

**WENATCHEE PLANNING COMMISSION
SCHEDULED MEETING
November 27, 2018
WENATCHEE CITY HALL COUNCIL CHAMBERS
129 S. Chelan Avenue
Wenatchee, WA 98801**

AGENDA

I. CALL TO ORDER AND WELCOME

II. ADMINISTRATIVE AFFAIRS

- A. Approval of the minutes from the last regular meeting on October 17, 2018

III. PUBLIC COMMENT PERIOD

Comments for any matters not included on the agenda.

IV. OLD BUSINESS

None

V. NEW BUSINESS

- A. Workshop: Public Works - land surface modifications
- B. Workshop: Critical area ordinance revision for a utility exemption
- C. Workshop: Cryptocurrency
- D. Public hearing: Draft revisions - City of Wenatchee Capital Facilities Plan
- E. Public Hearing: 2018 Comprehensive Plan and development code revisions

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, Rani Sampson, and Josh Jorgensen.

City Planning staff was represented by: Glen DeVries, Community Development Director; Stephen Neuenschwander, Planning Manager; Matt Parsons, Associate Planner; and Kim Schooley, Administrative Assistant. Also present were Steve King, Economic Development Director, and Allisson Williams, Executive Services Director.

II. ADMINISTRATIVE AFFAIRS

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

Commissioner Ace Bollinger moved to approve the minutes from the September 19, 2018 regular meeting. Commissioner Rani Sampson seconded the motion. The motion carried.

B. Planning Commission By Laws final document

Commissioners signed the revised by laws document as discussed and approved at the last regular meeting.

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. Workshop: Draft cryptocurrency mining regulations

Stephen Neuenschwander, Planning Manager, and Matt Parsons, Associate Planner, presented the staff report.

Staff outlined two different options with regard to setting City policies for cryptocurrency regulations.

Commissioners asked questions of staff.

Commissioners advised that they were in support of "Option 2" moving forward.

Commissioners also advised staff that they would like to see some noise guidelines considered as well.

Staff advised that they would come back at a later date with additional information for review.

B. Workshop: 2018 Comprehensive Plan and Development Regulations update

Stephen Neuenschwander, Planning Manager, presented an overview of the amendments to be discussed.

Steve King, Economic Development Director, and Allison Williams, Executive Services Manager, gave a presentation on the Capital Facilities Plan.

King also provided an explanation of a site specific map amendment to the Wenatchee Urban Area Comprehensive Plan and official zoning map.

Commissioners asked questions of staff.

Matt Parsons, Associate Planner, addressed revisions to the parking space and aisle dimension standards in the Wenatchee City Code Section 10.60.030.

Parsons asked Commissioners for recommendations regarding the definition for minimum stall width.

Commissioners advised that they were in favor of an 8 ½ foot stall width.

C. Discussion: Overview of Pedestrian Plan

Glen Devries, Community Development Director, provided a brief update on the Pedestrian Plan and advised that Brooklyn Holton, Community and Housing Planner, would come to the December meeting to make a presentation.

Staff reminded Commissioners that the next regular meeting would be on Tuesday, November 27th after Thanksgiving.

VI. OTHER

None

VII. ADJOURNMENT

With no further business to come before the Planning Commission, Chair Scott Griffith adjourned the meeting at 7:07 p.m.

Respectfully submitted,

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

**PLANNING COMMISSION REPORT
PUBLIC WORKS DEPARTMENT**

TO: City of Wenatchee Planning Commission

FROM: Rob Jammerman, Public Works Director
Jessica Shaw, Environmental Manager

SUBJECT: Proposed Land Surface Modification Code

DATE: November 16, 2018

MEETING DATE: November 27, 2018

The City of Wenatchee Public Works Department is proposing a new section of code pertaining to land surface modifications that would replace the City's current grading code (Wenatchee City Code 2.04010(1)). The goals of the code changes are to provide a process for site grading and utility installation in advance of Building Permit issuance and ensure that erosion and sediment control best management practices are being used. The Department is still in the initial phases of the code development and would like to present an overview of the proposed code and timeline to the City of Wenatchee Planning Commission.



**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: November 20, 2018
Subject: Critical Areas – utility exemption

At the conclusion of the recommendation and adoption process of the critical areas standards earlier this year, the Chelan County Public Utility District expressed concern regarding the potential impacts that the standards may have on their existing infrastructure. The City Council instructed Community Development staff to review the issue with the you. Our subsequent conversations indicated that you and staff were confident that the existing exemptions were appropriate to meet the needs of the PUD.

The City has had additional staff level conversations with the PUD regarding this matter. The city will be researching and drafting a utility specific exemption for the repair and maintenance of existing infrastructure. This will be a work item next year.

If you have any questions, please contact Stephen Neuenschwander at sneuenschwander@wenatcheewa.gov.



**City of
Wenatchee**

DEPARTMENT OF COMMUNITY DEVELOPMENT

Public Services Center

1350 McKittrick Street, Suite A
Wenatchee, WA 98801

(509) 888-3200
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Date: November 20, 2018
To: City of Wenatchee Planning Commission
From: Planning Staff
RE: Cryptocurrency mining options

At the October meeting, planning staff committed to revise the draft options for the planning commission as they consider how to regulate cryptocurrency mining. The main concern expressed to staff was in regard to noise produced by cryptocurrency mining operations and any ancillary equipment for purposes such as cooling. Staff researched how other jurisdictions treat noise issues, particularly as they pertain to mechanical equipment such as exterior HVAC units (heatpumps, air conditioners, etc). Staff's conclusion from the research that was done was that when other jurisdictions use specific decibel levels, they either reference WAC173-60 or adopt the same levels. A copy WAC173-60 is included in this packet. The most relevant sections to review include 173-60-030, 040, and 050. Under this framework, a cryptocurrency mining operation in a residential area (source, Class A) and adjacent to a residential area (receiving property, Class A) would be limited to 55 dBA at the property line. An operation in an industrial area (source, Class C) and adjacent to industrial areas (receiving property, Class C) would be limited to 70dBA. An operation violating the established noise levels would be enforced utilizing the established processes in WCC16.12.

Some general information about noise pollution in the State of Washington can be found at: <https://ecology.wa.gov/Regulations-Permits/Laws-rules-rulemaking/Noise-pollution>

A list of common noise levels is included in the Department of Ecology's FAQ page at the following link: <https://ecology.wa.gov/Regulations-Permits/Laws-rules-rulemaking/Noise-pollution/Noise-pollution-FAQ-for-citizens>

The text from the above mentioned web page has been included below:

Q: What are the decibel levels for everyday noises?

A: Here is a list of common noise levels.

- Airport plan take-off - 120dB
- Rock concert - 105dB
- Lawn Mower - 100dB
- Blender - 90dB
- Garbage disposal - 80dB
- Traffic noise - 70-80dB

Apple Capital of the World

- Vacuum - 70dB
- Office - 60-65dB
- Library - 35dB
- Breathing - 10dB

Proposed Code: Text revised since the October meeting is highlighted in yellow

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/ft²/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																		
P = Permitted use P1 = Permitted, not to occupy grade level commercial street frontage AU = Accessory use C = Conditional use C1 = Permitted, not to occupy grade level commercial street frontage ~ = Prohibited use M = Permitted use in a corridor mixed use project within the MRC overlay																		
Uses	Commercial Districts				Mixed Use Districts			Residential Districts					Overlay Zones					
	CBD	NWBD/SWBD	CN	I	WMU	OMU	RMU	RF	RS	RL	RM	RH	HEO	CSO	MRC	IO	PO	RRO
Industrial																		
Cryptocurrency Mining	P1	P1	~	P	~	~	~	AU	AU	AU	AU	AU	P1	P1	~	~	~	~
Data Center	P1	P1	~	P	P1	P1	~	~	~	~	~	~	P1	P1	~	P	~	~

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 Chelan County Public Utility District (PUD) stating the following:**
 - 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.
 - (6) All cryptocurrency mining and data center operations, including all ancillary equipment/operations for purposes such as cooling, shall be designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the surrounding properties and not cause the dissemination of dust, smoke, glare, heat, vibration or noise in excess of the maximum environmental noise level established by WCC Title 6A or Chapter 173-60 WAC beyond the property line or affecting adjacent buildings. Violation of these established noise levels will result in revocation of a City Business License pursuant to WCC16.12 and any other applicable penalties.

Chapter Listing

Chapter 173-60 WAC

Last Update: 12/6/00

MAXIMUM ENVIRONMENTAL NOISE LEVELS

WAC Sections

173-60-010	Authority and purpose.
173-60-020	Definitions.
173-60-030	Identification of environments.
173-60-040	Maximum permissible environmental noise levels.
173-60-050	Exemptions.
173-60-060	Nuisance regulations not prohibited.
173-60-070	Reserved.
173-60-080	Variances and implementation schedules.
173-60-090	Enforcement policy.
173-60-100	Appeals.
173-60-110	Cooperation with local government.
173-60-120	Effective date.

173-60-010

Authority and purpose.

These rules are adopted pursuant to chapter **70.107** RCW, the Noise Control Act of 1974, in order to establish maximum noise levels permissible in identified environments, and thereby to provide use standards relating to the reception of noise within such environments. Vessels, as defined in RCW **88.12.010**(21) and regulated for noise under chapter **88.12** RCW (Regulation of recreational vessels), shall be exempt from chapter **173-60** WAC.

