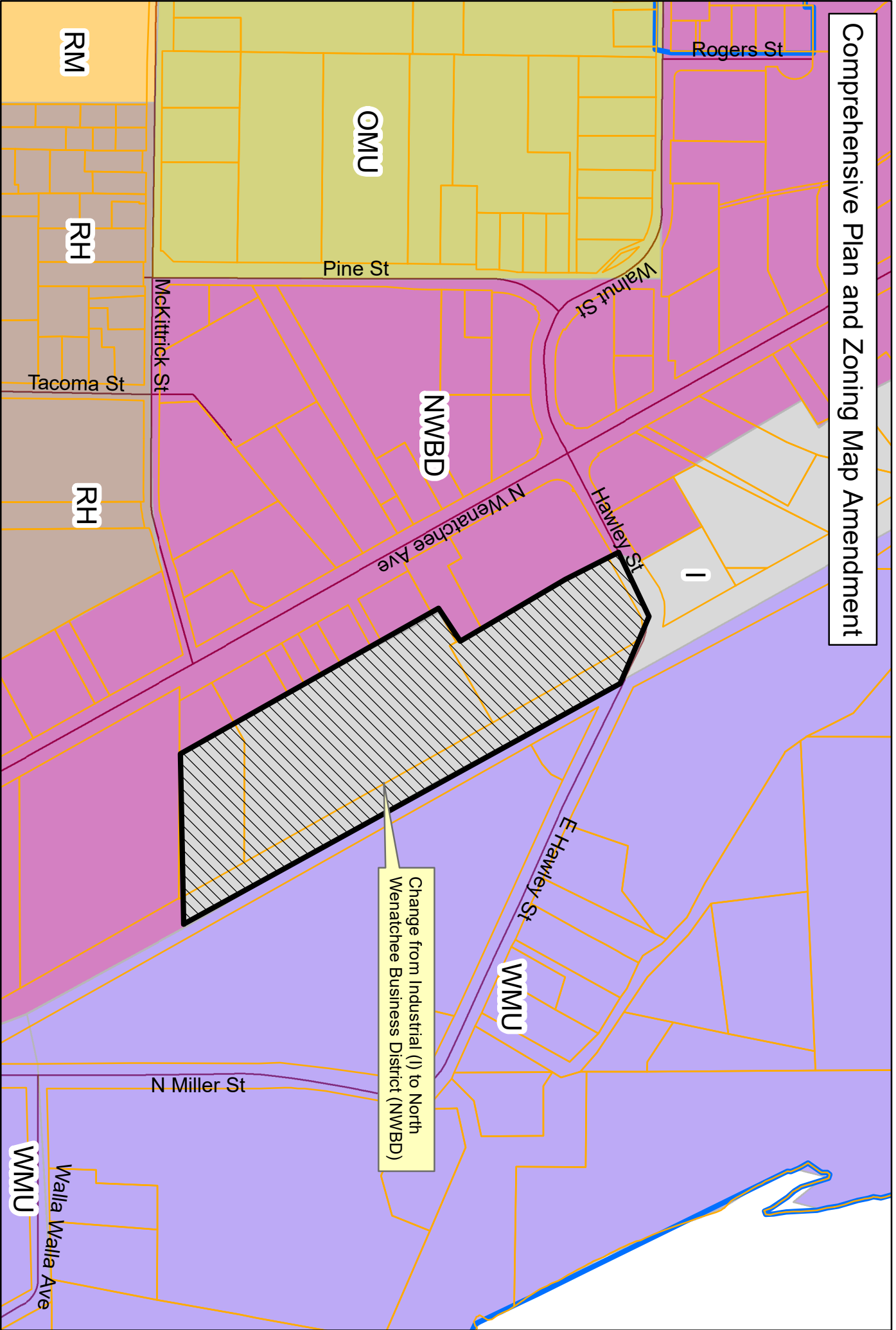
The City has initiated the 60-day review of draft amendments to the comprehensive plan and development regulations which includes the following:

- A site specific map amendment to the Wenatchee Urban Area Comprehensive Plan and official zoning map of approximately 11.3 acres for three parcels from Industrial (I) to North Wenatchee Business District (NWBD). The involved property is generally located south of Hawley Street and borders the BNSF railway to the east and is further described as parcel numbers 232033733065, 232033733005, and 232033110750.
- Annual revisions, updates and amendments to the City of Wenatchee Capital Facilities Plan.
- Draft revisions to the parking space and aisle dimension standards in the Wenatchee City Code Section 10.60.030.
- Draft revisions to WCC 11.16.250, 11.32.080(7), 13.03, and 13.09.080 that would delegate final plat approval authority to the mayor in accordance with RCW 58.17.100.

At the workshop planning city staff will review with you the draft revisions. If you have any questions, please contact Stephen Neuenschwander at [sneuenschwander@wenatcheewa.gov](mailto:sneuenschwander@wenatcheewa.gov) or Matt Parsons at [mparsons@wenatcheewa.gov](mailto:mparsons@wenatcheewa.gov).

# **Draft Map Amendment**

# Comprehensive Plan and Zoning Map Amendment



Disclaimer: Map intended for general information only.



**Legend**

- Parcels
- Streets

# **Draft Capital Facilities Plan Update**

# CAPITAL FACILITIES PLAN



CITY OF WENATCHEE

PO Box 519

Wenatchee, WA 98807

(509) 888-6200

Adopted: December 7,  
2017, 2018  
Resolution No. 2017-  
68, 2018-

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# Capital Facilities Plan

~~2018-2023~~

2019-2024

CITY OF WENATCHEE

## INTRODUCTION

The City's Capital Facilities Plan (CFP) provides a comprehensive project list and schedule guiding the investment of city resources in infrastructure. These resources are made up of local revenues as well as State and Federal grants. The CFP identifies those projects which have secured funding as well as a list of projects which have not yet been funded. The projects included in this plan have largely been identified through other planning efforts which are all incorporated into the City's Comprehensive Plan. The reader is referred to these other referenced plans for additional detail concerning projects.

Why is it important for a city to keep a capital facilities plan up to date? In particular, the following three compelling reasons drive the update of the City's capital facilities plan:

1. City health and long term stability in terms of quality of life and its economy require replacement and repair of existing infrastructure, investment in new infrastructure, and correction of deficiencies.
2. The City receives many State and Federal grants for infrastructure. For example, the majority of street improvement projects are funded with grants. The majority of infrastructure grants and loan programs require that projects be identified ~~in an~~ [the City's adopted ~~plan~~Capital Facilities Plan.](#)
3. The Washington State Growth Management Act of 1990 requires that capital facility plans be adopted and consist of (1) an inventory of existing capital facilities; (2) a forecast of the future needs for such facilities; (3) the proposed locations and capacities of expanded or new facilities; (4) at least a six-year plan that will finance such facilities within projected funding capacities and clearly identifies sources of public money for



such purposes; and (5) a requirement to reassess the land use element if funding falls short of meeting existing needs

The purpose of the CFP is to ensure the City plans for adequate facilities that are (1) consistent with the goals and policies of the Wenatchee Area Urban Comprehensive Plan: Planning to Blossom ~~2025~~[2037](#); (2) consistent with the projected population growth and land use plan; (3) concurrent with, or within 6 years of the impacts of new development in order to achieve and maintain adopted level of service standards; and (4) based on sound fiscal policies for the city.

This document is typically updated annually serving as the 6 year financing plan for the Comprehensive Plan. Projects funded in the first year of the plan are intended to be consistent with the adopted city budget. The Public Facilities and Services Element of the Comprehensive Plan and referenced individual public facility plans provide the information required by RCW36.70A.070 (3).

The city-owned public capital facilities encompassed by this plan include the following:

- streets
- sidewalks, paths and trails
- parking facilities
- street and road lighting systems
- traffic signals
- domestic water system
- storm sewer system
- sanitary sewer system
- parks and recreation facilities
- general administrative facilities
- vehicles (over \$10,000 and a useful life of over 10 years)
- museum
- convention center
- cemetery

Under the Growth Management Act, the city's Capital Facilities Plan must also be coordinated and consistent with CFP's of other public facility providers. Some of those providers within the Wenatchee Urban Area include: Wenatchee School District (schools), Chelan County P.U.D. (electrical, water, parks and recreation), Department of Transportation (highways), Wenatchee Reclamation District (irrigation water), Fire District No. 1 (fire protection), Chelan County (streets, solid waste, storm sewer, lighting, traffic signals, law and justice).

## DEFINITIONS

The following definitions will help in understanding how this Capital Facilities Plan is put together and read.

**Capital Facility:** Capital facilities are structures, improvements, equipment, or other major assets (including land) with a useful life of at least ten (10) years. Capital improvements are projects that create, expand, or modify a capital facility. This definition applies to projects that cost more than ten thousand (\$10,000) dollars.

**Public Facility:** The city-owned public capital facilities encompassed by this plan include the following: streets, sidewalks, paths and trails, parking facilities, street and road lighting systems, traffic signals, domestic water system, storm sewer system, sanitary sewer system, parks and recreation facilities, general administrative facilities, vehicles, convention center, museum, and cemetery.

**Level of Service:** Levels of service are usually quantifiable measures of the amount of public facilities that are provided to the community. Measures of levels of service are typically expressed as ratios of facility capacity to demand by actual or potential users. Sometimes, levels of service (LOS) standards are based on the public service, such as police protection, rather than on the facility that houses the service (e.g. police station).

**Concurrency:** This is a term that requires public facilities and services necessary to serve development to be in place at the time of development or a financial commitment is made to provide the facility within a certain period of time. The Growth Management Act requires concurrency on transportation facilities, while all other public facilities must be “adequate.” The Wenatchee Urban Area Comprehensive Plan, however, makes concurrency a requirement for city public facilities.

## CFP ORGANIZATION

This Capital Facilities Plan is organized around each of the public facilities provided by the city. Because the city wants to make sure that the Capital Facilities Plan is based on sound fiscal policy, all capital facilities for which city funds would be expended are included in the CFP, not just those facilities required to accommodate future growth. The CFP is based on the following categories:

- General Facilities (fire, police, administrative offices, maintenance, museum, community facilities)
- Parks and Recreation
- Stormwater
- Water
- Sewer
- Street Overlay
- Arterial Streets
- Street Maintenance Projects
- Convention Center
- Regional Water
- Cemetery
- Vehicles
- Real Estate Excise Tax
- Broadview Secondary Access
- Local Revitalization Financing
- Partnership Projects / Economic Development (Pybus Market, Downtown Streetscape, Sage Hills Trailhead, Paddlers Point, Parking Improvements)

## ~~LEVEL OF SERVICE~~ STANDARDS

~~The Level of Service Standards~~ Under the Washington State Growth Management Act, levels of service must be adopted for ~~Public Transportation~~ Facilities and ~~Services identified as provided~~ in the ~~adopted transportation plans and transportation element of the~~ Wenatchee Urban Area ~~Comprehensive Plan~~. Adequate provisions for urban governmental services must be provided for other services in the Urban Growth Area. These standards are ~~as follows~~ identified below:

### Schools

The Wenatchee School District has the most and some of largest public facilities in the Wenatchee Urban Growth Area. In addition, the public schools are recognized as one of the largest public services within the City. Education serves one of the most important roles in community health as the quality of education today impacts the skill levels, employment rates, labor supply, and wages in the future. The City's Consolidated Plan, updated in 2013, provides critical data relative to demographics, work force development, and education levels. The data clearly represents a need to improve education especially amongst the most disadvantaged children. The Wenatchee School District is responsible for facility

planning and service levels of the District. ~~The following service levels are recommended for the school district's consideration to assist in securing capital for school facilities in order to support educational goals of the community.~~

- ~~———— K-1 ——— 26 students per basic education (BEA) classroom~~
- ~~———— 2-4 ——— 27 students per BEA classroom~~
- ~~———— 4-5 ——— 29 students per BEA classroom~~
- ~~———— 6-8 ——— 28 students per BEA classroom~~

*Comprehensive*

- ~~———— 9-12 ——— 28 students per BEA classroom~~

*Alternative*

- ~~———— 9-12 ——— 24 students per BEA classroom~~

*Ancillary Facilities*

- ~~———— Administration Center ——— 1 per district~~
- ~~———— Transportation Center ——— 1 per district~~
- ~~———— Maintenance Shop/Office ——— 1 per district~~
- ~~———— Football Stadium ——— 1 per district~~
- ~~———— Baseball Stadium ——— 1 per district~~
- ~~———— Swimming Pool ——— 1 per district~~
- ~~———— Outdoor Agricultural Lab ——— 1 per district~~

**Fire Protection**

City of Wenatchee is covered by Chelan County Fire Protection District #1 whose goal is to have a response of less than 6 minutes 90% of the time.

**Police Protection**

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

**Water Supply**

Based on International Fire Code requirements for fireflow and Washington State Department of Health requirements for a safe supply of potable water.

**Sanitary Sewer**

Daily load demand times 2.5 for collection system  
Daily load demand for treatment capacity[SBN1]

**Storm Water**

Runoff from Ten-year 24 hour Type 1A storm in the pipe and twenty-five year 24 hour Type 1A storm in the street.[SBN2]

## Transportation, Levels of Service

### Automobile

LOS "E" for urban corridors of regional significance

LOS "E" – averaged in the Wenatchee Central Business District

V/C ratio < 1.0 for all other arterials, transit routes, and highways

LOS "D" for signalized intersections on locally classified arterials and collectors

Refer to the transportation element and the regional transportation plan "Transportation 2040"<sup>[SBN3]</sup>

### Pavement Condition, Pedestrian, Bicycle, and Transit

Development of LOS and performance measures are beginning in 2016 with the adoption of the complete streets policy. Future updates to this plan will include a multi-modal approach to LOS that includes non-motorized transportation functions. In 2017, the City adopted the Pavement Management Plan which identifies a pavement condition levels and corresponding investment.

All roadways on the regional system should have sidewalks and proposed bicycle facilities should be funded and constructed.<sup>[SBN4]</sup>

## FINANCIAL CONSTRAINTS

The first year of the capital facilities plan is typically consistent with the adopted City budget. However, since capital expenditures often impact multiple years after funding has been committed, it is prudent to plan ahead for the expenditure of funds for at least 3 years and in some cases longer. In addition, some of the City's adopted plans include longer term expenditure plans in which resources are actively being pursued when opportunities arise. Often grant or loan resources become available for certain types of projects resulting from changing public policy at Federal, State, and local levels. The City of Wenatchee monitors these opportunities and puts forth funding applications for projects consistent with Federal, State, and local funding objectives. In order to effectively plan for capital expenditures, the plan is written with the concepts in mind. The following financial constraints help guide the planning process and to ensure that capital planning includes considerations of various financial impacts on the community and city government:

1. The first three years must be fiscally constrained. This means projects cannot be incorporated in the first three years unless they include all of the following:
  - a. The project has been approved for funding from an existing source of city revenues OR grant(s) has been awarded to fund the project and match is available (awarded means the project must be on a selected funding list waiting for legislative approval or a letter of award has been received).
  - b. Annual operation and maintenance costs have been accounted for, or are a reasonable increase over prior year's expenditures
  - c. If the project requires financing through the issuance of revenue bonds, voter approved bonds (UTGO), or non-voter approved/Councilmanic (LTGO) bonds, then Council approval of the issuance must be in place.