[Statutory Authority: Chapter **70.107** RCW. WSR 94-12-001 (Order 92-41), § 173-60-010, filed 5/18/94, effective 6/18/94; Order 74-32, § 173-60-010, filed 4/22/75, effective 9/1/75.]

173-60-020

Definitions.

(1) "Background sound level" means the level of all sounds in a given environment, independent of the specific source being measured.

(2) "dBA" means the sound pressure level in decibels measured using the "A" weighting network on a sound level meter. The sound pressure level, in decibels, of a sound is 20 times the logarithm to the base 10 of the ratio of the pressure of the sound to a reference pressure of 20 micropascals.

(3) "Department" means the department of ecology.

(4) "Director" means the director of the department of ecology.

(5) "Distribution facilities" means any facility used for distribution of commodities to final consumers, including facilities of utilities that convey water, waste water, natural gas, and electricity.

(6) "EDNA" means the environmental designation for noise abatement, being an area or zone (environment) within which maximum permissible noise levels are established.

(7) "Existing" means a process, event, or activity in an established area, producing sound subject to or exempt from this chapter, prior to the effective date of September 1, 1975.

(8) "Local government" means county or city government or any combination of the two.

(9) "Noise" means the intensity, duration and character of sounds, from any and all sources.

(10) "Person" means any individual, corporation, partnership, association, governmental body, state agency or other entity whatsoever.

(11) "Property boundary" means the surveyed line at ground surface, which separates the real property owned, rented, or leased by one or more persons, from that owned, rented, or leased by one or more other persons, and its vertical extension.

(12) "Racing event" means any motor vehicle competition conducted under a permit issued by a governmental authority having jurisdiction or, if such permit is not required, then under the auspices of a recognized sanctioning body.

(13) "Receiving property" means real property within which the maximum permissible noise levels specified herein shall not be exceeded from sources outside such property.

(14) "Sound level meter" means a device which measures sound pressure levels and conforms to Type 1 or Type 2 as specified in the American National Standards Institute Specification S1.4-1971.

[Statutory Authority: Chapter **70.107** RCW. WSR 94-12-001 (Order 92-41), § 173-60-020, filed 5/18/94, effective 6/18/94; WSR 83-15-046 (Order DE 82-42), § 173-60-020, filed 7/19/83; Order DE 77-1, § 173-60-020, filed 6/1/77; Order 74-32, § 173-60-020, filed 4/22/75, effective 9/1/75.]

173-60-030

Identification of environments.

(1) Except when included within specific prior designations as provided in subsections (2), (3), and (4) of this section, the EDNA of any property shall be based on the following typical uses, taking into consideration the present, future, and historical usage, as well as the usage of adjacent and other lands in the vicinity.

(a) Class A EDNA - Lands where human beings reside and sleep. Typically, Class A EDNA will be the following types of property used for human habitation:

(i) Residential

(ii) Multiple family living accommodations

(iii) Recreational and entertainment, (e.g., camps, parks, camping facilities, and resorts)

(iv) Community service, (e.g., orphanages, homes for the aged, hospitals, health and correctional facilities)

(b) Class B EDNA - Lands involving uses requiring protection against noise interference with speech. Typically, Class B EDNA will be the following types of property:

(i) Commercial living accommodations

(ii) Commercial dining establishments

(iii) Motor vehicle services

(iv) Retail services

(v) Banks and office buildings

(vi) Miscellaneous commercial services, property not used for human habitation

(vii) Recreation and entertainment, property not used for human habitation (e.g., theaters, stadiums, fairgrounds, and amusement parks)

(viii) Community services, property not used for human habitation (e.g., educational, religious, governmental, cultural and recreational facilities).

(c) Class C EDNA - Lands involving economic activities of such a nature that higher noise levels than experienced in other areas is normally to be anticipated. Persons working in these areas are normally covered by noise control regulations of the department of labor and industries. Uses typical of Class A EDNA are generally not permitted within such areas. Typically, Class C EDNA will be the following types of property:

(i) Storage, warehouse, and distribution facilities.

(ii) Industrial property used for the production and fabrication of durable and nondurable man-made goods

(iii) Agricultural and silvicultural property used for the production of crops, wood products, or livestock.

(d) Where there is neither a zoning ordinance in effect nor an adopted comprehensive plan, the legislative authority of local government may, by ordinance or resolution, designate specifically described EDNAs which conform to the above use criteria and, upon departmental approval, EDNAs so designated shall be as set forth in such local determination.

(e) Where no specific prior designation of EDNAs has been made, the appropriate EDNA for properties involved in any enforcement activity will be determined by the investigating official on the basis of the criteria of (a), (b), and (c) of this subsection.

(2) In areas covered by a local zoning ordinance, the legislative authority of the local government may, by ordinance or resolution designate EDNAs to conform with the zoning ordinance as follows:

- (a) Residential zones - Class A EDNA
- (b) Commercial zones - Class B EDNA
- (c) Industrial zones - Class C EDNA

Upon approval by the department, EDNAs so designated shall be as set forth in such local determination. EDNA designations shall be amended as necessary to conform to zone changes under the zoning ordinance.

(3) In areas not covered by a local zoning ordinance but within the coverage of an adopted comprehensive plan the legislative authority of the local government may, by ordinance or resolution designate EDNAs to conform with the comprehensive plan as follows:

- (a) Residential areas - Class A EDNA
- (b) Commercial areas - Class B EDNA
- (c) Industrial areas - Class C EDNA

Upon approval by the department EDNAs so designated shall be as set forth in such local determination. EDNA designations shall be amended as necessary to conform to changes in the comprehensive plan.

(4) The department recognizes that on certain lands, serenity, tranquillity, or quiet are an essential part of the quality of the environment and serve an important public need. Special designation of such lands with appropriate noise level standards by local government may be adopted subject to approval by the department. The director may make such special designation pursuant to the procedures of the Administrative Procedure Act, chapter 34.04 RCW.

[Order 74-32, § 173-60-030, filed 4/22/75, effective 9/1/75.]

173-60-040

Maximum permissible environmental noise levels.

(1) No person shall cause or permit noise to intrude into the property of another person which noise exceeds the maximum permissible noise levels set forth below in this section.

(2)(a) The noise limitations established are as set forth in the following table after any applicable adjustments provided for herein are applied.

EDNA OF NOISE SOURCE	EDNA OF RECEIVING PROPERTY		
	Class A	Class B	Class C
CLASS A	55 dBA	57 dBA	60 dBA
CLASS B	57	60	65
CLASS C	60	65	70

(b) Between the hours of 10:00 p.m. and 7:00 a.m. the noise limitations of the foregoing table shall be reduced by 10 dBA for receiving property within Class A EDNAs.

(c) At any hour of the day or night the applicable noise limitations in (a) and (b) above may be exceeded for any receiving property by no more than:

- (i) 5 dBA for a total of 15 minutes in any one-hour period; or
- (ii) 10 dBA for a total of 5 minutes in any one-hour period; or
- (iii) 15 dBA for a total of 1.5 minutes in any one-hour period.

[Order 74-32, § 173-60-040, filed 4/22/75, effective 9/1/75.]

173-60-050

Exemptions.

(1) The following shall be exempt from the provisions of WAC **173-60-040** between the hours of 7:00 a.m. and 10:00 p.m.:

(a) Sounds originating from residential property relating to temporary projects for the maintenance or repair of homes, grounds and appurtenances.

(b) Sounds created by the discharge of firearms on authorized shooting ranges.

(c) Sounds created by blasting.

(d) Sounds created by aircraft engine testing and maintenance not related to flight operations: Provided, That aircraft testing and maintenance shall be conducted at remote sites whenever possible.

(e) Sounds created by the installation or repair of essential utility services.

(2) The following shall be exempt from the provisions of WAC **173-60-040** (2)(b):

(a) Noise from electrical substations and existing stationary equipment used in the conveyance of water, waste water, and natural gas by a utility.

(b) Noise from existing industrial installations which exceed the standards contained in these regulations and which, over the previous three years, have consistently operated in excess of 15 hours per day as a consequence of process necessity and/or demonstrated routine normal operation. Changes in working hours, which would affect exemptions under this regulation, require approval of the department.

(3) The following shall be exempt from the provisions of WAC **173-60-040**, except insofar as such provisions relate to the reception of noise within Class A EDNAs between the hours of 10:00 p.m. and 7:00 a.m.

(a) Sounds originating from temporary construction sites as a result of construction activity.

(b) Sounds originating from forest harvesting and silvicultural activity.

(4) The following shall be exempt from all provisions of WAC **173-60-040**:

(a) Sounds created by motor vehicles when regulated by chapter **173-62** WAC.

(b) Sounds originating from aircraft in flight and sounds that originate at airports which are directly related to flight operations.

(c) Sounds created by surface carriers engaged in interstate commerce by railroad.

(d) Sounds created by warning devices not operating continuously for more than five minutes, or bells, chimes, and carillons.

(e) Sounds created by safety and protective devices where noise suppression would defeat the intent of the device or is not economically feasible.

(f) Sounds created by emergency equipment and work necessary in the interests of law enforcement or for health safety or welfare of the community.

(g) Sounds originating from motor vehicle racing events at existing authorized facilities.

(h) Sounds originating from officially sanctioned parades and other public events.

(i) Sounds emitted from petroleum refinery boilers during startup of said boilers: Provided, That the startup operation is performed during daytime hours whenever possible.

(j) Sounds created by the discharge of firearms in the course of hunting.

(k) Sounds caused by natural phenomena and unamplified human voices.

(l) Sounds created by motor vehicles, licensed or unlicensed, when operated off public highways EXCEPT when such sounds are received in Class A EDNAs.

(m) Sounds originating from existing natural gas transmission and distribution facilities. However, in circumstances where such sounds impact EDNA Class A environments and complaints are received, the

director or his designee may take action to abate by application of EDNA Class C source limits to the facility under the requirements of WAC 173-60-050(5).

(6) Nothing in these exemptions is intended to preclude the department from requiring installation of the best available noise abatement technology consistent with economic feasibility. The establishment of any such requirement shall be subject to the provisions of the Administrative Procedure Act, chapter **34.04** RCW.

[Statutory Authority: Chapter **70.107** RCW. WSR 94-12-001 (Order 92-41), § 173-60-050, filed 5/18/94, effective 6/18/94; WSR 83-15-046 (Order DE 82-42), § 173-60-050, filed 7/19/83; Order DE 77-1, § 173-60-050, filed 6/2/77; Order 75-18, § 173-60-050, filed 8/1/75; Order 74-32, § 173-60-050, filed 4/22/75, effective 9/1/75.]

173-60-060

Nuisance regulations not prohibited.

Nothing in this chapter or the exemptions provided herein, shall be construed as preventing local government from regulating noise from any source as a nuisance. Local resolutions, ordinances, rules or regulations regulating noise on such a basis shall not be deemed inconsistent with this chapter by the department.

[Order 74-32, § 173-60-060, filed 4/22/75, effective 9/1/75.]

173-60-070

Reserved.

Reserved.

[Statutory Authority: Chapter **70.107** RCW. WSR 00-24-134 (Order 00-24), § 173-60-070, filed 12/6/00, effective 1/6/01; WSR 94-12-001 (Order 92-41), § 173-60-070, filed 5/18/94, effective 6/18/94; Order DE 77-1, § 173-60-070, filed 6/1/77; Order 74-32, § 173-60-070, filed 4/22/75, effective 9/1/75.]

173-60-080

Variances and implementation schedules.

(1) Variances may be granted to any person from any particular requirement of this chapter, if findings are made that immediate compliance with such requirement cannot be achieved because of special circumstances rendering immediate compliance unreasonable in light of economic or physical factors, encroachment [encroachment] upon an existing noise source, or because of nonavailability of feasible technology or control methods. Any such variance or renewal thereof shall be granted only for the minimum time period found to be necessary under the facts and circumstances.

(2) An implementation schedule for achieving compliance with this chapter shall be incorporated into any variance issued.

(3) Variances shall be issued only upon application in writing and after providing such information as may be requested. No variance shall be issued for a period of more than 30 days except upon due notice to the public with opportunity to comment. Public hearings may be held, when substantial public interest is shown, at the discretion of the issuing agency.

(4) Sources of noise, subject to this chapter, upon which construction begins after the effective date hereof shall immediately comply with the requirements of this chapter, except in extraordinary circumstances where overriding considerations of public interest dictate the issuance of a variance.

[Order 74-32, § 173-60-080, filed 4/22/75, effective 9/1/75.]

173-60-090

Enforcement policy.

Noise measurement for the purposes of enforcing the provisions of WAC **173-060-040** shall be measured in dBA with a sound level meter with the point of measurement being at any point within the receiving property. Such enforcement shall be undertaken only upon receipt of a complaint made by a person who resides, owns property, or is employed in the area affected by the noise complained of, EXCEPT for parks, recreational areas, and wildlife sanctuaries. For enforcement purposes pursuant to RCW **70.107.050**, each day, defined as the 24-hour period beginning at 12:01 a.m., in which violation of the noise control regulations (chapter **173-60** WAC) occurs, shall constitute a separate violation.

[Order DE 76-5, § 173-60-090, filed 2/5/76; Order 74-32, § 173-60-090, filed 4/22/75, effective 9/1/75.]

173-60-100

Appeals.

Any person aggrieved by any decision of the department in relation to the enforcement of the maximum permissible noise levels provided for herein, the granting or denial of a variance or the approval or disapproval of a local resolution or ordinance for noise abatement and control may appeal to the pollution control hearings board pursuant to chapter **43.21B** RCW under the procedures of chapter **371-08** WAC.

[Order 74-32, § 173-60-100, filed 4/22/75, effective 9/1/75.]

173-60-110

Cooperation with local government.

(1) The department conceives the function of noise abatement and control to be primarily the role of local government and intends actively to encourage local government to adopt measures for noise abatement and control. Wherever such measures are made effective and are being actively enforced, the department does not intend to engage directly in enforcement activities.

(2) No ordinance or resolution of any local government which imposes noise control requirements differing from those adopted by the department shall be effective unless and until approved by the director. If approval is denied, the department, following submission of such local ordinance or resolution to the department, shall deliver its statement or order of denial, designating in detail the specific provision(s) found to be objectionable and the precise grounds upon which the denial is based, and shall submit to the local government, the department's suggested modification.

(3) The department shall encourage all local governments enforcing noise ordinances pursuant to this chapter to consider noise criteria and land use planning and zoning.

[Statutory Authority: Chapter **70.107** RCW. WSR 87-06-056 (Order 86-40), § 173-60-110, filed 3/4/87; Order 74-32, § 173-60-110, filed 4/22/75, effective 9/1/75.]

173-60-120

Effective date.

This chapter shall become effective on September 1, 1975. It is the intention of the department to periodically review the provisions hereof as new information becomes available for the purpose of making amendments as appropriate.

[Order 74-32, § 173-60-120, filed 4/22/75, effective 9/1/75.]

STAFF REPORT

TO: City of Wenatchee Planning Commission
FROM: City of Wenatchee Community and Economic Development Staff
DATE: November 20, 2018

I. REQUESTED ACTIONS

Adoption of amendments to the City of Wenatchee Capital Facilities Plan, 2019-2024.

II. ENVIRONMENTAL REVIEW

The City of Wenatchee issued a determination on non-significance on October 5, 2018. Notice of the environmental determination for the City of Wenatchee Capital Facilities Plan was made on October 5, 2018 with comments due by December 4, 2018.

III. PUBLIC PROCESS

- On October 5, 2018 the draft revisions and environmental documents were sent to the Washington State Department of Commerce in compliance with RCW 36.70A.
- On October 5, 2018 the determination of non-significance was issued in compliance with WAC 197-11 and sent to the Washington State Department of Ecology SEPA Register.
- The Notice of Availability of the draft revisions was published in the Wenatchee World on October 5, 2018.
- The amendments and environmental documents have been posted on the City of Wenatchee website during the public comment and environmental review periods.
- On October 17, 2018 the proposed amendments were discussed with the City of Wenatchee Planning Commission at a public workshop.
- On October 5, 2018 the notice of public hearing before the City of Wenatchee Planning Commission was published in the Wenatchee World.
- On November 27, 2018 the City of Wenatchee Planning Commission conducted an advertised public hearing on the proposed amendments.

IV. AGENCY AND PUBLIC COMMENTS:

No public or agency comments were submitted on the proposed revisions.

V. PROJECT ANALYSIS

The Washington State Growth Management Act, RCW 36.70A. establishes that the frequency of amendments for local comprehensive plans is limited to one annual amendment process, with certain exceptions. The updating of a jurisdiction's capital facility plan may occur out of sync with a local comprehensive plan amendment process in order to more closely align with a local jurisdictions annual budget adoption process.

COUNTYWIDE PLANNING POLICIES-

The January 2005 Interlocal Cooperative Agreement between Chelan County and the City of Wenatchee, reiterates the commitment in the 1997 Memorandum of Understanding between the cities in Chelan County and Chelan County for the City of Wenatchee to take the lead in the development of plans and development regulations to the South of the Wenatchee River. The memorandum and interlocal agreement establish in more detail commitments between jurisdictions to implement County Wide Planning Policies.

The following Countywide Planning Policies are applicable to the proposed amendments:

POLICY 6: Policies for joint county and city planning within urban growth areas and policies providing for innovative land use management techniques that may include use of flexible zoning processes (i.e. planned unit developments, transfer of development rights, cluster development density bonus, etc.)

- City and County planning efforts will be coordinated within urban growth areas.

POLICY 8: AN ANALYSIS OF FISCAL IMPACT

- I. Each jurisdiction's Capital Facilities Plan should provide:
 - A. A plan for cooperation between public and private sectors to insure coordination of capital improvements with emphasis on the efficient provision of service at adopted levels concurrent with the demand for such service.
 - B. An inventory of existing capital facilities including locations and capacities of capital facilities.
 - C. An assessment of future needs for such capital facilities including:
 - i. The proposed locations, capacities, and costs of expanded or new facilities
 - ii. At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and
 - iii. A requirement to reassess the land use element if probable funding falls short of meeting existing needs to insure consistency between the land use plan, the capital facilities plan

CITY OF WENATCHEE URBAN AREA COMPREHENSIVE PLAN-

Land Use/Urban Growth Area:

Goal 14-Coordinated Planning. Continue to work cooperatively within the region to address transportation, public services and facilities, and land use.