2. Years 4-6 should be reasonably constrained. This means although funding has not been secured, there are possible funding sources for the projects. The following criteria needs to be considered for projects listed in the CFP for years 4-6.
  - a. How does the capital project contribute to the long-term sustainability of the City from a community and governmental services standpoint?
  - b. Does the project fit within an existing funding program or a program that is reasonably on the horizon?
  - c. Have funding sources been reviewed and discussed with advisory bodies and City Council?
  - d. Have annual operation and maintenance costs been considered? Most capital projects result in an increase in operation and maintenance costs. There needs to be some reasonable expectation of how the increase would be covered.<sup>[SBNS]</sup>

## TIMELINES

This Capital Facilities Plan update is being done in conjunction with the development of the annual city budget. Updates to the Capital Facilities Plan are typically adopted with the annual update of the Wenatchee Area Urban Comprehensive Plan near the end of each calendar year.

## OVERALL PLAN

~~2018-2023~~ 2019-2024 Project Summary

Public Facilities Type	Funded	Unfunded
Arterial Streets	<del>6,976,343</del>	<del>141,189,530</del>
Cemetery	<del>—</del>	<del>430,000</del>
Convention Center	<del>1,020,000</del>	<del>75,000</del>
General Facilities	<del>200,000</del>	<del>19,765,000</del>
Parks and Recreation	<del>2,963,500</del>	<del>10,888,933</del>
Regional Water	<del>1,245,000</del>	<del>10,000,000</del>
Storm Drain	<del>1,134,670</del>	<del>10,479,000</del>
Sanitary Sewer	<del>22,730,000</del>	<del>—</del>
Street Overlay	<del>2,100,000</del>	<del>8,000,000</del>
Street Maintenance	<del>50,000</del>	<del>400,000</del>
Water	<del>940,000</del>	<del>4,740,000</del>
Vehicles	<del>321,000</del>	<del>—</del>
Broadview Secondary Access	<del>—</del>	<del>741,000</del>
Homeless/Housing/CDBG Programs	<del>—</del>	<del>170,000</del>
Local Revitalization Financing District	<del>—</del>	<del>1,050,000</del>
Partnership Projects	<del>—</del>	<del>110,350,000</del>
<b>TOTAL</b>	<b><del>\$ 39,680,513</del></b>	<b><del>\$ 318,278,463</del></b>

Public Facilities Type	Funded	Unfunded
Arterial Streets	61,950,072	173,547,963
Cemetery	85,000	400,000
Convention Center	800,000	75,000
General Facilities	11,980,000	9,915,000
Parks and Recreation	6,353,200	11,108,910
Regional Water	2,151,000	52,892,000

Storm Drain	5,017,790	8,283,940
Sanitary Sewer	26,205,250	-
Street Overlay	9,045,000	6,480,000
Street Maintenance	400,000	500,000
Water	5,402,580	4,887,950
Broadview Secondary Access	-	741,000
1st Quarter REET	2,600,700	
Homeless/Housing/CDBG Programs	105,000	1,100,000
Local Revitalization Financing District	4,040,000	300,000
Partnership Projects	4,200,000	96,850,000
<b>TOTAL</b>	<b>\$ 140,335,592</b>	<b>\$ 367,081,763</b>

## GENERAL FACILITIES

General facilities covers city administrative offices, public works buildings, and other city facilities that do not have dedicated fund sources, such as water and sewer systems.

The focus of the 6-year capital facilities financing plan for general facilities is maintenance, preservation and/or expansion of city-owned facilities.

The City is experiencing growth with the annexation of Olds Station, continued population increases and increasing levels of service required of city functions. As a result City Hall and the Public Services Center continue to grow in terms of personnel. Both City Hall and the newly constructed PSC are quickly running out of space. ~~It is~~ Because of the desire of the City Council to have City administration including the Mayor’s office, Finance, Information Systems, Human Resources, Community and Economic Development, Engineering, Environmental, and Public Works Administration located in the same building for efficiency reasons. ~~In addition, consolidation will,~~ and to create a better experience for customers who will be able to access the City in a one stop location. ~~The Federal Building has been vacated by the Post Office was surplus by the Governmental Service Administration in 2017,~~ the City and LocalTel, a local business, purchased the ~~building and the City is currently negotiating purchase of at least 50% former Federal building~~ and entered into a public private partnership through a condominium in which approximately two thirds of the building ~~to repurpose is now owned by the~~ as the city for the purposes of redeveloping the space into a new City Hall. Repurposing this building is consistent with the South Wenatchee Action plan to activate a key commercial property bridging downtown and South Wenatchee. The City estimates investing ~~\$10~~ a total of \$14.5 million into this facility to establish a new city hall. Approximately \$11 Million remains to be invested in the next several years.

Given relocation of City Hall to the Federal Building, the city entered into a lease with the Governmental Service Administration for the use of the existing city hall building at 129 S. Chelan Avenue. As part of



[the lease obligation, the city will upgrade the building shell to meet seismic requirements and correct existing deficiencies in the building. This work is anticipated to be performed in 2019 with the GSA taking possession in the spring of 2020.](#)

At the current downtown campus, with the addition of the new Police Station in 2004, the existing police facility was opened up for occupancy by other departments of the City. The Information Systems Department, the Facility Maintenance Division of Public Works and the Drug Taskforce of the Police Department have all located in this facility, called the Historic Police Station. The influx of additional personnel has revealed a deficiency of parking spaces. There is a need for secured parking for the police vehicles as well as additional parking needs for the Police Station facility. Additional parking is being planned as a lid structure over a portion of the new Police Department parking lot; this project is estimated at \$340,000. A parking analysis is needed to explore additional parking options to determine if this is the best solution for the facility and the public. [In addition, the city is currently pursuing parking through a public private partnership as described in the Economic Development section of this plan](#)

~~The City has been proactive in improving the energy efficiency of its facilities and has taken advantage of State Department of Commerce Energy Grants for the City Hall, and Police Station facilities. The City has also partnered with the Chelan County PUD and Cascade Natural Gas for energy conservation funding to help improve facilities citywide.~~

[For the next update of the Capital Facilities Plan, the City has completed a facilities condition assessment, which is a comprehensive look at the overall maintenance, operation and replacement needs of city owned facilities. The assessment also provides an annual cost and schedule for work to be completed. At the time of this writing, the assessment is just being finalized and so the results and long term financing plan will be incorporated into the next update.](#)

## General Facilities Projects

Year	Project	Funding Source	Funded	Unfunded
2018-2019	South Yard Building	Street, Water, Sewer, General Fund Reserves	\$ 90,000	
2018	Cemetery Office Building	General Fund Reserves	\$ 110,000	
2018-2020	Facility Parking Lot Maintenance	General Fund Reserves		\$ 350,000
2018-2021	Police Station Landscaping Upgrades	General Fund Reserves		\$ 75,000
2018-2020	Police Station Parking Parking	General Fund Reserves		\$ 340,000
2018-2020	Museum Renovation & Accessibility Project	Bonds, Grants, Donations		\$ 9,000,000
2018-2020	Federal Building Conversion	Bonds, General Fund Reserves		\$ 10,000,000
<b>TOTAL</b>			\$ 200,000	\$ 19,765,000

Year	Project	Funding Source	Funded	Unfunded
2019-2020	Federal Building - New City Hall	Bonds, General Fund Reserves, Utilities	\$ 10,900,000	
2019-2020	Existing City Hall Remodel for GSA	General Fund Reserves	\$ 850,000	
	South Yard Building	Street, Water, Sewer, General Fund Reserves	\$ 230,000	
2022-2025	Facility Parking Lot Maintenance	General Fund Reserves		\$ 350,000
2022-2025	Police Station Landscaping Upgrades	General Fund Reserves		\$ 75,000
2022-2025	City Hall/PD Parking	General Fund Reserves		\$ 340,000
2022-2025	Fire Station Roof Replacement	General Fund Reserves		\$ 150,000
2022-2025	Museum Renovation & Accessibility Project	Bonds, Grants, Donations		\$ 9,000,000
<b>TOTAL</b>			\$ 11,980,000	\$ 9,915,000

## PARKS, RECREATION AND CULTURAL SERVICES

Over a nine month period in 2016-17 the Parks, Recreation and Cultural Services Department conducted a public involvement process to prepare an update of the six year Parks, Recreation and Open Space (PROS) Plan. The PROS plan establishes a framework to guide the acquisition, development and improvement of park areas and facilities, [habitat areas](#) and the provision of [arts and](#) recreational services throughout the City of Wenatchee. ~~The plan also incorporates habitat and art elements.~~ The plan is for the 2018-2024 time period. It was adopted by the City Council in May 2017.

The [PROS](#) plan is divided into [six](#) basic sections consistent with State requirements. The following is a summary of each section of the document to provide context ~~to~~[for](#) the development of the capital facilities plan. The first chapter ~~of the PROS plan~~ contains a basic introduction and summary of the document. ~~The biggest changes from previous plans included adding a Growth Management Act section and the planning area map was updated.~~ The second chapter describes the planning area. ~~This section was updated to include~~ [including parks and recreational facilities](#), habitat areas, ~~the~~ arts and current statistics. The third chapter describes the existing public, semi-public and private parks, arts and recreation resources within the planning area. ~~This section was updated to provide a more detailed inventory of parks, and recreation amenities in the community, provide current photographs, add art and habitat information and update maps and inventory statistics.~~ The fourth chapter describes the methodology for determining the demand and needs. The wealth of recently completed, related planning efforts ~~were~~[are](#) incorporated into this chapter and summarized as they relate to the City [park](#) system. The section creates a link between the City plan and State funding agency plans. The section also includes a summary of public meetings and workshops and other outreach efforts. ~~Tables and charts for level of service standards were updated using the most recent population data.~~ The fifth chapter of the plan contains the goals, objectives and strategic actions. ~~Applicable goals and objectives not completed in the 2012-18 PROS plan were pulled from each section of the document and carried forward as were goals contained in the habitat plan and art comprehensive plan. New goals and objectives~~ which respond to

the [desires expressed during the](#) public input process ~~were incorporated into this section.~~ The sixth chapter contains a summary of the capital investment plan and also describes the project ranking criteria. It includes a prioritization matrix system consistent with COM recommendations. It contains a summary of common funding mechanisms, includes a section outlining ongoing maintenance considerations and also and arts, recreation and organization priorities.

For many cities, [including Wenatchee,](#) the amount of funds required to acquire the park land and develop the proposed [parks and recreational](#) facilities is beyond their financial capabilities. ~~Wenatchee is no different. For this reason, the proposed capital facilities were prioritized, suggesting a continuum as to which facilities should be given the highest and lowest consideration.~~ Many of the capital projects included in the plan contain the assumption that some funding may be derived through future successful grant applications; and continued community support in the form on financial donations. The City must continue to rely on and partner with, other public, private and nonprofit organizations to help generate revenue and support for the projects if they are to be realized.

### ~~Parks, Recreation & Cultural Services~~

<del>Year</del>	<del>Project</del>	<del>Funding Source</del>	<del>Funded</del>	<del>Unfunded</del>
<del>2018</del>	<del>Chase Park Play Area and ADA Improvements</del>	<del>General Fund</del>	<del>155,000</del>	
<del>2018</del>	<del>Memorial Park Renovation (Design Engineering)</del>	<del>General Fund</del>	<del>65,000</del>	
		<del>Art Fund</del>	<del>20,000</del>	
<del>2018</del>	<del>Picnic Table Replacement Program</del>	<del>General Fund</del>	<del>32,000</del>	
<del>2018</del>	<del>Okanogan Street Park</del>	<del>General Fund</del>	<del>45,000</del>	
<del>2019</del>	<del>Picnic Table Replacement Program</del>	<del>General Fund</del>		<del>32,000</del>
<del>2019</del>	<del>Hale Park Development Phase Two</del>	<del>LCWF Grant</del>	<del>414,500</del>	
		<del>RCO Grant</del>	<del>500,000</del>	
		<del>Donations</del>	<del>18,000</del>	
		<del>Sale to WSD</del>	<del>74,000</del>	
		<del>Sewer</del>	<del>120,000</del>	
<del>2019</del>	<del>Memorial Park Renovation</del>	<del>Lodging Tax</del>		<del>100,000</del>
		<del>General Fund</del>		<del>100,000</del>
		<del>Partner</del>		<del>100,000</del>
		<del>Art Fund</del>		<del>75,000</del>
<del>2019</del>	<del>Kiwanis Methow Park Phase One</del>	<del>LCWF Grant</del>	<del>500,000</del>	
		<del>RCO Grant</del>	<del>500,000</del>	
		<del>TPL Grants</del>		<del>579,520</del>
		<del>Sale to WSD</del>	<del>250,000</del>	<del>\$ 62,413</del>
		<del>Sewer</del>	<del>120,000</del>	
		<del>Donations</del>	<del>150,000</del>	
<del>2020</del>	<del>Saddle Rock Habitat and Trail Restoration</del>	<del>Ecology Grant</del>		<del>1,000,000</del>
		<del>Partner</del>		<del>100,000</del>
<del>2020</del>	<del>Sage Hills Trailhead</del>	<del>General Fund</del>		<del>50,000</del>
		<del>RCO Grant</del>		<del>250,000</del>
		<del>Utility Funds</del>		<del>50,000</del>
		<del>Partner</del>		<del>150,000</del>
<del>2020</del>	<del>Lincoln Park Renovation</del>	<del>RCO Grant</del>		<del>500,000</del>

		LCWF Grant	500,000
		YAF Grant	150,000
		Sewer Fund	150,000
		Art Fund	300,000
		Donations	250,000
		General Fund	150,000
2021	Pioneer Park Renovation	General Fund	50,000
		Bond	3,500,000
		RCO Grant	500,000
		LCWF Grant	500,000
		Partner	100,000
		Donations	100,000
		Lodging Tax	50,000
2021	Maiden Lane Trailhead Acquisition/Development	RCO Grant	250,000
		Partner	250,000
2021	Pennsylvania Park Retaining Wall	General Fund	50,000
2021	Locomotive Park Restroom	Sewer	140,000
2022	Sunnyslope Area Acquisition	RCO Grant	375,000
		Partner	375,000
<b>TOTAL</b>			<b><del>-\$ 2,963,500</del>      <del>\$ 10,888,933</del></b>

Year	Project	Funding Source	Funded	Unfunded
2019	Chase Park Play Area and ADA Improvements	General Fund		\$ 165,000
2019	Hale Park Development Phase Two	LCWF Grant	\$ 414,500	
		RCO Grant	\$ 500,000	
		Loco Mitigation	\$ 18,000	
		Sale to WSD	\$ 12,000	
		Sewer	\$ 180,000	
2019	Kiwanis Methow Park Phase One	LCWF Grant	\$ 500,000	
		RCO Grant	\$ 500,000	
		TPL Grants		\$ 1,460,010
		Sale to WSD	\$ 250,000	
		Sewer	\$ 120,000	
2019	Saddle Rock Habitat and Trail Restoration	Ecology Grant	\$ 900,000	
		General Fund		\$ 150,000
2019	Kenzie's Landing Acquisition Development	RCO Grant	\$ 1,000,000	
		Road Bonds		\$ 127,000
		Security		\$ 9,000
		Donations		\$ 107,000
		Loco Mitigation	\$ 38,200	
2020	Okanogan Street Park	General Fund		\$ 145,000
2020	Lincoln Park Renovation	RCO Grant	\$ 500,000	
		LCWF Grant	\$ 500,000	
		YAF Grant	\$ 292,500	
		Sewer Fund	\$ 228,000	
		Art Fund	\$ 300,000	
		Donations		\$ 93,000
		General Fund		\$ 107,900
		WSD Sale	\$ 100,000	
		CFNCW Grant		\$ 5,000
2020	Saddle Rock Habitat and Trail Restoration	Ecology Grant		\$ 900,000
		General Fund		\$ 150,000
2020	Washington Park Parking	General Fund		\$ 175,000
2021	City Pool Liner Replacement	General Fund		\$ 250,000
		YAF Grant		\$ 250,000
2021	Memorial Park Renovation	Lodging Tax		\$ 50,000
		General Fund		\$ 500,000
		Partner		\$ 100,000
		Art Fund		\$ 75,000
2022	Sunnyslope Area Acquisition	RCO Grant		\$ 375,000
		Partner		\$ 375,000
2022	Locomotive Park Restroom	Sewer		\$ 140,000
2022	Sage Hills Trailhead	General Fund		\$ 50,000
		RCO Grant		\$ 250,000
		Utility Funds		\$ 50,000
		Partner		\$ 150,000
2023	Pennsylvania Park Retaining Wall	General Fund		\$ 100,000
2025	Pioneer Park Renovation	General Fund		\$ 50,000
		Bond		\$ 3,500,000
		RCO Grant		\$ 500,000
		LCWF Grant		\$ 500,000
		Partner		\$ 100,000
		Donations		\$ 100,000
		Lodging Tax		\$ 50,000
<b>TOTAL</b>			<b>\$ 6,353,200</b>	<b>\$ 11,108,910</b>

## STORMWATER

Projects in this program provide infrastructure necessary [collect and convey urban stormwater to minimize urban flooding from rainfall events and](#) to improve the quality of stormwater being discharged into surface waters and comply with the general National Pollutant Discharge Elimination System (NPDES) stormwater permit. The existing stormwater system consists of a network of inlet structures and piping generally located within the street system designed to collect surface water, provide water quality treatment, and convey it to the nearest surface water body.

The Storm Drain Utility Fund is an enterprise fund designed to account for the financial activities related to the City's ongoing improvement and expansion of the storm sewer system and compliance with NPDES regulations. The revenue for this fund is generated from a flat monthly charge to each single-family residence as well as a monthly charge to commercial and multi-family residences based on an "equivalent residential unit". The equivalent residential unit is an impervious surface of 3,000 square feet. ~~As part~~[Part](#) of the comprehensive plan update (2010), [included](#) a capital improvement plan ~~was developed~~ along with associated rate increase recommendations. The capital improvement plan is reflected in this document: [and an effort to update the comprehensive plan \(2010\) is underway. The update to the comprehensive plan is scheduled be completed by the end of 2019. Part of the update will include an updated capital improvement plan along with a financial analysis to investigate any potential need for additional rate increases.](#)

The Stormwater capital plan includes a number of projects identified in the adopted comprehensive plan as outlined in the table below. The comprehensive plan and the associated capital improvement plan will be updated over the course of ~~2018~~[2019](#). This will result in an updated list of priority projects. [Projects include conveyance, rehabilitation, expansion of the collection network, and water quality projects.](#) Based on the ongoing compliance with National Pollutant Discharge Elimination System (NPDES) permit, many of these projects will focus on improving the quality of the water discharged into the Wenatchee and Columbia Rivers.

**Storm Drain (#410)**

<i>Year</i>	<i>Project</i>	<i>Funding Source</i>	<i>Funded</i>	<i>Unfunded</i>
2017-18	Stormwater Comp Plan Update	Storm Sewer - Reserves	250,000	
2017-18	North Wenatchee Water Quality-Design	DOE Grants, Storm Sewer - Reserves	70,000	450,000
2018	Ringold Street Storm Drain	Storm Sewer - Reserves	436,670	
2018	Regional Decant Facility Modifications	Storm Sewer - Reserves	378,000	
2019	North Miller Stormwater	PWTF & Storm Sewer - Reserves		1,762,000
2020	Stormwater projects C2, C4, C6 & C17	Storm Sewer - Reserves		1,600,000
2021	Stormwater projects C3, C5, C7, C9 & 10	Storm Sewer - Reserves		2,750,000
2021	Peachey Street Basin Water Quality Retrofit	DOE Grants, Storm Sewer - Reserves		995,000
2022	Stormwater projects C8, C13 & C15	Storm Sewer - Reserves		1,620,000
2020-23	Walla Walla Stormwater Retrofit	DOE Grants, Storm Sewer - Reserves		635,000
2020-23	Pipe Repair and Replacement	Storm Sewer - Reserves		667,000
<b>TOTAL</b>			<b>\$ 1,134,670</b>	<b>\$ 10,479,000</b>

Year	Project	Funding Source	Funded	Unfunded
2019	Stormwater Comp Plan Update	Storm Sewer - Reserves	250,000	
2019	North Wenatchee Water Quality-Design	DOE Grants, Storm Sewer - Reserves	140,000	
2019	Regional Decant Facility Modifications	Storm Sewer - Reserves	378,000	
2019	Tacoma and Pine Drainage Improvements	PWTF & Storm Sewer - Reserves	245,900	
2019-2020	North Miller Stormwater	PWTF & Storm Sewer - Reserves	1,900,720	
2019-2020	Peachey Street Basin Water Quality Retrofit	DOE Grants, Storm Sewer - Reserves	1,095,000	
2020	Squilchuck Outfall Improvements	Storm Sewer - Reserves	100,000	
2021	North Wenatchee Ave/Duncan Drainage Improvements	Storm Sewer - Reserves	471,500	
2021	Walla Walla Stormwater Retrofit	DOE Grants, Storm Sewer - Reserves		900,000
2022	Hawley Street Outfall Repair	DOE Grants, Storm Sewer - Reserves		250,000
2024	Ringold Street Storm Drain	Storm Sewer - Reserves	436,670	
2024	Pershing Drainage Improvements	Storm Sewer - Reserves		443,400
2024	Seattle Drainage Improvements	Storm Sewer - Reserves		223,800
2024	Day Road Drainage Improvements	Storm Sewer - Reserves		442,700
2024	Western Ave Drainage Improvements	Storm Sewer - Reserves		839,800
2024	Filbeck Drainage Improvements	Storm Sewer - Reserves		71,200
2024	Orchard Drainage Improvements	Storm Sewer - Reserves		182,900
2024	Kenaston and Linville Drainage Improvements	Storm Sewer - Reserves		340,900
2024	Methow Drainage Improvements	Storm Sewer - Reserves		312,600
2024	Ramona and Sunset Drainage Improvements	Storm Sewer - Reserves		464,800
2024	Skyline Drive Drainage Improvements	Storm Sewer - Reserves		1,030,300
2024	Poplar Drainage Improvements	Storm Sewer - Reserves		124,300
2024	Springwater Improvements	Storm Sewer - Reserves		350,000
2020-24	Pipe Repair and Replacement	Storm Sewer - Reserves		981,240
2020-24	Storm Drain Improvements	Storm Sewer - Reserves		1,326,000
<b>TOTAL</b>			<b>\$ 5,017,790</b>	<b>\$ 8,283,940</b>

## WATER

The major emphasis in the water distribution system over the next six years will be on replacing aging steel water mains to improve water quality, reduce the amount of Unaccounted for Water (UAW) as well as reduce emergency main line breaks, outages and damage to reconstructed roadways. ~~Prior to 2017, system UAW losses were estimated to approximate 19% of the City's consumptive use. Upon inspection of the 4 water reservoirs, this estimate was reduced to 10% (with repairs being programmed for reservoirs in early 2018).~~ Another big focus over the next six years will be to explore and analyze sites to serve as a second source for the regional water system that serves the greater Wenatchee area.

The last complete update to the Comprehensive Water System Plan ~~was~~ recently adopted by the City Council in ~~May~~ September of ~~2012~~ 2018 from which a Capital Improvement Plan (CIP) was developed. Rate increases of 6%/year starting in 2019, together with a simplified system investment fees for new connections funds the water capital program. The plan prioritized capacity projects, main replacement, and reservoir improvements. Projects included in this CFP are ~~still referenced to a~~ reference from the



~~2012 CIP. Completion of contained in the next update of the Water System~~ 2018 Comprehensive Water System Plan ~~is slated for 2018.~~

### Water (#401-534)

System	Year	Project	Fund Source	Funded	Unfunded
Water	2018	Water System Comprehensive Plan Update	Water - Reserves	100,000	
Water	2018	Ave)	Water - Reserves	545,000	
Water	2018	Replace 16" main to Skyline Reservoir	Water - Reserves	190,000	
Water	2020	Water Main Replacement - Wilson (Castlerock to Columbine)	Water - Reserves	105,000	260,000
Water	2019-20	Water Main Replacement - Montana & Dakota Wilson to Miller	Water - Reserves		480,000
Water	2019-2020	Water Main Replacement - Red Apple (Fuller to Miller)	Water - Reserves		620,000
Water	2019-2020	Water Main Replacement - Millerdale	Water - Reserves		980,000
Water	2019-2020	Water Main Replacement - Crawford (Fuller to Miller)	Water - Reserves		450,000
Water	2019-2021	New Water Mains	Water - Reserves		750,000
Water	2020-2021	Water Main Replacement - Crawford (Okanogan to Fuller)	Water - Reserves		450,000
Water	2018-2023	Annual Steel Water Main Replacement & Rpair- System Wide	Water - Reserves		750,000
<b>Water Total</b>				<b>\$940,000</b>	<b>\$4,740,000</b>

Year	Project	Fund Source	Funded	Unfunded
2022 - 2023	Dakota east	Water - Reserves	325,250	
2022 - 2023	Montana east	Water - Reserves	302,340	
2019 - 2020	Terminal	Water - Reserves	466,420	
2019 - 2020	Eighth	Water - Reserves	608,890	
2020 - 2021	Cherry	Water - Reserves	960,480	
2020 - 2021	Linwood	Water - Reserves	229,690	
2020 - 2021	Rosewood	Water - Reserves	223,510	
2021 - 2022	Methow	Water - Reserves	239,780	
2021 - 2022	Chelan	Water - Reserves	141,640	
2022 - 2023	First	Water - Reserves	284,030	
2023 - 2024	Crawford west	Water - Reserves	582,940	
2023 - 2024	Crawford east	Water - Reserves	782,730	
2024	Millerdale	Water - Reserves	254,880	
2020 - 2021	Lincoln	Water - Reserves		224,640
2020 - 2021	Stewart	Water - Reserves		173,650
2021 - 2022	Columbia	Water - Reserves		1,202,260
2022 - 2023	Cascade	Water - Reserves		296,620
2022 - 2023	Dakota west	Water - Reserves		321,230
2022 - 2023	Montana west	Water - Reserves		335,340
2022 - 2023	Wilson middle	Water - Reserves		205,010
2022 - 2023	Wilson south	Water - Reserves		348,160
2023 - 2024	Washington east	Water - Reserves		589,990
2024	Washington west	Water - Reserves		57,820
2022	8 MG Reservoir leak repairs	Water - Reserves		55,120
2023	4 MG Reservoir leak repairs	Water - Reserves		49,050
2023	4 MG Property Purchase - Okanogan Ave	Water - Reserves		313,000
2020 - 2024	Annual Small Works	Water - Reserves		716,060
			<b>\$5,402,580</b>	<b>\$4,887,950</b>

## Regional Water

The City of Wenatchee operates the Regional Water system on behalf of the Chelan County PUD, the East Wenatchee Water District and the City of Wenatchee. The Regional Water System is governed by the Regional Coordinating Committee (RCC), which is made up of representatives from each water purveyor.

In 2014 the RCC began a process to analyze the adequacy of the existing supply and transmission system to meet current and future needs and to evaluate the overall redundancy of the system. The 13 locations identified were evaluated for many criteria including water quality, wellhead protection, cost to develop, cost of operations and how they met the goal of multi-faceted redundancy. Ultimately the regional committee “short-listed” three options all south of Wenatchee, all on the Chelan County side of the Columbia River. ~~Further exploration and cost estimating has narrowed that to one~~ The preferred ~~option and on alternate option. In 2017, the preferred option was~~ options were determined to be non-

viable. [Further exploration will continue as the second source exploration and analysis continues until a viable site is discovered.](#) Discussions and plans are being evaluated ~~on explored the alternate site and/or for~~ exploring ~~addition~~ [additional](#) sites. Once verified as a viable second water source, the actual development schedule will be in the range of 5-7 years.

The last update to the Regional Water System Plan was adopted in ~~2012~~ [2018](#). The plan included a capital improvement schedule ~~which is~~ [as](#) outlined in the table below. The Regional Water System Plan update, including a revised capital improvement plan, ~~will be~~ completed in 2018 [is shown below](#).

### Regional Water (#415)

Year	Project	Fund Source	Funded	Unfunded
2018	Redundancy/Source Pre-Design	Water -- Regional Reserves -- Fund 415	100,000	
2018	Regional Water Rate Analysis	Water -- Regional Reserves -- Fund 415	100,000	
2018	Regional Facilities Plan Update	Water -- Regional Reserves -- Fund 415	45,000	
2019-2022	Second Source Design	Water -- Regional Reserves -- Fund 415	1,000,000	
2020-2023	Second Source Construction	Water -- Bond -- Fund 415		10,000,000
<b>TOTAL</b>			<b>\$ 1,245,000</b>	<b>\$ 10,000,000</b>

Year	Project	Fund Source	Funded	Unfunded
2019	DOT Easement Purchase for Main Transmission Line	Water -- Regional Reserves -- Fund 415	375,000	
2019	Well 3 & 4 Motor Cooling Rehab	Water -- Regional Reserves -- Fund 415	11,000	
2019	Pump Condition Assesmetn	Water -- Regional Reserves -- Fund 415	11,000	
2020	Second Source Analysis and Exploration	Water -- Regional Reserves -- Fund 415	200,000	
2020	Well Level Transmitters	Water -- Regional Reserves -- Fund 415	32,000	
2019-2023	Transmission Main Corrosion Testing	Water -- Regional Reserves -- Fund 415	23,000	
2019-2021	Second Source Siting Analysis	Water -- Regional Reserves -- Fund 415	400,000	
2019-2022	Second Source Design	Water -- Regional Reserves -- Fund 415	1,000,000	
2020 - 2024	Periodic Major Item Maintenance Budget	Water -- Regional Reserves -- Fund 415	99,000	
2020-2024	Second Source Design & Construction	Water -- Bond -- Fund 415		52,892,000
<b>TOTAL</b>			<b>\$ 2,151,000</b>	<b>\$ 52,892,000</b>

### SEWER

The City completed a Comprehensive Sewer Plan in 2017. This plan included a prioritized Capital Improvement Plan for ~~an~~ [a](#) major extension of sanitary sewer services into the Sunnyslope and Olds Station areas, to support recently annexed areas north of the Wenatchee River (2016) and to provide for higher density development in the expanded sewer service area in the -Sunnyslope Bench. The program also includes ~~much-~~ [needed](#) upgrades to the wastewater treatment plant (WWTP) to support both increased flows as well as meeting regulatory requirements and needed efficiency improvements.

Funding for the 2017-2037 sewer CIP is through municipal bonding, repayment of which will be made through a revised fee and rate schedule for current and prospective utility customers. Rate increases of 6%/year for five years starting in 2018, together with simplified system investment and capital facilities fees for new connections, will support the nearly \$48M / 20-year sewer capital program.

Ongoing annual maintenance and rehabilitation of the collection system’s main lines, manholes and pump stations is mandatory. Specific needs are identified through- a continuing and consistent video inspection program. Costs to perform this ongoing maintenance work have been included in the financial plan and revised rate structure for the sewer utility.