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

Public Facilities and Services:

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

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

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

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

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

Utilities

GOAL 1: Utilities - Ensure that the utilities necessary to support development are adequate at the time they are needed without decreasing service levels below those locally acceptable.

Policy 3: Utility plans shall contain a capital improvement program, including financing options and construction schedules.

Policy 4: Cooperation and coordination shall be pursued to the greatest extent feasible among utility providers and the City in the development and implementation of capital improvement programs and area plans.

THE ANNUAL UPDATE OF THE CITY OF WENATCHEE CAPITAL FACILITIES PLAN, 2019-2024.

The Capital Facilities Plan is the financing plan that ensures that the implementation of the City's Comprehensive Plan will occur. To enable the update, Directors of the departments within the city have updated their 6 year projects lists extending through 2024, with potential funding sources identified in a 6 year financing plan (the first three years are constrained with identified funding sources). Text descriptions of these projects and associated tables with timing and funding sources have been identified. Significant work programs and studies setting priorities associated with facilities, infrastructure or services have been updated and highlighted in the draft changes. Since the time of the issuance of the initial draft for 60 day review of this year's capital facility plan update, final draft revisions have been incorporated to align with 2019 budget process carried out by the City Council.

Following are the changes that have been made during the review period as a result of the City's 2019 budget process:

1. Parks and Recreation: Updated table to change unfunded amounts to funded to match the 2019 budget.
2. Economic Development Partnership projects: Updated North Wenatchee Development to match 2019 budget
3. Local Revitalization Financing: Updated project table to match 2019 budget
4. General Facilities: Updated project table to match 2019 budget:
 - a. City Hall upgrades
 - b. South Yard building cost updated
5. Sewer:
 - a. Added liner project
 - b. Cleanup project for LRF parking project
 - c. Poplar sewer
 - d. Second St sewer
6. Water: Added Skyline Transmission project to match 2019 budget
7. Regional Water: Redundancy study added to 2019 and moved other projects from 2019 to 2020
8. Storm:
 - a. Changed budget for decant remediation
 - b. Adjusted total project cost for Peachy retrofit
9. Arterial Streets:
 - a. Added \$100k for NEPA project
 - b. Changed Miller Re-alignment project to match 2019 budget.
 - c. Updated McK Signal to match 2019 budget and added appropriate Federal Funding to revenues
 - d. Changed Spokane pedestrian project to match 2019 budget
 - e. Changed North Wenatchee Medians project to match 2019 budget
 - f. Added North Wenatchee Avenue predesign
 - g. Added NHS Pavement Management project
 - h. Added Power Transmission Relocation for North Wenatchee Master Plan
 - i. Added Foothills Connection Study

Applicable provisions of the Growth Management Act-

On a yearly basis, the City of Wenatchee has an obligation to make sure that capital facility expenditures listed in the City budget have been identified in the city's capital facility plan. Typically this yearly review to verify consistency and make modifications to the capital facility plan occurs during the same time frame as the development and adoption of the city's budget in the fall. Amendment of the city's capital facility plan to coincide with the city budget can be separate from and in addition to the yearly amendment process of the city comprehensive plan.

The importance of doing yearly updates coinciding with city budget adoptions is highlighted by the requirement that jurisdictions' expenditures on capital facilities must conform with the comprehensive plan. *"36.70A.120 Planning activities and capital budget decisions-Implementation in conformity with comprehensive plan. Each county and city that is required or chooses to plan under RCW 36.70A.040 shall perform its activities and make capital budget decisions in conformity with its comprehensive plan."*

Applicable provisions of the Washington Administrative Code, yearly capital facility plan updates-

The City of Wenatchee Capital Facility Plan provides an inventory of existing facilities, a forecast of future needs and a 6 year financing plan for facilities within that time frame. During the 6 year time frame, significant changes to the inventory, forecasting and analysis within the capital facilities plan are not anticipated; unless a change proposed concurrent with the city budget would create an inconsistency within a component of the comprehensive plan. Updates occur to the capital facility plan on a biennial basis, as identified in WAC 365-196-415(2)(c)(ii), *"The six year plan should be updated at least biennially so financial planning remains sufficiently ahead of the present for concurrency to be evaluated. Such an update of the capital facilities element may be integrated with the county's or city's annual budget process for capital facilities."*

Consistency review-

Draft changes to the Capital Facilities Plan are consistent with the adopted 2019 city budget. The process of amending the plan in concert with the city's budget for 2019 is consistent with the requirements of GMA to ensure that capital budget decisions are in conformity with the city's comprehensive plan. The changes proposed do not warrant a re-evaluation of the land use element of the comprehensive plan nor do they affect or amend level of service or adequacy of service standards. Proposed changes consider city facility and service obligations, available resources and propose amendments to best utilize those fiscal resources.

Staff recommends **approval** of the proposed amendments to the City of Wenatchee Capital Facilities Plan based upon the suggested findings of fact and conclusions of law enclosed at the conclusion of the staff report.

Draft Motion: I move to recommend approval of the amendments to the City of Wenatchee Capital Facilities Plan based on the suggested findings of fact and conclusions of law.

VI. SUGGESTED FINDINGS OF FACT AND CONCLUSIONS OF LAW

Suggested Findings of Fact:

1. The City of Wenatchee has adopted the Wenatchee Urban Area Comprehensive Plan and a series of sub-area comprehensive plans pursuant to the Growth Management Act (GMA), RCW Chapter 36.70A, which cover the Wenatchee Urban Growth Area and all incorporated areas within the City of Wenatchee, that have been found to be consistent with each other and with the adopted GMA plans of the adjoining jurisdictions.
2. The City of Wenatchee Planning Commission is responsible for long range planning matters and providing implementation recommendations to assure compliance with the Growth Management Act for the City of Wenatchee Urban Growth Area in coordination with Chelan County and within the incorporated boundaries of the City of Wenatchee. These measures include updates and amendments to the comprehensive plan; development regulations, environmental regulations, and any other rules, actions or regulations deemed necessary to implement the Growth Management Act.
3. RCW Chapters 36.70 and 36.70A authorize the adoption of amendments to the comprehensive plan, the capital facilities plan and development regulations.
4. The City of Wenatchee Planning Commission held a workshop on October 17, 2018 on the proposed amendments.
5. Copies of the environmental documents were sent to the Department of Ecology SEPA Register for the amendments to Capital Facilities Plan on October 5, 2018.
6. Notice of the public 60 day review and comment period was published in the Wenatchee World on October 5, 2018 for amendments to the Capital Facilities Plan.
7. On October 5, 2018, the City of Wenatchee provided formal notice to the Washington State Department of Commerce of the intent to adopt amendments to the City of Wenatchee Capital Facilities Plan and initiation of the 60 day review and comment periods.
8. On November 27, 2018, the City of Wenatchee Planning Commission conducted an advertised public hearing. The Planning Commission entered into the record the files on this amendment, accepted public testimony, and deliberated the merits of the proposal.
9. The City of Wenatchee Planning Commission has reviewed the entire record including the goals and policies of the comprehensive plan and public testimony as it relates to the proposed amendments to the Wenatchee Urban Area Comprehensive Plan.
10. The City of Wenatchee issued a determination of non-significance (DNS) and adopted by reference the existing Supplemental Environmental Impact Statement for the Wenatchee Urban Area Comprehensive Plan Update 2006, adopted April 4,

2007, Final SEIS under the State Environmental Policy Act Rules (Chapter 197-11 WAC) as applicable to these proposals. Notice of the environmental determination for the City of Wenatchee Capital Facilities Plan was made on October 5, 2018, with comments due by December 4, 2018.

11. The goals and policies from the Wenatchee Urban Area Comprehensive Plan identified under Section V. Project Analysis of this staff report, are hereby incorporated as findings herein. These policies demonstrate consistency with the comprehensive plan and support the proposed amendments to the capital facilities plan.
12. RCW 36.70A.120 establishes that, "Each county and city that is required or chooses to plan under RCW 36.70A.040 shall perform its activities and make capital budget decisions in conformity with it's comprehensive plan."

Suggested Conclusions of Law:

1. The procedural and substantive requirements of the State Environmental Policy Act have been complied with.
2. The procedural requirements of RCW 36.70A have been complied with.
3. The proposed amendments are consistent with the Chelan County Countywide Planning Policies and the City of Wenatchee Urban Area Comprehensive Plan.
4. The proposed amendments are consistent with the requirements of Revised Code of Washington, and the Washington Administrative Code.
5. The proposed amendments have been reviewed and processed in accordance with the requirements of Title 10 Zoning, Title 12 Environmental Protection, and Title 13 Administration of Development Regulations of the City of Wenatchee Code.
6. The process of amending the capital facility plan in concert with the city's budget for 2019 is consistent with the requirements of GMA to ensure that capital budget decisions are in conformity with the city's comprehensive plan.
7. The changes proposed do not warrant a re-evaluation of the land use element of the comprehensive plan nor do they affect or amend level of service or adequacy of service standards.

CAPITAL FACILITIES PLAN



CITY OF WENATCHEE

PO Box 519
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Adopted:
Resolution No. 2018-

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Capital Facilities Plan

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 the City's adopted 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 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)

SERVICE STANDARDS

Under the Washington State Growth Management Act, levels of service must be adopted for Transportation Facilities as provided in the adopted transportation plans and transportation element of the Wenatchee Urban Area Plan. Adequate provisions for urban governmental services must be provided for other services in the Urban Growth Area. These standards are 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

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

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.