### Sewer (#401-535)

System	Year	Project	Fund Source	Funded	Unfunded
Sewer	2018	Methow Street Gravity Sewer Replacement	Res/Bonds	291,000	
Sewer	2018	Okanogan Ave. Gravity Sewer Replacement	Res/Bonds	174,000	
Sewer	2018	Horse Lake Road (North) Gravity Sewer	Res/Bonds	557,000	
Sewer	2018	Princeton Ave. Gravity Sewer	Res/Bonds	273,000	
Sewer	2018	Grit Removal Improvements	Res/Bonds	250,000	
Sewer	2018	Sewer Infill Extensions	Res/Bonds	500,000	
Sewer	2018	UV Disinfection System Improvements	Res/Bonds	185,000	
Sewer	2019-2021	Annual major repair/replacement - Collection	Res/Bonds	750,000	
Sewer	2019-2021	Annual major repair/replacement - WWTP	Res/Bonds	750,000	
Sewer	2019-2021	Digester #4 - WWTP	Res/Bonds	6,000,000	
Sewer	2019-2023	Third Secondary Clarifier	Res/Bonds	5,000,000	
Sewer	2019-2123	Sunnyslope Sewer Extension	Res/Bonds	8,000,000	
<b>Sewer Total</b>				<b>\$22,730,000</b>	

Year	Project	Fund Source	Funded	Unfunded
2019	I/I Study	Res/Bonds	309,000	
2019	Sunnyslope Basin Analysis	Res/Bonds	51,500	
2019	Easy St. Gravity Sewer Replacement	Res/Bonds	255,440	
2019	Easy St. Gravity Sewer Trunkline	Res/Bonds	1,781,900	
2019	Cypress Lane	Res/Bonds	145,230	
2019	Digester #4 & Control Bldg - Design	Res/Bonds	557,230	
2020	Elmwood St.	Res/Bonds	250,160	
2020	Skyline South	Res/Bonds	629,640	
2020	Digester #4 & Control Bldg - Construction	Res/Bonds	4,400,060	
2020	Ohme LS	Res/Bonds	1,283,660	
2021	Penny Rd. Gravity Sewer Replacement	Res/Bonds	208,190	
2021	Gehr St.	Res/Bonds	405,480	
2021	Chapman Rd.	Res/Bonds	541,730	
2021	UV Light Disinfection System Modifications	Res/Bonds	175,490	
2022	Olds Station (E. of Euclid) Gravity Sewer Replacement	Res/Bonds	594,720	
2022	Confluence Parkway Phase I	Res/Bonds	805,280	
2022	Olds LS (increase to 1000 gpm, adjust FM siphon)	Res/Bonds	621,600	
2022	Broadview LS (relocate)	Res/Bonds	826,560	
2022	Secondary Clarifier #3 - Design	Res/Bonds	346,080	
2023	Secondary Clarifier #3 - Construction	Res/Bonds	2,720,900	
2024	Poplar Ave. (North of Maple)	Res/Bonds	664,340	
2024	Canyon Breeze Ln.	Res/Bonds	272,580	
2019 -2024	Annual Pipe Replacement Program	Res/Bonds	678,000	
2019 - 2020	Sunnyslope LS	Res/Bonds	4,556,480	
2019 - 2024	Sunnyslope Collector Mains	Res/Bonds	3,124,000	
			<b>\$26,205,250</b>	

## PAVEMENT PRESERVATION

The Federal Highway Administration defines pavement preservation as a program employing a network level, long-term strategy that enhances pavement performance by using an integrated, cost-effective set of practices that extend pavement life, improve safety and meet motorist expectations.

An effective pavement preservation program will address pavements while they are still in good condition and before the onset of serious damage. By applying a cost-effective treatment at the right time, the pavement is restored almost to its original condition. The cumulative effect of systematic, successive preservation treatments is to postpone costly rehabilitation and reconstruction. During the life of a pavement, the cumulative discount value of the series of pavement preservation treatments is substantially less than the discounted value of the more extensive, higher cost of reconstruction and generally more economical than the cost of major rehabilitation. Additionally, performing a series of successive pavement preservation treatments during the life of a pavement is less disruptive to uniform traffic flow than the long closures normally associated with reconstruction projects.

The Street Overlay Fund #111 is a special revenue fund which was designed to account for financial activities related to the City's previous street overlay program. The Street Overlay Program was developed by the Public Works Department in 1996 and was intended to provide for the overlay of all City streets over a 15-year repeating cycle. The Street Overlay Program was revisited by the Public Works Department in 2005 with a recommendation for additional financial investment. In 2015 the City hired a consultant and purchased a pavement management software (PMS) program to help determine the minimum funding necessary for maintaining and preserving the city's pavement system consistent with current pavement preservation methodology. The ~~preliminary results has shown that~~ [result of the analysis indicated](#) the City will need to invest between \$2.4 to \$2.9 Million [annually](#) over a ten year period to maintain the pavement system at nearly -the current overall condition. Even with this level of investment, the deferred maintenance of the roadway network increases from \$5 to \$10 Million over a 10-year period. ~~This study has~~ [The analysis](#) demonstrated the need to implement lower cost surface treatments such as chip seals to extend the life of the streets even further based on the lack of sufficient preservation funding. In 2016, the City Council appointed a citizen's committee to evaluate the Pavement Management Program and recommend their preferred program and level of investment. Based on their recommendation back to City Council, they recommended Scenario 5B that maintained arterials and collectors at current conditions and had a level of investment that minimized the use of chip seal. This recommendation required the City to find new revenue sources to dedicate to the long term implementation of the Pavement Management program.

In 2012 The City of Wenatchee formed the Wenatchee Transportation Benefit District (TBD) with the same corporate boundaries as the City. A \$20 per year car license fee was imposed at the same time and took effect in June of 2012. The funds generated from the fee have been transferred annually to the Overlay fund to be used on projects as determined by the City Council. [The Transportation Benefit District was adopted with a provision dedicating ten percent of the revenues to pedestrian related improvement projects contained within the six year street plan.](#) The formation of the District includes a sunset clause for the end of 2030. This will provide a long-term reliable funding source to aid in the implementation of the PMS. This revenue source has been generating ~~approximately \$500~~ [over \\$600,000](#) per year. Staff has pursued other financing options such as those offered through the Public Works Trust Fund (PWTF) ~~in 2012 and 2014.~~ However, the PWTF Program has been undergoing drastic changes over the last two legislative sessions and has not been a reliable source of funding. The City Council ~~is currently considering~~ [continues to identify](#) other additional sources of revenue to fully fund the Pavement Management program. ~~and has increased funding significantly starting in 2018.~~ The funding scenario below shows both the 111 and 119 funds combining to ~~meet~~ [address](#) the pavement preservation needs of the city.

## Street Overlay (Fund 111)

<b>Fund 111</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021-2023</b>
<b>Revenue</b>				
2nd 1/4% REET	500,000	500,000	500,000	1,500,000
<b>Miscellaneous</b>				
Bond Issuance			10,000,000	
<b>Total revenues</b>	<b>500,000</b>	<b>500,000</b>	<b>10,500,000</b>	<b>1,500,000</b>
	0			
<b>Expenditures</b>				
	0			
Preservation Projects	1,281,000	500,000	1,600,000	10,100,000
Pavement Pres-Repairs	65,000	65,000	65,000	195,000
Crack Sealing	60,000	60,000	60,000	180,000
<b>Transfers-out</b>				
<b>Total Expenditures</b>	<b>1,406,000</b>	<b>625,000</b>	<b>1,725,000</b>	<b>10,475,000</b>
	0			
Revenues over (under) projects	(906,000)	(125,000)	8,775,000	(8,975,000)
Beginning fund balance	1,707,161	801,161	676,161	9,451,161
<b>Ending fund balance</b>	<b>801,161</b>	<b>676,161</b>	<b>9,451,161</b>	<b>476,161</b>

<b>Fund 111</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022-2024</b>
<b>Revenue</b>				
2nd 1/4% REET	600,000	600,000	600,000	1,800,000
Transfers in	3,370,498	1,398,909	1,393,546	4,252,819
<b>Bond Issuance</b>				
<b>Total revenues</b>	<b>3,970,498</b>	<b>1,998,909</b>	<b>1,993,546</b>	<b>6,052,819</b>
	0			
<b>Expenditures</b>				
	0			
Preservation Projects	2,100,000	4,100,000	1,600,000	4,800,000
Pavement Pres-Repairs	65,000	500,000	500,000	1,500,000
Crack Sealing	60,000	60,000	60,000	180,000
<b>Transfers-out</b>				
<b>Total Expenditures</b>	<b>2,225,000</b>	<b>4,660,000</b>	<b>2,160,000</b>	<b>6,480,000</b>
	0			
Revenues over (under) projects	1,745,498	(2,661,091)	(166,454)	(427,181)
Beginning fund balance	2,044,340	3,789,838	1,128,747	962,293
<b>Ending fund balance</b>	<b>3,789,838</b>	<b>1,128,747</b>	<b>962,293</b>	<b>535,112</b>

## Transportation Benefit District (Fund 119)

<b>Fund 119</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021-2023</b>
<b>Revenue</b>				
Street Maintenance Fees	500,000	500,000	500,000	1,500,000
Miscellaneous				
Bond Issuance				
<b>Total revenues</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>1,500,000</b>
	0			
<b>Expenditures</b>				
	0			
Preservation Projects				
Pavement Pres-Repairs				
Crack Sealing				
Transfers-out to 111	1,000,000	500,000	500,000	1,500,000
<b>Total Expenditures</b>	<b>1,000,000</b>	<b>500,000</b>	<b>500,000</b>	<b>1,500,000</b>
	0			
Revenues over (under) projects	(500,000)	0	0	0
Beginning fund balance	1,275,933	775,933	775,933	775,933
Ending fund balance	775,933	775,933	775,933	775,933

<b>Fund 119</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022-2024</b>
<b>Revenue</b>				
Street Maintenance Fees	633,887	646,565	659,496	2,058,688
Miscellaneous	2,000	2,000	2,000	6,000
Bond Issuance				
<b>Total revenues</b>	<b>635,887</b>	<b>648,565</b>	<b>661,496</b>	<b>2,064,688</b>
	0			
<b>Expenditures</b>				
	0			
Preservation Projects				
Pavement Pres-Repairs				
Crack Sealing				
Transfers-out to 111	570,498	581,909	593,546	1,852,819
<b>Total Expenditures</b>	<b>570,498</b>	<b>581,909</b>	<b>593,546</b>	<b>1,852,819</b>
	0			
Revenues over (under) projects	65,389	66,657	67,950	211,869
Beginning fund balance	2,000	67,389	134,045	201,995
Ending fund balance	67,389	134,045	201,995	413,864

ARTERIAL STREETS



Every year the City is required to adopt a comprehensive six-year ~~street plan~~ [Transportation Improvement Program](#) (TIP). This plan includes financially constrained projects in the first several years and planned projects for later years. The projects are identified in the TIP as either "selected (S)" or "planned (P)" meaning that selected projects have a dedicated funding source as identified in the plan and planned projects do not. The majority of projects are financially unconstrained or planned and therefore fall into the later years of the plan. The City TIP for ~~2018-2023~~ [2019-2024](#) was adopted by ordinance (Ordinance ~~2017-18~~ [2018-22](#)) in August, ~~2017~~ [2018](#). See Appendix A for a full copy of the TIP.

The City of Wenatchee receives a portion of the State's motor vehicle fuel tax, [a portion of](#) which is dedicated to Arterial Streets. Historically, this revenue has been used as matching money for [transportation infrastructure grant funded projects. Over the last 10 year period between opportunities. Between](#) 2006 and 2015, this dedicated funding, [averaging which averaged](#) \$289,000 per year leveraged \$19.5 million in grant funds for ~~streets. Bringing this level of funding back into the City from the State and Federal level has been critical in the development of the~~ street infrastructure ~~system for nearly 40~~ [improvements. More recent analysis has shown an even higher amount of leveraging in recent](#) years.

~~A primary source~~ [Primary sources](#) of [transportation grants for the grant-classified street system are state of Washington and Federal funds has been.](#) [Typical state programs include](#) the Transportation Improvement Board (TIB). ~~Due to decreasing gas tax revenues statewide, TIB has indicated that project funding is not likely increase in years to come. Another source of larger transportation project funding is Federal either via appropriation, authorization, or allocations through), and the Metropolitan Planning Organization. Active Transportation Programs. The typical Federal program is the Surface Transportation Program. Both State and Federal programs include sub programs for safety and non-motorized projects.~~ The City of Wenatchee competes with other agencies for state and federal funds. Specific criteria, including safety, mobility, structural condition, congestion, ~~width,~~ multimodal components, and project [benefit/cost](#) are often evaluated by the granting authority.

Arterial street projects are typically funded by grants with 13.5% to 20% match from the Arterial Street fund. [Some programs provide incentives for a lower match percentage or have no match requirement.](#) The TIP identifies those funded projects and associated grant funding sources. ~~It should be noted that should the City be successful in receiving grants beyond what gas tax is available to provide as match, The arterial street fund has needed additional funding would be necessary in the past to maintain the ability to match available grants and absorb project cost overruns.~~ The following table presents a projection of fund balances based on typical funding levels received in the past. A comprehensive list of all of the planned City projects is included in the attached Six Year Transportation Improvement Plan; see Appendix A. The total capital needs in the [2019](#) TIP is approximately ~~\$152M~~ [\\$262 million](#).

The SR285/North Wenatchee Avenue Master Plan was adopted by the city in 2011 addressing congestion and circulation between US 2 and Miller Street. This plan was prepared by the Chelan Douglas Transportation Council (CDTC) formerly known as the Wenatchee Valley Transportation Council (WVTC) in partnership with property owners, the City, Washington State Department of Transportation (WSDOT), and Chelan County. [This corridor has been identified as the highest transportation priority within the CDTC jurisdiction.](#)

Within the [Master](#) Plan a number of options were evaluated. The Confluence Parkway alternative was approved by the CDTC as the preferred alternative which also includes a number of identified large and

small projects, several on Wenatchee Avenue itself. In an effort to phase ~~improvement~~ improvements associated with North Wenatchee Avenue and the Confluence Parkway, the city developed phase 1 of the plan for implementation in 2013. ~~The~~ While the City ~~recognizes that the~~ works to realize Confluence Parkway ~~project is a 20-30 year endeavor to completion and thus~~ interim improvements to North Wenatchee Avenue are necessary ~~while working on the long term goal of developing an alternative corridor~~. Preliminary estimates for this phase are approximately \$55 Million. During the 2015 Legislative session the “North Wenatchee Area Improvements” project was partially funded in the Washington State Legislature. The project identified several components from the North Wenatchee Transportation Master Plan in its scope. These include improvements to the SR2/97 & Easy Street intersection, deployment of an intelligent Transportation System (ITS) through the North Wenatchee corridor, access control and intersection improvements at both the north and south ends of the corridor, safety improvements throughout the corridor and initiation of the environmental review for the larger Confluence Parkway project. Approximately \$23 Million was secured for the North Wenatchee Avenue area between Miller Street and US 2 through the Connecting Washington program. ~~These~~ The WSDOT and city are currently partnering to identify the most effective uses of the Connecting Washington funds ~~become available in 2023 with WSDOT seeking an advance of design funding to get within~~ the North Wenatchee Avenue ~~suite~~ corridor to improve safety, mitigate congestion, improve all modes of ~~projects refined~~ transportation, enhance the business district, and ~~designed.~~ improve the northerly gateway into the city.