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"

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.

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.

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

2019-2024 Project Summary

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	12,060,000	9,915,000
Parks and Recreation	8,178,210	9,333,900
Regional Water	2,151,000	52,892,000
Storm Drain	4,895,790	8,283,940
Sanitary Sewer	\$27,586,250	\$0
Street Overlay	9,045,000	6,480,000
Street Maintenance	400,000	500,000
Water	\$6,060,580	\$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	4,230,000	300,000
Partnership Projects	4,300,000	97,850,000
TOTAL	\$ 144,447,602	\$ 366,306,753

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 out of space. Because of the desire of the City Council to have City administration located in the same building for

efficiency reasons, and to create a better experience for customers who will be able to access the City in a one stop location, the City and LocalTel, a local business, purchased the former Federal building and entered into a public private partnership through a condominium in which approximately two thirds of the building is now owned by 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 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

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
2019-2020	Federal Building - New City Hall	General Fund Reserves, Utilities	\$ 10,900,000	
2019-2020	Existing City Hall Remodel for GSA	Facility Maintenance Fund, General Fund Reserves	\$ 900,000	
	South Yard Building	Street, Water, Sewer, General Fund Reserves	\$ 260,000	
2022-2025	Facility Parking Lot Maintenance	Facility Maintenance, General Fund Reserves		\$ 350,000
2022-2025	Police Station Landscaping Upgrades	Facility Maintenance, General Fund Reserves		\$ 75,000
2022-2025	City Hall/PD Parking	Facility Maintenance, General Fund Reserves		\$ 340,000
2022-2025	Fire Station Roof Replacement	Facility Maintenance, General Fund Reserves		\$ 150,000
2022-2025	Museum Renovation & Accessibility Project	Bonds, Grants, Donations		\$ 9,000,000
TOTAL			\$ 12,060,000	\$ 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 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 for the development of the capital facilities plan. The first chapter contains a basic introduction and summary of the document. The second chapter describes the planning area including parks and recreational facilities, habitat areas, arts and current statistics. The third chapter describes the existing public, semi-public and private parks, arts and recreation resources within the planning area. The fourth chapter describes the methodology for determining the demand and needs. The wealth of recently completed, related planning efforts 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. The fifth chapter of the plan contains the goals, objectives and strategic actions which respond to the desires expressed during the public input process. 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. 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 of 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.

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	\$ 1,233,430	
		General Fund (Staff Time)	\$ 10,000	
		General Fund	\$ 216,580	
		Sale to WSD - Gen Fund	\$ 250,000	
		Sewer	\$ 120,000	
2019	Saddle Rock Habitat and Trail Restoration	Ecology Grant	\$ 900,000	
		General Fund	\$ 200,000	
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
TOTAL			\$ 8,178,210	\$ 9,333,900

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. Part of the comprehensive plan update (2010) included a capital improvement plan 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 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)

Year	Project	Funding Source	Funded	Unfunded
2019	Stormwater Comp Plan Update	Storm Drain Utility Reserves	250,000	
2019	North Wenatchee Water Quality-Design	DOE Grants, Storm Drain Utility Reserves	140,000	
2019	Regional Decant Facility Modifications	Storm Drain Utility - Reserves	356,000	
2019	Tacoma and Pine Drainage Improvements	PWTF & Storm Draing Utility Reserves	245,900	
2019-2020	North Miller Stormwater	PWTF & Storm Draing Utility Reserves	1,900,720	
2019-2020	Peachey Street Basin Water Quality Retrofit	DOE Grants, Storm Drain Utility Reserves	995,000	
2020	Squilchuck Outfall Improvements	Storm Drain Utility Reserves	100,000	
2021	North Wenatchee Ave/Duncan Drainage Improvements	Storm Drain Utility Reserves	471,500	
2021	Walla Walla Stormwater Retrofit	DOE Grants, Storm Drain Utility Reserves		900,000
2022	Hawley Street Outfall Repair	DOE Grants, Storm Drain Utility Reserves		250,000
2024	Ringold Street Storm Drain	Storm Drain Utility Reserves	436,670	
2024	Pershing Drainage Improvements	Storm Drain Utility Reserves		443,400
2024	Seattle Drainage Improvements	Storm Drain Utility Reserves		223,800
2024	Day Road Drainage Improvements	Storm Drain Utility Reserves		442,700
2024	Western Ave Drainage Improvements	Storm Drain Utility Reserves		839,800
2024	Filbeck Drainage Improvements	Storm Drain Utility Reserves		71,200
2024	Orchard Drainage Improvements	Storm Drain Utility Reserves		182,900
2024	Kenaston and Linville Drainage Improvements	Storm Drain Utility Reserves		340,900
2024	Methow Drainage Improvements	Storm Drain Utility Reserves		312,600
2024	Ramona and Sunset Drainage Improvements	Storm Drain Utility Reserves		464,800
2024	Skyline Drive Drainage Improvements	Storm Drain Utility Reserves		1,030,300
2024	Poplar Drainage Improvements	Storm Drain Utility Reserves		124,300
2024	Springwater Improvements	Storm Drain Utility Reserves		350,000
2020-24	Pipe Repair and Replacement	Storm Drain Utility Reserves		981,240
2020-24	Storm Drain Improvements	Storm Drain Utility Reserves		1,326,000
TOTAL			\$ 4,895,790	\$ 8,283,940

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. 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 recently adopted by the City Council in September of 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 a reference from the CIP contained in the 2018 Comprehensive Water System Plan.

Water (#401-534)

System	Year	Project	Fund Source	Funded	Unfunded
Water	2019 - 2020	Dakota east	Water Utility Reserves	325,250	
Water	2019 - 2020	Montana east	Water Utility Reserves	302,340	
Water	2019 - 2020	Skyline Reservoir Transmission	Water Utility Reserves	658,000	
Water	2020 - 2021	Terminal	Water Utility Reserves	466,420	
Water	2020 - 2021	Eighth	Water Utility Reserves	608,890	
Water	2020 - 2021	Cherry	Water Utility Reserves	960,480	
Water	2020 - 2021	Linwood	Water Utility Reserves	229,690	
Water	2020 - 2021	Rosewood	Water Utility Reserves	223,510	
Water	2021 - 2022	Methow	Water Utility Reserves	239,780	
Water	2021 - 2022	Chelan	Water Utility Reserves	141,640	
Water	2022 - 2023	First	Water Utility Reserves	284,030	
Water	2023 - 2024	Crawford west	Water Utility Reserves	582,940	
Water	2023 - 2024	Crawford east	Water Utility Reserves	782,730	
Water	2024	Millerdale	Water Utility Reserves	254,880	
Water	2020 - 2021	Lincoln	Water Utility Reserves		224,640
Water	2020 - 2021	Stewart	Water Utility Reserves		173,650
Water	2021 - 2022	Columbia	Water Utility Reserves		1,202,260
Water	2022 - 2023	Cascade	Water Utility Reserves		296,620
Water	2022 - 2023	Dakota west	Water Utility Reserves		321,230
Water	2022 - 2023	Montana west	Water Utility Reserves		335,340
Water	2022 - 2023	Wilson middle	Water Utility Reserves		205,010
Water	2022 - 2023	Wilson south	Water Utility Reserves		348,160
Water	2023 - 2024	Washington east	Water Utility Reserves		589,990
Water	2024	Washington west	Water Utility Reserves		57,820
Water	2022	8 MG Reservoir leak repairs	Water Utility Reserves		55,120
Water	2023	4 MG Reservoir leak repairs	Water Utility Reserves		49,050
Water	2023	4 MG Property Purchase - Okanogan Ave	Water Utility Reserves		313,000
Water	2020 - 2024	Annual Small Works	Water Utility Reserves		716,060
Water Total				\$6,060,580	\$4,887,950

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. The preferred 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 for exploring 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 2018. The plan included a capital improvement schedule as outlined in the table below. The Regional Water System Plan update, including a revised capital improvement plan completed in 2018 is shown below.