The city ~~is currently working~~ worked with the WSDOT, CDTC and regional partners in 2017 to apply for federal INFRA funding to complete a suite of projects identified as the Apple Capital Loop and ~~will use the Connecting Washington funds as match.~~ proposes to use the Connecting Washington funds as match. The total project size is estimated at approximately \$250 Million. Although no funding was secured in the first application round, the city was successful in securing funds for NEPA for Confluence Parkway, and regional partners will continue to pursue funding through INFRA for the whole suite of projects. Typically large federal funding requests take a number of application cycles to successfully secure funding. The city will continue to move the project forward incrementally while applying for funding.

In 2016, the city adopted a complete streets policy to ensure adequate consideration for non-motorized transportation needs along with enhanced landscaping along transportation corridors.

## Arterial Street (Fund 109)

Description	2018	2019	2020	2021-2023
<b>Revenue</b>				
Motor vehicle fuel tax	300,800	300,800	300,800	902,400
Federal	2,618,108	1,859,619	1,571,000	\$3,330,000
TIB	1,893,235	997,324	2,994,000	5,565,000
State				15,000,000
Transfer In		300,000		9,000,000
Other Funding	2,465,000	5,770,800	1,546,000	1,033,000
<b>Total revenues</b>	<b>7,277,143</b>	<b>9,228,543</b>	<b>6,411,800</b>	<b>34,830,400</b>
<b>Projects</b>				
McKittrick Signal	659,657	976,179		
Western Ave	10,000			
Red Apple Rd. Ph. 1	1,359,756			
McKittrick, SR285 to Pine	1,031,500			
SR285/S. Wenatchee Ped Safety	562,407			
Lewis & Clark Sidewalks	558,407			
Middle School Xing	320,000			
First Street Bikeway Safety				
N Wenatchee Sidewalks-Meridian	86,560	610,064		
Western-Springwater Roundabout	251,000			
SR285 Side Street Preservation	1,900,000			
Mission/Stevens Landscape & Ped	65,000			
Pedestrian and Bicycle Connections	100,000			
South Wenatchee Sidewalk Pgm.				400,000
Miscellaneous/Minor	50,000	50,000	50,000	150,000
Elliot Street Pathway		22,000	163,000	
Crawford-Methow Intersection				400,000
Crawford-Okanogan Intersection				400,000
N. Wen-Maiden Lane			200,000	2,100,000
North Wenatchee Ave. Misc. Imps.				2,000,000
Walla Walla Ext	100,000	1,910,000	1,000,000	1,530,000
McKittrick/BNSF Grade Separation				24,250,000
Miller St. Realign and Storm	820,000	4,950,800		
McKittrick Extension East	60,000	1,100,000	665,000	
Tacoma Street Urbanize		100,000	900,000	
Millerdale Improv		100,000	1,736,000	1,085,000
McKittrick Phase II, Pine to Stella			1,190,000	1,190,000
Other from TIP - see TIP				
SR285 Miller-Maple Intersect			500,000	1,500,000
<b>Total projects</b>	<b>7,934,287</b>	<b>9,819,043</b>	<b>6,404,000</b>	<b>35,005,000</b>
<i>Revenues over(under) projects</i>	<i>-657,144</i>	<i>-590,500</i>	<i>7,800</i>	<i>-174,600</i>
<i>Beginning fund balance</i>	<i>1,719,779</i>	<i>1,062,635</i>	<i>472,135</i>	<i>479,935</i>
<i>Ending fund balance</i>	<i>1,062,635</i>	<i>472,135</i>	<i>479,935</i>	<i>305,335</i>
Funded	6,976,343			
Unfunded (6-Year TIP)	141,189,530			

Description	2019	2020	2021	2022-2024
<b>Revenue</b>				
Motor vehicle fuel tax	310,247	316,451	322,780	1,007,594
Federal	2,808,000	1,163,000	1,780,000	\$3,330,000
TIB	260,000	2,530,000	2,550,000	5,565,000
State		150,000	292,000	450,000
Transfer In		200,000	300,000	
Other Funding	1,012,000	3,500,000	33,070,000	1,033,000
<b>Total revenues</b>	<b>4,390,247</b>	<b>7,859,451</b>	<b>38,314,780</b>	<b>11,385,594</b>
<b>Projects</b>				
McKittrick Signal	976,179			
9th Street BNSF At-Grade X-ing	1,250,000			
Miller St. Realign and Storm	600,000	600,000	4,570,800	
SR285/S. Wenatchee Ped Safety	568,000			
First Street Bikeway Safety		51,000	292,000	
N Wenatchee Sidewalks-Median	168,000	610,064		
Waterfront Streetscape	412,000			
SR285 Easy St./Tech. Way Conn			420,000	
Pedestrian and Bicycle Connections	100,000			
South Wenatchee Sidewalk Pgm.		200,000		400,000
Miscellaneous/Minor	50,000	50,000	50,000	150,000
Elliot Street Pathway		22,000	163,000	
Crawford-Methow Intersection	90,000	503,000		
Crawford-Okanogan Intersection			400,000	
Stevens St. Pedestrian Corridor				250,000
Loop Trail Conn: Confluence SP		50,000	550,000	
Walla Walla to Hawley Conn.		100,000	1,910,000	2,530,000
McKittrick/BNSF Grade Separation			26,000,000	
Red Apple Rd.: Miller to Canal				1,000,000
Springwater Urban: Western to Woodward		1,200,000		
Tacoma Street Urbanize	200,000	1,962,000		
Millerdale Improv				1,836,000
McKittrick Phase II, Pine to Stella			1,190,000	
Woodward Urban: Fifth to Springwater		1,500,000		
Skyline Urban: Red Apple to No. 2 Cyn.				2,150,000
North Road Improvements				800,000
Gunn Rd. Urban: Euclid to Mall		1,000,000		
Castlerock to Fifth St. Connector			2,500,000	
North Wenatchee Ave: 2nd to 5th				500,000
Walnut St Urban: Pine to Stella				1,500,000
Crawford Ave. Urban: Mission to Avenue			250,000	
Fifth/Western I/S Capacity		400,000		
Other from TIP - see TIP				
<b>Total projects</b>	<b>4,414,179</b>	<b>8,248,064</b>	<b>38,295,800</b>	<b>11,116,000</b>
Revenues over(under) projects	-23,932	-388,613	18,980	269,594
Beginning fund balance	492,360	468,428	79,815	98,795
Ending fund balance	468,428	79,815	98,795	368,389
<b>Funded</b>	<b>61,950,072</b>			
<b>Unfunded (6-Year TIP)</b>	<b>173,547,963</b>			

## [SK6] STREET MAINTENANCE PROJECTS

The City street system ~~size has grown by approximately 20% over the past 10 years~~ continues to grow through annexations and development while street maintenance funding has often not kept up. Preservation and maintenance funding levels compared to street growth and inflation have fallen behind. ~~This leads to potential greater capital needs in the future,~~ but pavement has been addressed in recent years as can be seen in the overlay section of this report (Pavement Management Program).

~~As the age of this infrastructure increases, City street crews find themselves completely reconstructing portions of streets and fixing more potholes. Western Heights and Broadview are two examples of neighborhoods where significant portions of the street have been reconstructed. This work takes significant manpower detracting from other maintenance needs. We are now seeing many micro-cracks alligating of streets in the older more heavily traveled streets. This is the first sign of street failure. Once moisture is allowed to contact the clayish Wenatchee soils, the street begins to fail rapidly. In order to preserve the existing structure of the streets without necessary funding for overlays, the City has in place a crack sealing program that has been in place since 2010. Additionally the City elected to apply a thin-lift "skin patch" to the rutted, settling, and cracked sections many roadways throughout the system ranging from residential roadways to arterials. The City is currently working on adopting a pavement preservation plan and securing funding for the maintenance of the City streets. Preservation efforts and funding are discussed in more detail in the Pavement Preservation (Fund 111 and 119) Section of this plan.~~

~~In addition to the roadway itself, there is a need for investment in the pedestrian facilities located along roadways. Many of the sidewalks are deteriorating and are in need of repair. For the past three years \$50,000 has been dedicated to begin to address this ongoing and worsening issue, and the City Council has prioritized 10% of the Transportation Benefit District funding to be used for pedestrian improvements.~~

City street-related assets include pavement, curb, gutter, sidewalk, illumination, traffic signals and signs, pavement markings, bridges, and other infrastructure. Maintenance of these assets are included in the street maintenance budget 108. In recent years with the formation of the transportation benefit district and development of a pavement management program, some pavement preservation work is being accomplished by city street maintenance personnel.

This section identifies some projects included in the city's street maintenance budget that are beyond the definition of street maintenance and preservation.

Sidewalk maintenance by city code is the responsibility of the abutting property owners and is not funded otherwise in the city budget except for some minor replacements deemed necessary and the responsibility of the city. A minor budget amount in the 108 fund is intended to deal with sidewalk deficiencies and minor gaps as identified in the table below. The Transportation Benefit District was adopted with a provision dedicating ten percent of the revenues to pedestrian related improvement projects contained within the six year street plan which could help with sidewalk rehabilitation.

Cement concrete streets are not included in the city’s pavement preservation program as their maintenance and preservation is vastly different from that of typical of asphalt roadways, and they are an important feature in our Grandview Historic District. The city has utilized maintenance funding for replacement of cement concrete panels as they become unusable or safety concerns. The 2019 budget proposes additional funding to address the minimal needs of maintaining this small percentage of the street pavement system as indicated in the table below.

**Street Maintenance Projects**

Year	Project	Fund Source	Funded	Unfunded
2018-2020	Sidewalk Replacement	Street Fund -- Fund 108	50,000	100,000
2020-2022	Pedestrian Lighting-Palouse (Wenatchee Ave to Columbia)	Street Fund -- Fund 108		150,000
2019-2021	Sidewalk Replacement	Street Fund -- Fund 108		150,000
<b>TOTAL</b>			<b>\$ 50,000</b>	<b>\$ 400,000</b>

Year	Project	Fund Source	Funded	Unfunded
<u>2019-2021</u>	<u>Sidewalk Replacement</u>	<u>Street Fund -- Fund 108</u>	<u>150,000</u>	
<u>2022-2024</u>	<u>Sidewalk Replacement</u>	<u>Street Fund -- Fund 108</u>	<u>150,000</u>	
<u>2019-2021</u>	<u>Concrete Street Panel Replacement</u>	<u>Street Fund -- Fund 108</u>		<u>300,000</u> [SK7]
<u>2022-2024</u>	<u>Concrete Street Panel Replacement</u>	<u>Street Fund -- Fund 108</u>		<u>300,000</u>
<b>TOTAL</b>			<b>\$ 300,000</b>	<b>\$ 600,000</b>

**BROADVIEW SECONDARY ACCESS**

The Broadview Secondary Access Service Area is defined in Title 15 of the Wenatchee Municipal Code. A capital fund was established in 2011 to provide a mechanism for funding and constructing secondary access in the Broadview Area fund through impact fees.

**Background:** The City Council adopted ordinance 2011-02 to resolve a long standing issue concerning the impacts of additional development to the Broadview Area as a public safety problem due to the lack

of secondary access. A technical memorandum detailing the analysis and public process is included in the ordinance by reference. Through an extensive public process it was determined that additional development could occur in the area if mitigated by the construction of a secondary emergency access. Impact fees were established to be applied to new structures created on new lots established after the adoption of the ordinance in 2011.

Each year staff is required to perform the following functions in order to comply with the ordinance:

1. Review the capital estimates for completion of the facilities and make adjustments to the capital estimates in the Capital Facilities Plan. Only those funds anticipated to be collected in years 1-3 should be specified. The balance of funds should be specified in years 4-6.
2. Review the impact fee calculation. Staff shall incorporate revised capital estimates for completion of the facilities and review the structures constructed. In addition, the impact fee ordinance provides an anticipated number of structures and lots to be created. If the cost per structure increase or decrease significantly, then staff shall make recommendations to the City Council to adjust the fees accordingly by ordinance.
3. On an annual basis the City Council shall be provided with a report on the impact fee account showing the source and amount of funds collected and the public improvements financed by those funds as detailed in WCC 15.02.080. The capital facilities plan update and annual budget may serve as such report.

**Public Facilities and Fees:** The technical memorandum included in the ordinance by reference specifies the specific public facilities to be constructed with impact fees. The total cost for these facilities were estimated at \$741,000 including land, engineering, administration, and construction. During 2012, the Chelan Douglas Land Trust purchased some of the available land where the road will traverse. This does not change the character of the access road construction contemplated under the impact fees; however, it does change the ultimate development pattern along a portion of the road. As the City works through the connection of the road to Fifth Street, there may be a need to re-evaluate the costs and benefited parties

The estimated number of new lots and associated structures to be constructed within the service area was estimated in the report at 112 new dwelling units. Utilizing the capital cost estimates of \$741,000, City contributions of \$200,000, and the number of units anticipated, an impact fee of \$4,830 was calculated. Staff recommends evaluating the fee in ~~2018~~2019 and making adjustments if necessary for the ~~2019~~2020 Capital Facilities Plan.

Given the fires that occurred in 2015 and given development interest to the South, there may be interest in constructing some fire access roads in the near future. Also given the Community Assistance for Wildfire Planning grant recommendations, the lot count in the Broadview area will likely decrease thereby requiring a new calculation for the impact fees. These improvements could come from a partnership with the Land Trust, City General Fund contributions, and coordination with the PUD for the right of access to their property in the name of public safety and in interest of developing a better barrier between the natural areas of the foothills and the urban area.

**Account Activity:** Thus far, \$4,830 was collected in 2014. A temporary secondary access was constructed by City crews to address the immediate safety concerns; however, it is not adequate as a

permanent solution. These costs for construction of the temporary road are not included in the impact fee calculation.

<i>Date Fee Collected</i>	<i>Deadline for Fee Expenditure</i>	<i>Amount Collected</i>
10/2/2014	9/30/2020	4,830
2018-2022		536,170
<b>TOTAL</b>		<b>\$541,000</b>

[SK8]

It is anticipated that approximately 3 units will be constructed soon based on preliminary discussions with developers. Fees collected must be spent within 6 years as defined by statute. Utilizing fees collected, the City will begin improving North Road to make improvements to this public facility. The anticipated expenditure schedule is provided in the following table:

<i>Year</i>	<i>Project</i>	<i>Fund</i>	<i>Funded</i>	<i>Unfunded</i>
2020	Surry Connection	Impact Fees/City		10,483
2020-2022	North Road - S-Curve	Impact Fees/City		14,490
2020-2022	Balance of Imp. (North Road & Sage Hills)	Impact Fees/City		716,027
<b>TOTAL</b>			<b>\$ -</b>	<b>\$ 741,000</b>

[SK9]

City match includes in-kind engineering and fund from misc. and minor Arterial Streets line item.



## CONVENTION CENTER

The Convention Center is a City-owned facility that is operated under agreement with The Coast Wenatchee Center Hotel. Not only is the Convention Center an anchor facility to Wenatchee’s Historic Downtown, but it is particularly important to the City’s economy. The success of the Convention Center has a direct impact on lodging and food service businesses and therefore, revenue from the operation of the facility and revenue from lodging taxes from hotels within the City are used to operate and maintain the facility as well as pay off long-term capital debt and provide for facility and equipment upgrades and replacements. This funding is reviewed and approved during the annual application process carried out by the City’s Lodging Tax Advisory Committee.

The original Convention Center was built and equipped in 1980 and has had many renovations throughout the years to keep the facility competitive. With guidance from the Lodging Tax Advisory Committee, lodging tax funds have been directed to continue facility upgrades and pay off existing capital bonds. It is expected that in order to keep the Convention Center competitive into the future, a study needs to be completed to look at expansion of the facility based on a current convention center market analysis.