Regional Water (#415)

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

SEWER

The City completed a Comprehensive Sewer Plan in 2017. This plan included a prioritized Capital Improvement Plan for 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	2019	I/I Study	Sewer Utility Res/Bonds	309,000	
Sewer	2019	Sunnyslope Basin Analysis	Sewer Utility Res/Bonds	51,500	
Sewer	2019	Easy St. Gravity Sewer Replacement	Sewer Utility Res/Bonds	255,440	
Sewer	2019	Easy St. Gravity Sewer Trunkline	Sewer Utility Res/Bonds	1,781,900	
Sewer	2019	Cypress Lane	Sewer Utility Res/Bonds	145,230	
Sewer	2019	WWTP Site Cleanup - LRF Partnership Project	Sewer Utility Res/Bonds	500,000	
Sewer	2019	Digester #4 & Control Bldg - Design	Sewer Utility Res/Bonds	557,230	
Sewer	2019	WWTP EQ Basin Liner Replacement	Sewer Utility Res/Bonds	231,000	
Sewer	2019	Poplar Ave. (South of Springwater)	Sewer Utility Res/Bonds	250,000	
Sewer	2019	Second Street Sewer	Sewer Utility Res/Bonds	400,000	
Sewer	2020	Elmwood St.	Sewer Utility Res/Bonds	250,160	
Sewer	2020	Skyline South	Sewer Utility Res/Bonds	629,640	
Sewer	2019-2020	Digester #4 & Control Bldg - Construction	Sewer Utility Res/Bonds	4,400,060	
	2020	Ohme LS	Sewer Utility Res/Bonds	1,283,660	
Sewer	2021	Penny Rd. Gravity Sewer Replacement	Sewer Utility Res/Bonds	208,190	
Sewer	2021	Gehr St.	Sewer Utility Res/Bonds	405,480	
	2021	Chapman Rd.	Sewer Utility Res/Bonds	541,730	
	2021	UV Light Disinfection System Modifications	Sewer Utility Res/Bonds	175,490	
	2022	Olds Station (E. of Euclid) Gravity Sewer Replacement	Sewer Utility Res/Bonds	594,720	
	2022	Confluence Parkway Phase I	Sewer Utility Res/Bonds	805,280	
	2022	Olds LS (increase to 1000 gpm, adjust FM siphon)	Sewer Utility Res/Bonds	621,600	
	2022	Broadview LS (relocate)	Sewer Utility Res/Bonds	826,560	
	2022	Secondary Clarifier #3 - Design	Sewer Utility Res/Bonds	346,080	
	2023	Secondary Clarifier #3 - Construction	Sewer Utility Res/Bonds	2,720,900	
	2024	Poplar Ave. (North of Maple)	Sewer Utility Res/Bonds	664,340	
	2024	Canyon Breeze Ln.	Sewer Utility Res/Bonds	272,580	
	2019 -2024	Annual Pipe Replacement Program	Sewer Utility Res/Bonds	678,000	
	2019 - 2020	Sunnyslope LS	Sewer Utility Res/Bonds	4,556,480	
	2019 - 2024	Sunnyslope Collector Mains	Sewer Utility Res/Bonds	3,124,000	
Sewer Total				\$27,586,250	

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 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. 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 over \$600,000 per year. Staff has pursued other financing options such as those offered through the Public Works Trust Fund (PWTF). 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 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 address the pavement preservation needs of the city.

Street Overlay (Fund 111)

Fund 111	2019	2020	2021	2022-2024
Revenue				
2nd 1/4% REET	580,000	550,000	520,000	1,380,000
Transfers in	3,370,498	1,398,909	1,393,546	4,252,819
Bond Issuance				
Total revenues	3,950,498	1,948,909	1,913,546	5,632,819
	0			
Expenditures				
	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
Transfers-out				
Total Expenditures	2,225,000	4,660,000	2,160,000	6,480,000
	0			
Revenues over (under) projects	1,725,498	(2,711,091)	(246,454)	(847,181)
Beginning fund balance	2,100,000	3,825,498	1,114,407	867,953
Ending fund balance	3,825,498	1,114,407	867,953	20,772

Transportation Benefit District (Fund 119)

Fund 119	2019	2020	2021	2022-2024
Revenue				
Street Maintenance Fees	630,000	6,450,000	660,000	2,060,000
Miscellaneous	2,000	2,000	2,000	6,000
Bond Issuance				
Total revenues	632,000	6,452,000	662,000	2,066,000
	0			
Expenditures				
	0			
Preservation Projects				
Pavement Pres-Repairs				
Crack Sealing				
Transfers-out to 111	567,000	5,805,000	594,000	1,854,000
Total Expenditures	567,000	5,805,000	594,000	1,854,000
	0			
Revenues over (under) projects	65,000	647,000	68,000	212,000
Beginning fund balance	2,000	67,000	714,000	782,000
Ending fund balance	67,000	714,000	782,000	994,000

ARTERIAL STREETS

Every year the City is required to adopt a comprehensive six-year 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 2019-2024 was adopted by ordinance (Ordinance 2018-22) in August, 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 opportunities. Between 2006 and 2015, this dedicated funding, which averaged \$289,000 per year leveraged \$19.5 million in grant funds for street infrastructure improvements. More recent analysis has shown an even higher amount of leveraging in recent years.

Primary sources of transportation grants for the classified street system are state of Washington and Federal funds. Typical state programs include the Transportation Improvement Board (TIB), and the 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, 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. The arterial street fund has needed additional funding 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 \$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 improvements associated with North Wenatchee Avenue and the Confluence Parkway, the city developed phase 1 of the plan for implementation in 2013. While the City works to realize Confluence Parkway interim improvements to North Wenatchee Avenue are necessary. 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. The WSDOT and city are currently partnering to identify the most effective uses of the Connecting Washington funds within the North Wenatchee Avenue corridor to improve safety, mitigate congestion, improve all modes of transportation, enhance the business district, and improve the northerly gateway into the city.

The city 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 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.

The City is considering funding approximately \$5 Million in the Western Foothills roads to improve safety as a result of fire danger, improve safety for pedestrians, bikes, and motorists, and to improve circulation. These roads include Skyline Drive, Woodward Drive, North Road, a secondary access connection from Maiden to the Surry Road area, a secondary access connection to Castlerock Ave. from Fifth. and other intersection improvements.

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	2019	2020	2021	2022-2024
McKittrick Signal	2,099,630			
NEPA - Confluence Parkway	500,000			
9th Street BNSF At-Grade X-ing	1,462,460			
Miller St. Realign and Storm	350,000	850,000	4,570,800	
SR285/S. Wenatchee Ped Safety	618,000			
First Street Bikeway Safety		51,000	292,000	
N Wenatchee Sidewalks-Median	889,600			
N Wenatchee Ave Pre-design	75,000			
N Wen - Transmission Relocation	75,000			
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
NHS Pavement Management	505,000			
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				1000000
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		1000000		
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		
Western Foothills Roads	50,000			5,000,000
Other from TIP - see TIP				
Total projects	7,476,690	7,888,000	38,295,800	16,116,000

STREET MAINTENANCE PROJECTS

The City street system 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, but pavement has been addressed in recent years as can be seen in the overlay section of this report (Pavement Management Program).

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

<i>Year</i>	<i>Project</i>	<i>Fund Source</i>	<i>Funded</i>	<i>Unfunded</i>
2019-2021	Sidewalk Replacement	Street Fund Reserves	150,000	
2019	Concrete Panel Replacment	Street Fund Reserves	100,000	
2022-2024	Sidewalk Replacement	Street Fund Reserves	150,000	
2020-2024	Concrete Street Panel Replacement	Street Fund Reserves		500,000
TOTAL			\$ 400,000	\$ 500,000

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 2019 and making adjustments if necessary for the 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
TOTAL		\$541,000

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
TOTAL			\$ -	\$ 741,000

City match includes in-kind engineering and fund from Arterial Streets.

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 the City 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

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

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.

Cemetery Projects

<i>Year</i>	<i>Project</i>	<i>Fund Source</i>	<i>Funded</i>	<i>Unfunded</i>
2019	Cemetery Expansion	Fund 023	\$85,000	
2022-2024	Cemetery Expansion	Fund 430		\$400,000
Total			\$ 85,000	\$ 400,000

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 2019, the City anticipates it will receive approximately \$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 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.

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

1. The Chelan-Douglas Local Homeless Fund is generated through local document recording fees. Annual revenue fluctuates depending on the number of documents recorded in each county but averages approximately \$800,000/year.
2. The City of Wenatchee Low-Income Housing Fund is generated through local document recording fees in Chelan County. Annual revenue fluctuates depending on the number of documents recorded in the county but averages approximately \$40,000/year.
3. The Washington State Consolidated Homeless Grant is distributed by the Washington State Department of Commerce. This program distributes approximately \$685,000/year to the Chelan and Douglas county region.

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 is only one capital project planned with these funding sources. Catholic Charities Housing Services was awarded a four-year grant (\$724,000 total) to develop a low-income housing complex that will provide 31 designated permanent supportive housing units for chronically homeless households with disabilities. However, with housing supply and costs being identified as a crisis, the city anticipates investment in additional 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 stayed around the \$200,000 level with the exception of 2018 that saw an increase closer to the \$250,000 level (\$242,460). The CDBG program year starts April 1 and ends March 31 of each year. In 2018, the Council approved a program year adjustment to have the start date be October 1 and the end date September 30 starting with the 2019 program year; this is subject to HUD's approval. These funds are used for grant administration and staff time, public service programs, small-scale neighborhood revitalization projects and large public infrastructure projects. The CDBG Consolidated Plan update will begin in 2019 with a stronger focus on economic development opportunities.

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.

In 2014, The Chelan Avenue Sidewalk Project began and will see construction completion by the end of 2018 with invoice payments seeing completion by end of 2019. This project includes sidewalk, pedestrian scale lighting, public art, landscaping and incorporates traffic calming. The timing of fully closing out this project aligns with that of the CDBG Consolidated Plan update.

In order to complete a required Affirmatively Furthering Fair Housing (AFFH) Plan as a component of the Consolidated Plan Update in the most cost effective and collaborative way, the 2013-2017 Consolidated Plan was extended by two year (2013-2019). This allows the City of Wenatchee to create a regional plan in partnership with the City of East Wenatchee and the Housing Authority of Chelan County and the City of Wenatchee. Efforts will begin in 2019.

The following table illustrates a list of projects consistent with the recently extended 2013-2019 Consolidated Plan. This projection assumes available CDBG funding and all capital projects are outlined in each year’s respective Annual Action plan. Identified in this plan are programs and projects such as infrastructure, parks and/or economic and community development.