[In 2018 we finished the audio and visual upgrades to the Convention Center. Additional improvements have been made to the fire suppression system, Chair railing, and new tables were purchased for the banquet rooms.](#)

[Current projects for 2018 into 2019 include a new dish washing unit, new chairs for the ball room, and the renovation of the downstairs restrooms.](#)

### Convention Center Projects

Year	Project	Fund Source	Funded	Unfunded
2018-2021	Minor Capital/Equipment (\$200,000/yr)	106 Reserves	800,000	
2016	Convention Center Restroom Remodel	LTAC	220,000	
2017	Convention Center Expansion Study	LTAC		75,000
<b>Total</b>			<b>\$ 1,020,000</b>	<b>\$ 75,000</b>

Year	Project	Fund Source	Funded	Unfunded
<a href="#">2019-2021</a>	<a href="#">Minor Capital/Equipment (\$200,000/yr)</a>	<a href="#">106 Reserves</a>	<a href="#">800,000</a>	
<a href="#">2022-2024</a>	<a href="#">Convention Center Expansion Study</a>	<a href="#">LTAC</a>		<a href="#">75,000</a>
<b>Total</b>			<b>\$ 800,000</b>	<b>\$ 75,000</b>



## CEMETERY

Over the past 10 years, some necessary improvements have occurred including the construction of a Niche Wall and re-platting of several areas to allow more availability of side-by-side graves and in areas which allow upright memorial markers. Additionally, several rate increases have helped enhance revenue; most significantly, a 6% rate increase was adopted in 2015 as well as the postponement of any additional capital improvements. However, even with the rate increases, overall revenues have not kept pace with the modest rate of increased expenditures and the Cemetery Fund has continued to rely on General Fund transfers in order to continue to operate.

~~The long term Cemetery capital plan includes additional improvements to the Home of Peace Mausoleum on Miller Street and the installation of additional facilities at the Cemetery including crypt walls, roadway drainage improvements, Veterans Section improvements and eventually opening of a new full interment section with double depth lots. In 2017 the funding was authorized and construction was completed for two additional Niche Walls a total of 160 spaces. The Cemetery office building has been in disrepair and is currently under construction with completion planned for spring of 2018.~~

### Cemetery Projects

Year	Project	Fund Source	Funded	Unfunded
<del>2018</del> 2019	Cemetery Expansion	Fund <del>430</del> 023	\$85,000	<del>400,000</del>
<del>2019</del> 2022- 2024	<del>Section M Irrigation</del> Cemetery Expansion	Fund 430	-	<del>30</del> \$400,000
<b>Total</b>	-	-	<del>\$0</del> \$85,000	<del>\$430</del> \$400,000

## VEHICLES

Most vehicles in the city's fleet are part of the Equipment Revolving and Replacement Fund (ER&R). Those vehicles with a useful life of at least ten years are considered as capital assets. There are no anticipated vehicle purchases in 2018 (other than those included in the ER&R Fund.)

Year	Project	Fund Source	Funded	Unfunded
2018	Replace Vehicle 1-18	Fund-503	32,000	
2018	Replace Vehicle 1-23	Fund-503	26,000	-
2018	Replace Vehicle 2-8	Fund-503	23,000	-
2018	Replace Vehicle 4-19	Fund-503	30,000	-
2018	Replace Vehicle 7-3P	Fund-503	70,000	-
2018	Replace Vehicle 7-8P	Fund-503	70,000	-

2019	Replace Vehicle 7-11P	Fund 503	70,000	-
-	<b>Total</b>		<b>321,000</b>	<b>-</b>

## REAL ESTATE EXCISE TAX

The State Legislature authorized cities to impose an excise tax that is paid by the seller of a piece of real estate. The authorization is in two separate sections, with two separate sets of limitations. The authorization (RCW 82.46) has specific limitations and responsibilities for jurisdictions planning under the Growth Management Act.

The 1st quarter percent Real Estate Excise Tax (REET) has fewer limitations, but still must be used for projects included in the Capital Facilities Plan. This tax was first enacted by the city in 1996. The city of Wenatchee has used this funding to pay a portion of the debt service on the 1998 councilmanic bonds for the street overlay program, and now this fund source is being looked to for a portion of the funding of the pavement management program.

The 2nd quarter percent REET has more limitations. The list of capital projects is not as inclusive as the 1st Quarter. This tax was first enacted by the city in 1999. The city has previously dedicated this entire portion of the Real Estate Excise Tax to the Street Overlay program, which is authorized under the legislation.

RCW 82.46.010(7) and 82.46.035(7) allow the City to use the greater of \$100,000 or 25 percent of available REET funds annually, but not to exceed \$1 million per year, for the operation and maintenance (O&M) of existing capital facilities.

Below is an overview of the two different legislative authorizations:

### **1st Quarter percent REET -- RCW 82.46.010**

The legislative authority of any city may impose an excise tax on each sale of real property in the corporate limits of the city for the city tax at a rate not exceeding one-quarter of one percent of the selling price. After April 30, 1992, revenues generated from the tax imposed under RCW 82.46.010 in cities over five thousand population that are required or choose to plan under RCW 36.70A.040 shall be used solely for financing capital projects specified in a capital facilities plan element of a comprehensive plan and housing relocation assistance under RCW 59.18.440 and 59.18.450. However, revenues (a) pledged by such counties and cities to debt retirement prior to April 30, 1992, may continue to be used for that purpose until the original debt for which the revenues were pledged is retired, or (b) committed prior to April 30, 1992, by such counties or cities to a project may continue to be used for that purpose until the project is completed.

As used in this section, "capital project" means those public works projects of a local government for planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of streets; roads; highways; sidewalks; street and road lighting systems; traffic signals; bridges; domestic water systems; storm and sanitary sewer systems; parks; recreational facilities; law enforcement facilities; fire protection facilities; trails; libraries; administrative and/or judicial facilities; river and/or waterway flood control projects by those jurisdictions that, prior to June 11, 1992, have expended funds derived from the tax authorized by this section for such purposes; and, until December 31, 1995, housing projects for those jurisdictions that, prior to June 11, 1992, have expended or committed to expend funds derived from the tax authorized by this section or the tax authorized by RCW 82.46.035 for such purposes.

## 1st Quarter percent Projects

In ~~2018~~2019, the City anticipates it will receive approximately \$~~600~~580,000 from the 1st quarter percent real estate excise tax. This tax was first enacted by the city in 1996. The city of Wenatchee ~~has used~~ \$236,000 per year ~~uses~~ REET to pay a portion of the debt service on the 2007 councilmanic bonds for the construction of the City's Public Service Center. It is also anticipated that REET will be used to finance bonds for the new City Hall remodel. Real estate excise tax not used for debt service will be reserved for transportation projects until future bonds have been issued.

	2018	2019	2020	2021	2022	2023
1 <sup>st</sup> ¼% REET	600,000	600,000	600,000	600,000	600,000	600,000
Bond Payments	239,850	241,250	237,550	237,000	236,300	220,450
Revenues over (under)	360,150	358,750	362,450	363,000	363,700	379,550
Beginning Fund Balance	100,000	460,150	818,900	1,181,350	1,544,350	1,908,050
Ending Fund Balance	460,150	818,900	1,181,350	1,544,350	1,908,050	2,287,600

1st 1/4% REET	2017	2018	2019	2020	2021	2022
<b>Revenue</b>						
1st 1/4% REET	375,000	375,000	375,000	375,000	375,000	375,000
Interest income						
Transfer-in						
<b>Total revenues</b>	<b>375,000</b>	<b>375,000</b>	<b>375,000</b>	<b>375,000</b>	<b>375,000</b>	<b>375,000</b>
<b>Projects</b>						
Bond payments	235,119	237,719	236,119	236,119	236,119	236,119
Capital projects						
<b>Total projects</b>	<b>235,119</b>	<b>237,719</b>	<b>236,119</b>	<b>236,119</b>	<b>236,119</b>	<b>236,119</b>
Revenues over (under) projects	139,881	137,281	138,881	138,881	138,881	138,881
Beginning fund balance	66,717	206,598	343,879	482,760	621,641	760,522
Ending fund balance	206,598	343,879	482,760	621,641	760,522	899,403
*Overlay Bond Issuance pending for 2017						

<b>1st 1/4% REET</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>
<b>Revenue</b>						
1st 1/4% REET	580,000	550,000	520,000	480,000	450,000	420,000
Interest income	2,000	2,000	2,000	2,000	2,000	2,000
<b>Total revenues</b>	<b>582,000</b>	<b>552,000</b>	<b>522,000</b>	<b>482,000</b>	<b>452,000</b>	<b>422,000</b>
<b>Projects</b>						
Bond payments for PSC 2016 LTGO	224,750	221,350	221,250	226,000	220,450	219,900
Bond payment for New City Hall *	320,000	270,000	220,000	169,000	144,000	144,000
<b>Total projects</b>	<b>544,750</b>	<b>491,350</b>	<b>441,250</b>	<b>395,000</b>	<b>364,450</b>	<b>363,900</b>
Revenues over (under) projects	37,250	60,650	80,750	87,000	87,550	58,100
Beginning fund balance	700,000	737,250	797,900	878,650	965,650	1,053,200
Ending fund balance	737,250	797,900	878,650	965,650	1,053,200	1,111,300
*New City Hall Bond Issuance pending for 2019 or 2020						

## 2nd Quarter percent REET-- RCW 82.46.035

The legislative authority of any city that plans under RCW 36.70A.040(1) may impose an additional excise tax on each sale of real property in the corporate limits of the city for the city tax at a rate not exceeding one-quarter of one percent of the selling price. Revenues generated from the tax imposed RCW 82.46.035 shall be used by such counties and cities solely for financing capital projects specified in a capital facilities plan element of a comprehensive plan. However, revenues (a) pledged by such counties and cities to debt retirement prior to March 1, 1992, may continue to be used for that purpose until the original debt for which the revenues were pledged is retired, or (b) committed prior to March 1, 1992, by such counties or cities to a project may continue to be used for that purpose until the project is completed.

As used in this section, "capital project" means those public works projects of a local government for planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, bridges, domestic water systems, storm and sanitary sewer systems, and planning, construction, reconstruction, repair, rehabilitation, or improvement of parks.

The 2nd Quarter percent REET is proposed to be used primarily for the city's street overlay program/pavement management program. In ~~2017~~2019, the city is forecasting revenues of \$~~600~~580,000; see table in Street Overlay section above.

## HOMELESS/HOUSING/CDBG PROGRAMS

The City of Wenatchee administers homeless and affordable housing programs on behalf of Chelan and Douglas Counties. Funding is received from three main sources which include:

1. Local Homeless Funding collected thru local recording fees. Typical annual revenue is approximately \$600,000
2. State Consolidated Homeless Grants distributed by the State Department of Commerce. These funds originate from recording fees, state, and federal resources. This program generally distributes approximately \$500,000 annually to the two county areas.
3. Local Affordable Housing Funds are collected thru local recording fees. This funding source yields approximately \$40,000 per year to the City.

The City typically passes these funds through to partner agencies that operate social service programs such as shelters, food banks, rent assistance, counseling, and other similar programs. Occasionally, these funds help construct capital facilities and thus this description is included in the Capital Facilities Plan. At this time there are no capital projects planned with these funding sources; however, with housing supply and costs being identified as a crisis, the city anticipates investment in housing as detailed in the Partnerships section of this plan.

During 2014, the City performed a reserve analysis of this fund. The Homeless Steering Committee whom provides recommendations for expenditures of these funds agreed upon a reserve policy to account for the variability of revenues and to address emergency needs. The reserve policy is \$250,000 in total of which \$150,000 is held in reserve to address variable revenues and \$100,000 is held for one-time emergency projects or needs for providers. As an example, one-time expenses could be for capital associated with a provider's facilities. Capital investments for homeless services are rarely city owned, but are important to the provision of social services in the City.

In 2005, the City became a CDBG Entitlement Community. Federal funding for this program began to rise in 2014 after a period that saw a large decline in award funding. Recent funding levels have been in the low \$200,000's for the program year April 1 through March 31 annually. These funds are used for grant administration and staff time, public service programs, small scale neighborhood revitalization projects and largely public infrastructure along highly utilized pedestrian paths. Funding is being utilized in the South Central Wenatchee neighborhood where the highest amount of low to moderate income individuals live as well as where the highest rates of crime have been identified. Efforts are designed to enhance positive neighborhood attributes and discourage the challenges the neighborhood faces from expanding. The City has successfully leveraged CDBG funding for Safe Routes to School projects and coordinates efforts to align with the "Ten Year Plan to Reduce Homelessness in Chelan & Douglas Counties" around housing needs.



# LOCAL REVITALIZATION FINANCING DISTRICT – WENATCHEE WATERFRONT

The city adopted the waterfront subarea plan in 2004. This redevelopment and revitalization plan focuses on changing the character of the waterfront to compliment the waterfront parks through mixed use development. The city has been very active in furthering this plan over the last 15 years through the investment in public infrastructure. With recent private investment, momentum is growing on the waterfront. The city continues to advocate for the development of the waterfront and furtherance of the objectives of the plan.

The current public infrastructure project is the Chelan Avenue Sidewalk Project that began in 2014 with design and analysis and is planned to have construction be completed in the fall of 2017. In addition to sidewalk infrastructure, this project includes pedestrian scale lighting, public art, landscaping and incorporates traffic calming. In order to complete the project in a timely and efficient manner, the city has requested a pre-award allocation and will be utilizing future grant funds to reimburse the general fund through the 2019 program year with the expectation that funding will be available.

As of 2017, CDBG programs are required to include in the Consolidated Plan update a plan for Affirmatively Further Fair Housing (AFFH). In order to complete this plan in a cost effective and collaborative way, the City of Wenatchee is partnering with the City of East Wenatchee and the Housing Authority of Chelan County and the City of Wenatchee to complete a regional Assessment of Fair Housing (AFH). This requires the City to extend their CDBG Consolidated Plan by two years. The following table illustrates a list of projects consistent with the current 2013-2017 Consolidated Plan as well as what will be in the updated 2013-2019 Consolidated Plan Amendment. As aforementioned, this projection assumes available funding and has been outlined in the required Annual Action Plan.

YEAR	PROJECT	FUNDING SOURCE	FUNDED	UNFUNDED
2018	Chelan Avenue	CDBG Entitlement		85,000
2018-2020	Chelan Avenue	CDBG Entitlement		85,000
2021-2023	No Capital Project Planned			
<b>TOTAL</b>				<b>170,000</b>

## LOCAL REVITALIZATION FINANCING DISTRICT

The City was awarded a state rebate in 2009 presenting opportunities to fund and complete additional projects on the waterfront utilizing the State Local Revitalization Financing (tax increment financing) program. These projects must be used for public improvements that stimulate economic growth within

the District. In concert with this award, ordinance 2009-26 established the local revitalization district entitled “Wenatchee Waterfront” which includes the area bounded by the Columbia River to the east and the railroad tracks and Walla Walla Avenue to the west. The District is bounded by Thurston Street to the South and Walla Walla Park to the North. The ordinance was amended in 2013 with ordinance 2013-14 to add eligible projects. It is anticipated that the ordinance will need to be modified again to accomplish other projects identified in the waterfront subarea plan or projects that arise that will directly support redevelopment. Several projects associated with the Pybus Market Charitable Foundation, Port of Chelan County, and the Chelan County PUD have already been completed and the City is currently using LRF proceeds to pay down associated debt. Projects completed to date include the Wastewater Treatment Plant odor and visual mitigation, the Pybus Public Market, parking behind the public market, improvements to the PUD access road, park expansion at the former Public Works site, improvements to Worthen Street, ~~and the Worthen/Orondo stairs project, and purchase of the property underlying the Pybus Market.~~ The sales tax annual rebate of up to \$500,000 will be received by the City until year 2037. The rebate may only be used to pay for debt on public improvement projects. ~~With this revenue stream in place, the City anticipates carrying out additional projects to increase economic activity on the waterfront.~~The City issued a General Obligation Bond prior in 2016 to refinance and maximize the use of LRF funds. Some of the following projects are taken from directly from the waterfront subarea plan if they can be used to incentivize redevelopment. Other projects have been developed based on needs that have arisen due to successful development, such as parking around the Pybus Market area. This parking will be needed to further economic growth in the South Node with the anticipated construction of a hotel on the former Public Works property. Included in the list of projects is a development support fund that could be used for public private partnerships where public improvements are needed. ~~Funding for this development fund includes unused debt capacity associated with the LRF rebate and local~~ utilizing pay as you go property tax increment. that will continue to be revenue for the district after all the bond proceeds have been expended. The LRF statutes authorize expenditures of local increment broadly in support of redevelopment.

Year	Project [SK10]	Fund Source	Funded	Unfunded
2018	Ninth Street Parking Expansion	PUD/LRF/Row and Paddle Club		350,000
2019	Gateways (Thurston, Fifth, Ninth) S1, S6, S7	LRF/Loan		400,000
2020-2022	Dev. Support Funds	LRF/Loan/Developer		300,000
<b>Total</b>			\$ -	\$ 1,050,000

### ECONOMIC DEVELOPMENT/ PARTNERSHIP PROJECTS

Economic Development is identified in the Comprehensive Plan as a community goal to enhance the quality of life of citizens. In addition, the Wenatchee Valley serves as a regional commerce hub for North Central Washington and portions of the Columbia Basin. Beginning early in 2000, the City began to see major sales tax generators either moving out of the city or locating primarily in East Wenatchee and Douglas County. Most of the growth for these large sales tax generators is expected to occur where

land is plentiful outside the City limits. ~~In addition, streamlined sales tax laws, implemented in 2008, have hurt the city's tax base especially in the sectors of construction, appliances, and furniture.~~ As a result economic development efforts have become a focus of the City in order to sustain public services- ~~Becoming a standard of practice, and to shape our community as the city experiences dynamic growth over the next 10 -15 years.~~ Wenatchee is one of many cities are targeting economic development through public private partnerships and/or through strategic investments from public agencies working together. The Pybus Public Market is a great example of a partnership project. From time to time, there may be a need to cooperate on community facilities or economic development projects that provide a regional benefit or projects that fall outside of the traditional infrastructure projects anticipated for a City. ~~These projects are discussed below:~~ For example, with the 2017 tax act, opportunity zones were created to replace the New Market Tax Credit system. Opportunity zones are designed to spur investment in designated low income tracts. Wenatchee was awarded two opportunity zones which includes all of downtown and south Wenatchee. Public private partnerships are anticipated to accompany investments using the Opportunity Zones. A number of the projects listed below are located in opportunity zones.

The

1. City is partnering with WSU to perform an Integrated Planning Grant funded by the Department of Ecology for approximately 9 acres of property scheduled to be sold at the WSU Treefruit Research and Extension Center located at the corner of Western and Springwater Avenues. The objective of the grant is to determine if the property is encumbered by contamination and develop a plan for the property that considers housing that would support research and education related jobs in our valley.
2. During 2016, the City invested \$15,000 on behalf of the region to address a burgeoning housing crisis. The study found that there is a lack of market rate housing stock and a housing mismatch in terms of housing sizes. The result of this deficiency is inflated housing prices and down renting which is placing considerable pressure on units that should be affordable. Thus, the study recommended a number of actions to help facilitate the construction of both market rate housing and affordable housing. Investing in capital improvements identified in this plan is recommended to increase the supply of readily developable land. The city anticipates using the general fund and utilities to assist in preparing infrastructure to support development of housing market rate and affordable housing. In addition, to this investment, the city surplussed one of its downtown parking lot properties for the use of downtown podium style housing to help with housing supply through a public private partnership. This type of housing is expensive and thus partnerships

are typical to address the cost of below grade parking. Market rate housing is easier to achieve in the short term benefit for all housing affordability ranges. Longer range efforts are also needed to support the development of subsidized and affordable housing stock. Partnerships with non-profit entities that utilize State and Federal tax credits and incentives create the best opportunities for developing projects that will supply 100 units or more.

1.3. The City is working closely with the Wenatchee Downtown Association to develop projects identified in the adopted Central Business District subarea plan including improvements to downtown parking, streetscape (LID), utility improvements, truck traffic re-rerouting, bike facility, public space improvements, the development of a new workforce housing project, redevelopment of the vacant upper stories of historic buildings, improvements to the Convention Center as discussed earlier and development of connections to the South Node of the Waterfront. The City performed a downtown parking study in 2016-. This parking study analyzed existing parking capacity, usage, and current opportunities to better utilize parking. The study- also identified management strategies areas of surplus supply and deficiencies of parking in the downtown and South node of the waterfront. In general, the plan identified a surplus of parking in the study area equating to approximately 1,500 stalls. At the same time, the study illustrated a need for additional parking in the area of the Convention Center and Public Market due to high peak demands. In order to improve the vitality of downtown, the study suggests the city focus on management of the on street system and encourage redevelopment of surface lots to increase business activity until the sweet spot of 70-85% utilization rates are achieved. Over the long term, it is the goal to improve vitality and the demand for parking to warrant construction of parking garages rather than using surface parking for employees and residents, while the on street system is focused to serve customers and visitors. This means that the city will need to maximize on-street parking and discourage surface lots. This plan identifies a funding estimate to increase on street supply and additional funding for off street parking for city employees within the Police Station and City Hall in the General Facilities Section. This plan also includes parking expansion near Pybus in the LRF section of the plan. Partnership projects will likely arise in the development of public private partners for shared parking of underutilized city and private parking lots.

~~2. The city's Waterfront Subarea Plan that was adopted in 2004 and has been a key economic development initiative for the city of Wenatchee. With recent successes in the South Node around the Pybus Market and in the Central Node with construction of Riverside9, the city will continue further developing waterfront projects as well as encouraging redevelopment. A number of projects are included in the LRF section of this report. Additional projects included in the waterfront plan are located outside the LRF boundary both to the North and South. Some of these are included in other sections of this plan such as the development of~~

~~Hale Park. With development of the South Wenatchee Subarea Plan and Master Planning North Wenatchee, some of these projects overlap and are reinforced or slightly modified based on those planning processes. Considerable land remains available for redevelopment within the waterfront subarea planning area. The city continually markets the waterfront given the economic development value to the City.~~

- ~~3.4.~~ A long term goal of the City has been to facilitate to relocation of the Burlington Northern Santa Fe (BNSF) switch terminal located at the intersection of Columbia and Thurston Streets to the Appleyard. Recent development of the Pybus Public Market has demonstrated to the community the importance of this project. Presently, BNSF uses the terminal to service trains with crew changes. During periods of train service, trains park on the tracks often for periods of more than one hour at a time. In 2013, the Orondo crossing was monitored for several days to verify train patterns. Upon discussion with BNSF staff, train traffic is expected to increase with the improving economy. With increased activity on the waterfront and these blockages of specifically the Orondo and Ninth Street crossings, there is a community desire to address the problem. The Chamber of Commerce, Wenatchee Downtown Association, and Pybus Market requested that the City take a closer look at relocation options. In 2014, the City partnered with Chelan County, Chelan County Port District, Link Transit, the Chelan Douglas Transportation Council, Wenatchee Downtown Association, Wenatchee Valley Chamber, and the Pybus Market to raise \$35,000 for a relocation study. BNSF presented the results of this study in March of 2015. The study provided results that were different from originally anticipated in that it recommended moving the switching operation to a new 22,500 foot siding in Malaga. The total cost of this project is estimated at \$32 Million. This revised outcome not only accomplishes the original goal of preventing blockage of the crossings in Wenatchee, but also addresses access problems along the Malaga Waterfront. This project could have the added benefit of opening up 190 acres for development in Malaga. ~~Currently, the City and Through working with Chelan County are exploring options for next steps based on and the Transportation Council, another option may be to relocate the outcome of this study and interest from facility to Douglas County near the public and the original partner organizations. Mouth of Moses Coulee.~~ It is noted that BNSF is interested in this project and has been a proactive partner. ~~This project as currently defined appears to be a good fit to the current Federal TIGER grant programs.~~

4. The City continues to successfully partner with the Trust for Public Lands and Chelan Douglas Land Trust to realize projects in the foothills west of the City implementing the Foothills Trails Plan. Projects are designed to not only protect habitat areas in perpetuity but also provide readily accessible, outdoor recreation opportunities for residents and visitors of the community. Projects range from gateways, trailheads and outdoor education areas to natural area and trail

acquisition projects. Specific partnership projects related to the Wenatchee Foothills are contained in the Parks and Recreation portion of this document.

5. In October of 2012, a Sustainable Design Assessment Team sponsored by the American Institute of Architects visited South Wenatchee to perform an assessment and make unbiased recommendations of what could be done to improve South Wenatchee. The team developed a report suggesting transportation improvements, public art ideas, neighborhood enhancements, and economic redevelopment suggestions. The community is followed this process with the development of a subarea plan. The subarea plan was adopted in 2017 as part of the City's comprehensive plan update and it includes a number of improvements including a pedestrian bridge connection between the Pipeline Bridge and Columbia Street at Bridge Street, intersection improvements on SR 285 at the intersection of Chehalis, sidewalks, park improvements, gateways, public art and lighting within neighborhoods and a number of other specific items. For a detailed list, please refer to the subarea plan. This plan identifies these improvements in a lump sum item until they can be distributed throughout the city capital plans. Note: Some duplication will occur in the total provided in this section until all of the other sections can be updated to include these improvements.
  
6. During the summer of 2015, the Sleepy Hollow Fires burned 3 major industrial facilities in North Wenatchee. In order to facilitate the best redevelopment opportunities, the City developed a Master Plan for approximately 50 acres of the impacted area during 2016. This area also includes the 7.5 acre Washington State Department of Transportation (WSDOT) Administrative offices property scheduled to be vacated in the spring of 2018.. The Master Plan identifies road and utility work totally \$37 Million which will enable an estimated \$245 Million in private investments including up to 850 residential units, office, light industry flex space, and retail space along Wenatchee Avenue. ~~The city is pursuing disaster recovery funding and tax increment financing from the State to assist with typical grant funding sources. The city will pursue funding for~~[The city has been working to secure properties and right of way through early acquisition to facilitate redevelopment in the area. Community Economic Revitalization funding was received to establish the McKittrick Street right of way in partnership with Stemilt growers and location of the Diamond Foundry. After right of way is secured, the city will sell remnant properties to encourage private investment. In addition, the city will pursue funding for major](#) elements of this work and anticipates submitting for a Federal Grant that will tie North Wenatchee Avenue improvements in with Confluence Parkway. Note that some of these costs are duplicated with the transportation improvements portion of this plan.

7. A national campaign to develop makerspaces to foster innovation in manufacturing and promote workforce development in the trades is currently underway. The City is working with other economic development agencies, the school district, and community college to explore the development of makespaces in the region. For example, The Apple Valley STEM network is applying for a grant to secure a space for FabLab. While makerspaces are not typically owned and operated by cities, the capitalization requirements for the development of a space may require a public private partnership. The City may also help facilitate the acquisition of grants to help develop and achieve this emerging goal. The City helped facilitate the development of a small makerspace in the Museum in 2016. ~~Additional makerspace for different demographics are still needed.~~ In addition, similar to makerspaces, the city may make investments to support co-working space to facilitate incubation of private business and specifically technology based businesses. Co-working space provides interim locations for businesses to locate while space is being developed for a permanent location. The South Wenatchee Action plan was completed in 2016 and adopted in 2017 as part of the city's Comprehensive Plan. The priorities in the plan include basic infrastructure around sidewalks, lighting, and parks. In addition, the plan includes a number of elements to grow and improve the South Wenatchee business district, such as extension of the Columbia River pipeline bridge and connection to the Apple Capital Loop Trail. Another example is the development of a food truck plaza honoring the cultural diversity in South Wenatchee. This section of the plan includes by reference a number of projects that support workforce development, entrepreneurship, education, business growth, and investment in this portion of the city. The city's purchase of a portion of the Federal Building to house City Hall is an example of one such project.

~~8. During 2016, the City invested \$15,000 on behalf of the region to address a burgeoning housing crisis. The study found that there is a lack of market rate housing stock and a housing mismatch in terms of housing sizes. The result of this deficiency is inflated housing prices and down renting which is placing considerable pressure on units that should be affordable. Thus, the study recommended a number of actions to help facilitate the construction of both market rate housing and affordable housing. Investing in capital improvements identified in this plan is recommended to increase the supply of readily developable land. The city anticipates using the general fund and utilities to assist in preparing infrastructure to support development of housing market rate and affordable housing. In addition, to this investment, the city surplussed one of its downtown parking lot properties for the use of downtown podium style housing to help with housing supply through a public private partnership. This type of housing is expensive and thus partnerships are typical to address the cost of below grade parking. Market rate housing is easier to achieve in the short term benefit for all housing affordability ranges. Longer range efforts~~

~~are also needed to support the development of subsidized and affordable housing stock. Partnerships with non-profit entities that utilize State and Federal tax credits and incentives create the best opportunities for developing projects that will supply 100 units or more.~~

**Economic Development / Partnership Projects**

Year	Project	Fund	Funded	Unfunded
2017	Market Rate Housing	General Fund/In-kind/Private		750,000
2018	Downtown Parking Partnerships	General Fund/Downtown/Private		500,000
2019-2022	Burlington Northern Relocation	CERB/TIF/MTCA/Freight/TIGER		32,000,000
2019-2022	Affordable Housing Project	In-kind/Housing/State/Partnerships		15,000,000
2019-2022	North Wen Master Plan Infrastructure	PWTF/TIB/FED/TIB/Utility/Other		37,000,000
2019-2022	Maker Space Support (Capital Support)	In-kind/Museum/Community Center		100,000
2019-2022	South Wenatchee Subarea Plan Projects	PWTF/TIB/FED/TIB/Utility/Other		25,000,000
<b>TOTAL</b>			<b>\$ -</b>	<b>\$ 110,350,000</b>

[SK11]



## CONCLUSIONS AND RECOMMENDATION

The total value of the capital improvements identified in this plan is \$ 357,958,976. <sup>(SK12)</sup> The distribution of identified needs make it difficult to prioritize where the limited funds the city has for capital should be applied. The city has historically relied on grants for much of the infrastructure especially related to road, parks, and economic development related improvements, and has been very successful in obtaining them. General facilities maintenance capital and new facilities are the hardest to fund and often require issuance of bonds or the use of reserves to make improvements. As the city looks forward, it's continued creativity and use of tools such as tax increment financing, private partnerships, tax credit incentive programs, and local tax options will continue to be needed. Having a good understanding of public policy, developing implementation plans, and being highly proactive in discovering and using these tools will help address the city's capital needs. It is the intent of this capital facilities plan to prioritize and look for creative solutions to support the City's Urban Area Comprehensive Plan and stay concurrent with the governing laws of the city, state, and nation.