<i>Year</i>	<i>Project</i>	<i>Funding Source</i>	<i>Funded</i>	<i>Unfunded</i>
2019	Chelan Avenue	CDBG - Entitlement	85,000	
2019	CDBG Annual Action Plan	CDBG - Entitlement	20,000	
2022-2024	CDBG Consolidated Plan	CDBG - Entitlement		1,100,000
			\$	\$
TOTAL			105,000	1,100,000

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 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, 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. 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 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	Fund Source	Funded	Unfunded
2019	Ninth Street - Linden Tree Parking Expansion	LRF Bond	350,000	
2019	Waterfront Parking Garage	LRF Bond	3,150,000	
2019	Gateways (Thurston, Fifth, Ninth) S1, S6, S7	LRF Bond	440,000	
2019-2021	Pybus Plaza	LRF Bond	240,000	
2019-2021	Walla Walla pedestrian access	LRF Bond	50,000	
2022-2024	Dev. Support Funds	LRF - Pay as you go		300,000
Total			\$ 4,230,000	\$ 300,000

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. As a result economic development efforts have become a focus of the City in order to sustain public services 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. 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.

1. The 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.

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.

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. Through working with Chelan County and the Transportation Council, another option may be to relocate the facility to Douglas County near the Mouth of Moses Coulee. It is noted that BNSF is interested in this project and has been a proactive partner.

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 totaling \$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 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 makerspaces 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. 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.

8. 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.

9. The city circulation plan identifies need for fire access in the Wenatchee Foothills. The Broadview Impact fee section of this plan addresses one area of this circulation plan. Additional work is necessary to make connections to Springwater, Fifth Street, and Maple Street for traffic circulation beyond just fire access. The City is exploring public private partnership options to help satisfy the foothills road circulation needs between Maple Street and Springwater Avenue. One such road improvement that is needed is a deficient section of Maple Street between the irrigation canal and Benoy Street. The estimated cost of this section of street is \$600,000.

Economic Development / Partnership Projects

Year	Project	Fund	Funded	Unfunded
2019	WSU Property Housing Project - IPG Grant	Dept. of Ecology	200,000	
2022-2024	Market Rate Housing	General Fund/In-kind/Private/Utilities		750,000
2022-2024	Downtown Parking Partnerships	General Fund/Downtown/Private		2,000,000
2022-2024	Burlington Northern Relocation	CERB/TIF/MTCA/Freight/TIGER		32,000,000
2019-2024	North Wen Master Plan Infrastructure	PWTF/TIB/FED/TIB/Utility/Other	4,100,000	37,000,000
2022-2024	Maker Space/Co Working Space Support	General Fund		100,000
2022-2024	South Wenatchee Subarea Plan Projects	PWTF/TIB/FED/TIB/Utility/Other		25,000,000
2022-2024	Maple Street/Springwater Foothills Access Connections	PWTF/TIB/FED/TIB/Utility/Other		1,000,000
TOTAL			\$ 4,300,000	\$ 97,850,000

CONCLUSIONS AND RECOMMENDATION

The total value of the capital improvements identified in this plan is \$510 Million. 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.

TO: City of Wenatchee Planning Commission
FROM: City of Wenatchee Community Development Staff
BDATE: November 19, 2018
RE: Staff Report

I. REQUESTED ACTIONS

Adoption of amendments to the Wenatchee Area Urban Comprehensive Plan and the Wenatchee City Code (WCC) attached as Exhibit A. Requested actions include:

- A. 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.
- B. Draft revisions to the parking space and aisle dimension standards in the Wenatchee City Code Section 10.60.030.
- C. 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.

II. ENVIRONMENTAL REVIEW

The City of Wenatchee has determined the proposed amendments to the Wenatchee Area Urban Comprehensive Plan and the Wenatchee City Code (WCC) will not have probable significant adverse impacts on the environment. The City of Wenatchee has issued a determination of non-significance (DNS). Notice of the environmental determination for the proposed amendments to the Wenatchee City Code was made on October 5, 2018.

III. PUBLIC PROCESS

- The Planning Commission conducted workshops on the proposed revisions on October 17, 2018.
- The amendments and environmental documents have been posted on the City of Wenatchee website during the public comment and environmental review periods.
- Notice of the proposed amendments to the Wenatchee City Code was made on October 5, 2018.
- Concurrent with the notices provided for the proposed amendments, copies of the environmental documents were sent to the Department of Ecology SEPA Register; and the City of Wenatchee provided formal notice to the Washington State Department of Commerce of the intent to adopt amendments to the City of Wenatchee Urban Area Comprehensive Plan and City of Wenatchee Zoning Code and initiation of the 60 day review and comment period. Additional notice was

provided to local and regional agencies for the 60 day review and comment period/environmental determinations.

- On November 27, 2018, the City of Wenatchee Planning Commission conducted an advertised public hearing on the proposed amendments.

IV. AGENCY AND PUBLIC COMMENTS:

At the writing of the staff report, no comments were received in response to this proposal.

V. PROJECT ANALYSIS

An analysis, summary and recommendations for the three proposed amendments identified as A-C are provided below. Please refer to Exhibit A for the complete text of each proposed amendment. Suggested findings of fact and conclusions of law are included at the end of the staff report applicable to the proposals.

A. Amendments to comprehensive plan and official zoning map of approximately 11.3 acres from Industrial (I) to North Wenatchee Business District (NWBD).

Both the North Wenatchee Area Master Plan and the Comprehensive Plan envision the redevelopment of the properties east of Wenatchee Avenue between Hawley Street and Maple from industrial to commercial. Central to the re-development of this area is the change from an industrial land use designation to commercial. This is supported in the Economic Development Element on pages 90 and 91 of the comprehensive plan which states:

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

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

This proposed amendment to the plan designation and the zoning map is an implementation component of this vision. The City invested significant effort in the North Wenatchee Master Plan, in working with property owners, the Planning Commission, and the City Council.

The existing industrial properties may continue to operate and would be subject to the standards in the Wenatchee City Code. The North Wenatchee Business District, while primarily focused on commercial uses does authorize light industrial uses as a conditional use. The City owns the majority of the property involved in this amendments and plans to market these properties for new commercial uses consistent with the comprehensive plan.

Staff recommends **Approval** of the proposed amendments to the comprehensive plan map and official zoning map based upon the suggested findings of fact and conclusions of law enclosed at the conclusion of the staff report.

B. Amendments to WCC Chapter 10.60.030 - Draft revisions to the parking space and aisle dimension standards.

The City has received several comments from the development community, those both based locally and from outside the area, that the parking aisle dimensions are not consistent with other jurisdictions. City staff researched other jurisdictions, professional design documents, as well as consulted with the city's development review engineer. Based on this research, it is evident that the city's standard aisle width for 90 degree parking areas with two way traffic exceeds many other jurisdictions and can or should be adjusted. The proposal would reduce the standard parking stall width from 9 feet to 8 feet 6 inches and the parking aisle width from 25 to 24 feet for lots designed with 90 degree parking angles.

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

The proposed revisions to the minimum parking standards are intended to meet the intent of the comprehensive plan goal to promote more efficient parking areas. The comprehensive plan addresses the amount of parking lots in the city and encourages the more efficient use of land. The reduction in the standards will result in less paving which would have a benefit to the community in less paved areas and a reduction in areas dedicated to stormwater management.

Staff recommends **Approval** of the proposed amendments to WCC 10.60.030 based upon the suggested findings of fact and conclusions of law enclosed at the conclusion of the staff report.

C. 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.

In 2017, The Washington State Legislature adopted Senate Bill 5674 which amended RCW 58.17.100, regarding the review of preliminary plats and assigning the final plat approval. This change allows the legislative authority of the city to designate or delegate final plat approval authority to a planning commission or agency or other administrative personnel.

The proposed revisions would delegate final plat approval authority to the mayor. This could significantly improve the final review and approval time for plats. Currently, plat must go before the City Council before the mayor can sign the document. The change would designate the mayor to sign the final plat once it is complete and city departments have certified that the conditions of approval have been met.

Staff recommends **Approval** of the 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, based upon the suggested findings of fact and conclusions of law enclosed at the conclusion of the staff report.

SUGGESTED FINDINGS OF FACT AND CONCLUSIONS OF LAW

Suggested Findings of Fact:

1. The City of Wenatchee has adopted the Wenatchee Urban Area Comprehensive Plan and a series of sub-area comprehensive plans pursuant to the Growth Management Act (GMA), RCW Chapter 36.70A, which cover the Wenatchee Urban Growth Area and all incorporated areas within the City of Wenatchee, that have been found to be consistent with each other and with the adopted GMA plans of the adjoining jurisdictions.
2. The City of Wenatchee Planning Commission is responsible for long range planning matters and providing implementation recommendations to assure compliance with the Growth Management Act for the City of Wenatchee Urban Growth Area in coordination with Chelan County and within the incorporated boundaries of the City of Wenatchee. These measures include updates and amendments to the comprehensive plan; development regulations, environmental regulations, and any other rules, actions or regulations deemed necessary to implement the Growth Management Act.
3. RCW Chapters 36.70 and 36.70A authorize the adoption of development regulations.
4. The Planning Commission conducted workshops on the proposed revisions in October of 2018.