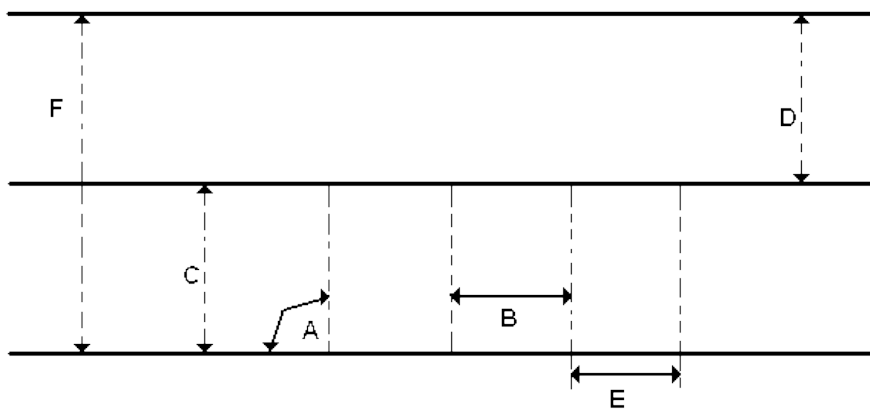
# **Draft City Code Revisions**

10.60.030 General requirements. [SHARE](#)

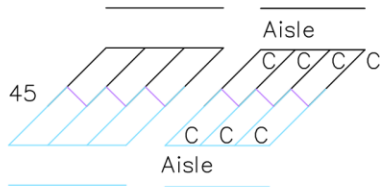
(1) Off-street parking shall be provided in the amount prescribed in this chapter, together with passageways sufficient for its reasonable use as detailed in the parking space and aisle dimensions chart below.

**Minimum Parking Space and Aisle Dimensions**

A	B	C	D		E	F
Parking Angle	Stall Width	Row Width	Aisle Width <u>1-Way</u>	<u>Aisle Width</u> <u>2-Way</u>	Curb Length	Bay Width
Parallel compact car	9 <u>ft-0</u> 8 <u>ft-0</u>	9 <u>ft-0</u> 8 <u>ft-0</u>	12 <u>ft-0</u>	<u>20 ft</u>	23 <u>ft-0</u>	20 <u>ft-0</u>
30 compact car	9 <u>ft-0</u> 8 <u>ft-0</u>	16 <u>ft-6 in</u> 17 <u>ft-0</u>	<del>14</del> 12 <u>ft-0</u> 40-0	<u>20 ft</u>	18 <u>ft-0</u> 17 <u>ft-0</u>	27 <u>ft-6 in</u> 27 <u>ft-0</u>
45 compact car	9 <u>ft-0</u> 8 <u>ft-0</u>	19 <u>ft-0</u> 18 <u>ft-4 in</u>	<del>13</del> 12 <u>ft-10 in</u> 43-6	<u>20 ft</u>	12 <u>ft-6 in</u> 11 <u>ft-3 in</u>	32 <u>ft-0</u> 30 <u>ft-4 in</u>
60 compact car	9 <u>ft-0</u> 8 <u>ft-0</u>	20 <u>ft-6 in</u> 19 <u>ft-6 in</u>	<del>18-0</del> 14 <u>ft 6 in</u> 48-6	<u>20 ft</u>	10 <u>ft-6 in</u> 9 <u>ft-2 in</u>	38 <u>ft-6 in</u> 38 <u>ft-6 in</u>
90 compact car	9 <u>ft-0</u> 8 <u>ft-0</u>	18 <u>ft-0</u> 16 <u>ft-0</u>	25 <u>ft-0</u> 25-0	<u>24 ft</u>	9 <u>ft-0</u> 8 <u>ft-0</u>	43 <u>ft-0</u> 43 <u>ft-0</u>
(Note: Dimensions are in feet and inches)						



The measurement of Bay Width and Row Width of adjacent Bays/Rows may overlap to the extent that the angled stalls interlock. An example of interlocking parking stalls can be seen below:



Minimum Dimensions may increase in part or all of the parking facility in order to meet other applicable standards such as the International Fire Code as adopted.

(2) In the case of mixed uses, the requirements for off-street parking shall be the sum of those required for the multiple uses computed separately. Off-street parking provided for one use shall not be considered as providing required parking for any other use, except as expressly provided for in this title.

(3) Any off-street parking area for six or more cars shall meet the following requirements:

(a) For commercial uses, the location and design of all access or egress points shall be no closer than 15 feet to any lot used for single-family residence purposes and is subject to approval of design and location by the city engineer.

(b) The parking facility and its accessways shall be developed with a durable, dustless surface of asphalt, grass-crete, or concrete, and shall be so graded and drained as to dispose of all surface water on site in a manner acceptable to the city engineer.

(c) Parking facilities located in or adjacent to residential zones shall have any illumination arranged so as to reflect the light away from adjacent residential structures.

(d) Parking facilities shall be developed in accordance with the standards of Chapter [10.62](#) WCC, Landscaping and Screening.

(e) Surface parking shall provide safe pedestrian connections differentiated from vehicular areas. Pedestrian connections shall provide for safe pedestrian circulation to and from buildings and parking areas.

(f) On parking lots with six or more spaces, landscaping or fencing shall not exceed a height of three feet for a distance of 15 feet on either side of vehicle access points to public streets, except for trees limbed up to a minimum height of five feet.

(4) Parking facilities of nonresidential uses may have up to 40 percent of the stalls reduced in size to accommodate compact cars; provided:

(a) Compact car spaces shall be located so as not to be significantly more convenient to use than the standard size spaces; and

(b) Each compact car space or grouping of spaces shall be conspicuously identified as being suited for compact cars only.

(5) Unlisted Uses. Any use clearly similar to any of the uses in WCC [10.60.080](#) shall meet such parking requirements. If a similarity is not apparent, the director may require a parking demand study to determine the standards that should be applied to the use in question.

(6) Rounding of Fractions. When the number of required parking spaces for a particular use or building results in a fractional space, any fraction less than one-half shall be disregarded and any fraction of one-half or over shall be counted as one space. When calculating parking reduction incentives in WCC [10.60.060](#) and [10.60.070](#), reductions shall be calculated only in whole numbers.

(7) Except where otherwise provided by this title, off-street parking for new construction, including additions, must be within fully enclosed structures or located behind or to the side of buildings, except for single-family residences and duplexes which shall be behind the front yard setback. Exceptions to this standard may be granted by the director, if site infeasibility can be demonstrated.

(8) All commercial and industrial uses located in an industrial (I) zoning district, which have a gross floor area of 5,000 square feet or more, shall provide off-street loading/unloading berths at least 10 feet wide and 50 feet long, in accordance with the following table:

<b>Gross Floor Area</b>	<b>Berths Required</b>
5,000 – 30,000	1
30,001 – 100,000	2
100,001 and over	3

(Ord. 2013-41 § 1 (Exh. B); Ord. 2010-03 § 1 (Exh. A); Ord. 2007-34 § 2 (Exh. A))

### Article III. Final Plats

**11.16.230 Filing period.**

**11.16.240 Review by administrator.**

**11.16.250 ~~City council action~~ Final plat ~~Mayor a~~Approval.**

**11.16.260 Submission of additional copies.**

**11.16.270 Surveys.**

**11.16.280 Maps and drawings.**

**11.16.290 Written data.**

### Article III. Final Plats

**11.16.230 Filing period.** 

At any time within the statutory period provided in RCW 58.17.140 following city approval of a preliminary plat, the subdivider may cause the subdivision or any part thereof to be surveyed and a final plat map prepared. The original, one electronic copy and five paper copies shall be filed with the administrator. Any failure to record the final plat within the time limit specified in WCC 11.16.140 shall terminate all proceedings.

**11.16.240 Review by administrator.** 

The administrator shall verify:

- (1) That the final plat meets all standards established by state law and this title relating to final plats;
- (2) That conditions imposed when the preliminary plat was approved have been met;
- (3) That the proposed final plat bears the certificates and statements of approval required by this title;
- (4) That a title report, from a title insurance company authorized to do business in the state of Washington, confirms that title of the land in the proposed subdivision is vested in the name of the owners whose signatures appear on the plat certificate;
- (5) That the facilities and improvements required to be provided by the subdivider have been completed or, alternatively, that the subdivider has provided **bonds** in a form acceptable to the city attorney, and in an amount and with responsible sureties commensurate with improvements remaining to be done,

securing to the city the construction and installation of the improvements within a fixed time ~~set by the Mayor~~ set by the city council.

**11.16.250** ~~City council~~ Final plat ~~Mayor action~~ approval. 

The city council delegates final plat approval authority to the Mayor in accordance with RCW 58.17.100.

(1) The Subdivision Administrator and City Engineer shall provide the Mayor a recommendation which includes:

(a) A recommendation from the utility purveyor being: Chelan County PUD water department or city water department and city sewer department as to the adequacy of the means of sewage disposal and water supply;

(b) Review by the subdivision administrator as to the compliance with all terms of the preliminary approval of the proposed subdivision; and

(c) A recommendation of approval or disapproval from the city engineer.

(2) The ~~city council~~ Mayor shall determine: ~~at a public meeting:~~

(a) Whether the requirements of state law, this title and WCC Title 10 have been satisfied by the subdivider;

(b) Whether conditions imposed on the preliminary plat when approved have been met;

(c) Whether the **bond**, if there be one, by its essential terms, assures completion of improvements within the stipulated time limits;

(d) Whether the public use and interest will be served by approving the proposed final plat;

(e) Whether adequate appropriate provisions are made for, but not limited to, the public health, safety and general welfare for open spaces, drainage ways, streets, alleys, or other public ways, water supplies, sanitary wastes, parks, playgrounds, sites for schools and school grounds.

(3) The ~~city council~~ Mayor shall thereupon approve or disapprove the proposed final plat, or remand the submittal back to the applicant with specific instructions for compliance with the preliminary subdivision approval ~~the proposed final plat~~. The ~~city council~~ Mayor may not, as a condition of approval of any plat, require a release from damages to be procured from other property owners. Every decision shall include written findings of fact and conclusions to support the decision. A subdivision shall be governed by the terms of approval of the final plat in the statutes, ordinances and regulations in effect at the time of final

approval for the statutory period provided in RCW [58.17.170](#) after final approval, unless the ~~city~~  
~~council~~[Mayor](#) finds that a change in conditions creates a serious threat to the public health or safety in the  
subdivision.



## Section 11.32.080(7) Final Unit Lot Subdivision Review and Approval Process

(7) Final Unit Lot Subdivision Review and Approval Process. Unit lot subdivisions receiving preliminary approval under the administrative classification under subsection (3)(a) of this section shall have a final administrative review process. Unit lot subdivisions receiving preliminary approval under the quasi-judicial classification by the ~~e~~City of Wenatchee Hearing examiner under subsection (3)(b) of this section shall have a final review process which authorizes the Wenatchee City Mayor to grant final approval ~~includes final legislative approval by the Wenatchee city council~~ under WCC 11.16.250. Each unit lot subdivision shall have a perimeter survey completed by a registered land surveyor, together with written data and materials in such form that when read together provides:

- (a) The information required by WCC 11.12.090 or Chapter 11.16 WCC, Article III, depending upon the applicable classification of unit lot subdivision identified in subsection (3) of this section and all applicable review fees identified by Chapter 1.99 WCC, Fee Schedules, and the appropriate application form;
- (b) Documents sufficient to provide for the perpetual maintenance of all common areas; and
- (c) Clear indication of all covenants, conditions and restrictions applicable to the property subject to the binding site plan.

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

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

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

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

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

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

## Chapter 13.03 ADMINISTRATION

Sections:

**13.03.010 Roles and responsibilities.**

**13.03.020 Community development director.**

**13.03.025 Mayor**

**13.03.030 City council.**

**13.03.040 Planning commission.**

**13.03.050 Hearing examiner.**

**13.03.060 Historic preservation board.**

**13.03.010 Roles and responsibilities.** 

(1) The regulation of land development is a cooperative activity including elected officials, the planning commission, the hearing examiner and city staff. The specific responsibilities of these bodies are set forth below.

(2) A developer is expected to read and understand the city development code and be prepared to fulfill the obligations placed on the developer by the WCC, particularly WCC Titles 2 and 10 through 12.

**13.03.020 Community development director.** 

The community development director shall review and act on the following:

(1) Authority. The community development director is responsible for the administration of WCC Titles 2, 10, 11, 12, and 13 and associated RCWs and WACs.

(2) Administrative Interpretation. Upon request or as determined necessary, the community development director shall interpret the meaning or application of the provisions of said titles and issue a written administrative interpretation within 30 days. Requests for interpretation shall be written and shall concisely identify the issue and desired interpretation.

(3) Administrative Decisions. The community development director is responsible for issuing administrative decisions as set forth in WCC [13.09.030](#) and [13.09.040](#).

### [13.03.025 Mayor.](#)

[The Mayor shall review and act on the following subjects:](#)

[\(1\) Final subdivision plats pursuant to WCC 13.09.080](#)

### **13.03.030 City council.**

The city council shall review and act on the following subjects:

(1) Recommendations of the planning commission.

~~(2) Final subdivision plats pursuant to WCC [13.09.080](#).~~

~~(2)~~ Final alterations of short plats, plats, and binding site plans.

~~(3)~~ The vacation of a short plat, plat or binding site plan.

### **13.03.040 Planning commission.**

(1) The planning commission shall review and make recommendations on the following issues:

(a) Amendments to the comprehensive plan;

(b) Amendments to the zoning code, WCC Title [10](#), including changes to the official zoning map;

(c) Amendments to the subdivision code, WCC Title [11](#);

(d) Amendments to the environment code, WCC Title [12](#), except to the SEPA procedures code, Chapter [12.04](#) WCC;

(e) Other actions requested or remanded by the city council.

(2) The planning commission shall review and make decisions on the following:

(a) Applications for alternative parking analysis/transportation demand management pursuant to WCC 10.60.075.

**13.03.050 Hearing examiner.** 

The hearing examiner's authority and duties with respect to applications, appeals and determinations are specified in Chapter 1.09 WCC, Hearing Examiner.

**13.03.060 Historic preservation board.** 

The historic preservation board shall review and make decisions on the following applications:

- (1) Applications for certificates of appropriateness;
- (2) Applications for waivers of certificates of appropriateness; and
- (3) Appeals alleging an error in an administrative decision pursuant to WCC 13.09.030(7).

|

**13.09.080 Procedures for closed record decisions and appeals.** 

(1) Closed record ~~decisions~~ hearings and appeals shall be conducted in accordance with the hearing body's rules of procedure as provided for public hearings in WCC 13.09.070.

(2) Pursuant to WCC 13.03.025 and WCC 11.16.250 Final plat approval 30, the ~~city council~~ Mayor shall review requests for final plat approval of a preliminary subdivision. ~~The review shall consist of the following:~~

~~(a) A recommendation from the utility purveyor being: Chelan County PUD water department or city water department and city sewer department as to the adequacy of the means of sewage disposal and water supply;~~

~~(b) Review by the subdivision administrator as to the compliance with all terms of the preliminary approval of the proposed subdivision; and~~

~~(c) A recommendation of approval or disapproval from the city engineer.~~

~~(3) Upon review of the request for final plat approval of a preliminary subdivision, the city council Mayor shall approve, disapprove or remand the final plat to the applicant with specific instructions for compliance with the preliminary subdivision approval.~~

~~(34) For closed record appeals, no new evidence or testimony shall be given or received, except that the parties to an appeal may submit timely written statements or arguments. (Ord. 2012-12 § 3 (Exh. A); Ord. 2010-34 § 1; Ord. 2007-35 § 2 (Exh. A))~~