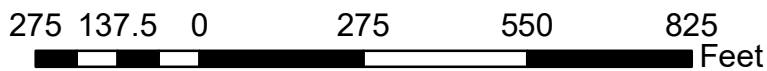
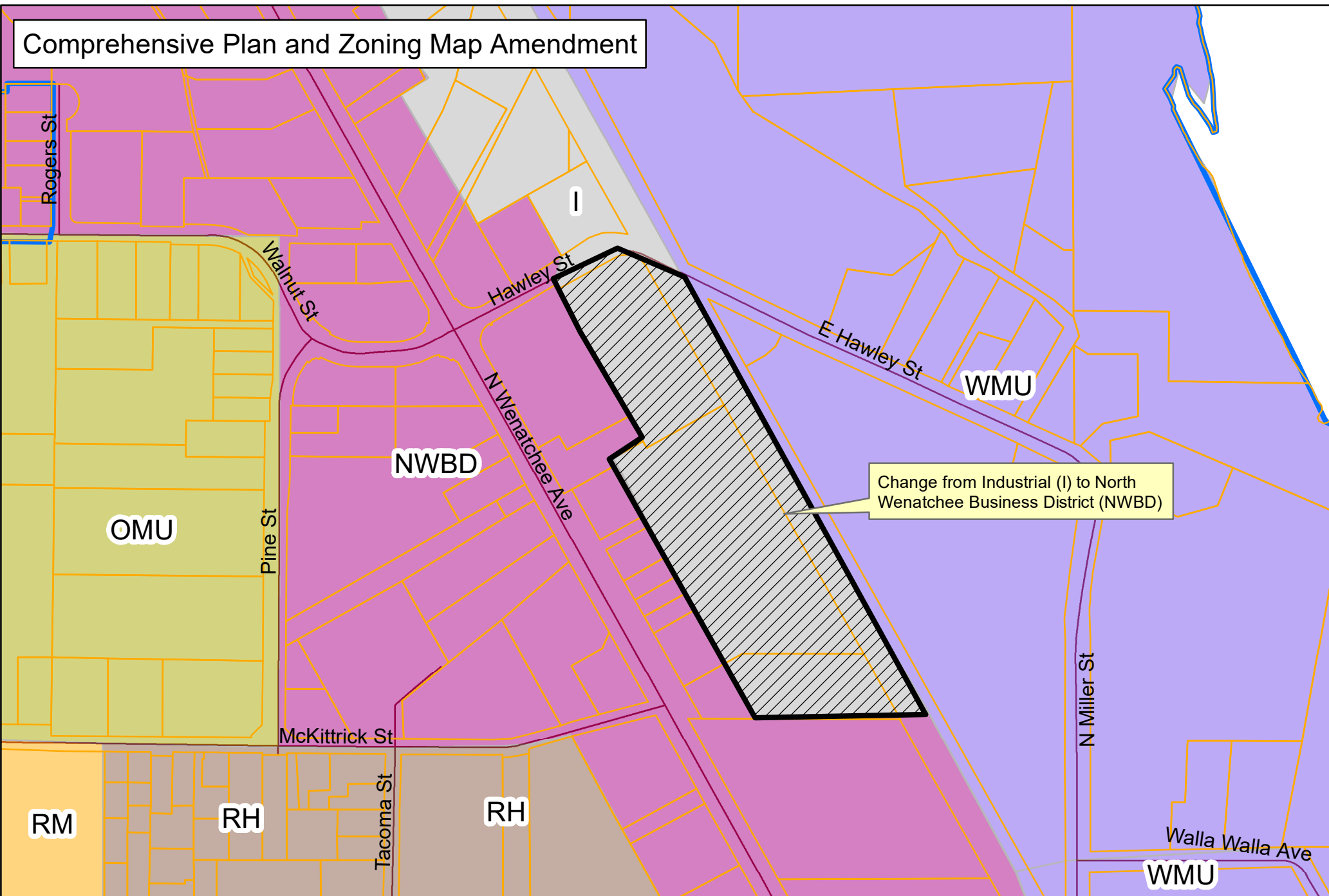
5. The City of Wenatchee issued a determination of nonsignificance on October 5, 2018 and provided copies of the environmental documents to the Department of Ecology SEPA Register for the amendments on October 5, 2018.
6. Notice of the public 60 day review and comment period, and public hearing dates were published in the Wenatchee World on February 7, 2018.
7. On October 5, 2018, the City of Wenatchee provided formal notice to the Washington State Department of Commerce of the intent to adopt amendments to the Wenatchee City Code with a request for expedited review per RCW 36.70A.106. Additional notices were provided to local and regional agencies for the 60 day review and comment periods/environmental determinations.
8. On November 27, 2018, the City of Wenatchee Planning Commission conducted an advertised public hearing. The Planning Commission entered into the record the files on this amendment, accepted public testimony, and deliberated the merits of the proposal.
9. The City of Wenatchee Planning Commission has reviewed the entire record and public testimony as it relates to the proposed amendments to the Wenatchee City Code.
10. The North Wenatchee Business District serves as a gateway to the city. The Comprehensive Plan envisions the conversion of industrial land uses to commercial in the vicinity of McKittrick Street east of Wenatchee Avenue.
11. The comprehensive plan and official zoning map amendment is consistent with the North Wenatchee Master Plan and the Wenatchee Urban Area Comprehensive Plan.
12. Goal 5: Parking of the Transportation Element states: Establish parking to be highly utilized, efficient, and safe, while promoting community appearance and alternative modes of transportation.
13. Amendments to WCC 10.60.030 implements to intent of Goal 5 of the Transportation Element to provide for more efficient use of land for parking facilities.
14. In 2017, the Washington State Legislature adopted Senate Bill 5674 which amended RCW 58.17.100 authorizing cities to designate an individual other than the City Council to approve final plats.

Suggested Conclusions of Law:

1. The procedural and substantive requirements of the State Environmental Policy Act have been complied with.
2. The procedural requirements of RCW 36.70A have been complied with.
3. The proposed amendments are consistent with the Chelan County Countywide Planning Policies and the City of Wenatchee Urban Area Comprehensive Plan.
4. The proposed amendments are consistent with the requirements of Revised Code of Washington, and the Washington Administrative Code.
5. The proposed amendments have been reviewed and processed in accordance with the requirements of Title 10 Zoning, Title 12 Environmental Protection, and Title 13 Administration of Development Regulations of the City of Wenatchee Code.

Exhibit A

Comprehensive Plan and Zoning Map Amendment



Disclaimer: Map intended for general information only.



Legend

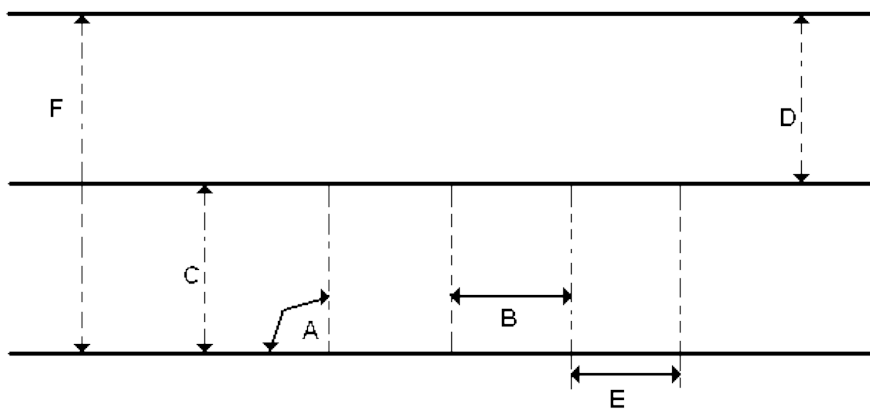
- Parcels
- Streets

10.60.030 General requirements. [SHARE](#)

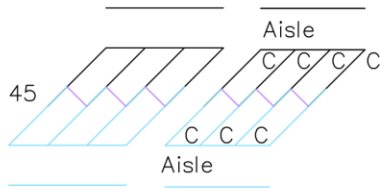
(1) Off-street parking shall be provided in the amount prescribed in this chapter, together with passageways sufficient for its reasonable use as detailed in the parking space and aisle dimensions chart below.

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	9-8 ft.-6 in 8 ft.-0	9 ft.-0 8 ft.-0	12 ft.-0	20 ft	23 ft.-0	20 ft.-0
30 compact car	8 ft 6 in 9 ft.-0 8 ft.-0	16 ft.-6 in 17 ft.-0	14 12 ft.-0 40.-0	20 ft	18 ft.-0 17 ft.-0	27 ft.-6 in 27 ft.-0
45 compact car	8 ft 6 in 9 ft.-0 8 ft.-0	19 ft.-0 18 ft.-4 in	13 12 ft.-10 in 43.-6	20 ft	12 ft.-6 in 11 ft.-3 in	32 ft.-0 30 ft.-4 in
60 compact car	8 ft 6 in 9 ft.-0 8 ft.-0	20 ft.-6 in 19 ft.-6 in	18.0 14 ft 6 in 48.-6	20 ft	10 ft.-6 in 9 ft.-2 in	38 ft.-6 in 38 ft.-6 in
90 compact car	8 ft 6 in 9 ft.-0 8 ft.-0	18 ft.-0 16 ft.-0	25 24.-0 ft 25.-0	24 ft	9 ft.-0 8 ft.-0	43 ft.-0 43 ft.-0
(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:

Gross Floor Area	Berths Required
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))~~