

CONFLUENCE PARKWAY
March 2020 Outreach Summary

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Overview

This project aims to address transportation problems in the North Wenatchee area and accommodate traffic growth by creating a parallel route to North Wenatchee Avenue. The project will connect to Wenatchee Avenue near Miller Street at the south end and 97A at the north end. The project will provide a grade separated railroad crossing at Miller Street and a new bridge across the Wenatchee River.

The initial phase of public outreach was conducted in April 2019. It included a public open house and community presentation on April 10, 2019, supported by project materials posted to the City's website. The goal of that outreach was to create a shared understanding of the goals of the project, share with agencies and the public the draft Purpose and Need Statement, discuss anticipated environmental review process under the National Environmental Policy Act (NEPA), and to encourage community and agency involvement. Since that time, the project has officially entered the NEPA process to prepare an Environmental Assessment (EA).

The next phase of formal public outreach occurred on March 5, 2020, with a public open house, supported by new project materials posted to the City's website. The goal of that meeting was to update the public on the latest design concepts, agency coordination status, the NEPA EA process in general and to solicit feedback on the scope of proposed environmental studies that are scheduled to begin in the spring of 2020.

The meeting was held at the Wenatchee Technology Center from 5 pm to 7 pm, and included a community presentation by members of City staff and elected officials, followed by a public open house. The meeting included a power point presentation, informational display boards, comment cards, and the opportunity for guests to interact with stakeholders and staff members to answer questions and voice opinions. The project also engaged community members using a virtual fly through video of the project which was displayed during the presentation and subsequent open house discussions.

Outreach materials

Various materials were developed as part of the outreach effort. The following outlines the notifications, tools, and physical materials that were used for this meeting.

a. Notifications

- Flyer (Appendix A): Flyers were prepared in both English and Spanish. They were distributed via email to the City's list of project contacts group (see Appendix E) and to the PUD's contact list from the Horan Natural Area Open House, hosted November 6, 2019. It was posted on the project website. Hard copies were posted at the north and south entrance to the Horan Natural Area and were included on signs along the Apple Capital Trail which were there to inform public of project field work.
- Social Media (Appendix B): Posts in both English and Spanish were used to advertise the public open house, project website, and share general project information on multiple platforms. Posts were shared on the City of Wenatchee's Facebook page, the Wenatchee World's Facebook page, and on the City's Twitter page. These posts encouraged interaction with the public through information and general commentary.
- Radio & newspaper ads (Appendix C): The project informational flyer (Appendix A) was released to multiple radio stations including KOHO, Cherry Creek Media, Sunny FM, La Nueva, and La Pera radio. Details from the flyer were released on the air and ran for multiple days preceding the Public Open House. This information was also circulated through the Wenatchee World for published advertisements that ran on February 24 on their social media platforms and online on their website.

- An email listserv update (Appendix D): The informational flyer was sent by the City to 1,379 recipients who subscribe to the City of Wenatchee’s website. Additionally, it was sent to 68 subscribers to the Confluence Parkway website page.
- Direct email to the City’s project contacts group (Appendix E): The City emailed the informational flyer to 87 federal, state, local, and tribal representatives. This included FERC contacts from a list provided by the Chelan County PUD. The email was also sent to 389 public and NGO contacts who requested to be on the project email list.

b. Tools

- An online project website is currently hosted on the City of Wenatchee’s website (Appendix F) was live beginning on March 30, 2019 and has been established as a method for distributing information and updating the public on the latest project details. Details of the March 5, 2020 meeting, including time and location, were posted in advance of the meeting. The website included all meeting materials and provided community members an opportunity to review the project information on their own. The site provides a link for community members allowing them to provide feedback and comments (Appendix I).
- A virtual fly through video of the project corridor was developed to show three different perspectives when traveling the corridor through the proposed project improvements. This video was displayed during the presentation, looped repeatedly at the Transportation Station during the open house portion, and will be displayed on the City’s project website. This video allowed the general public to grasp a much better feel of what is proposed and how it might affect them personally.
- Sign-in Sheets were filled out and collected to provide the project team a picture of who attended the open house in person (Appendix J)

c. Display Boards

Display boards (Appendix G) provided detailed information on the following:

- Transportation – Why is Confluence Needed?
- Transportation – Previous Alternatives Considered
- Transportation – Preferred Alignment
- Recreation and Apple Capital Loop Trail – Combined Bridge Concept (watercolor)
- Recreation and Apple Capital Loop Trail – Combined Bridge Concept (including current ped bridge)
- Recreation and Apple Capital Loop Trail – Bridge Mitigation
- Recreation and Apple Capital Loop Trail – Trail Relocation Typical Section
- Recreation and Apple Capital Loop Trail – Trail Mitigation
- Natural Resources – Wildlife and Wetlands
- Natural Resources – Native and Invasive Vegetation
- Horan Natural Area – Microhabitat Types
- Horan Natural Area – Land Use
- Cultural Resources – Historical Use and Native Tribes
- Cultural Resources – Native Plants and Traditional Use
- NEPA

d. Handouts

- Comment cards (Appendix H) with a blank comment section on the back were produced and distributed for community members to provide their feedback on either at the meeting or to take home and provide feedback at a later date.

Community Meeting Summary

Meeting Details

Date: March 5, 2020

Time: 5:00 p.m. – 7:00 p.m.

Location: Confluence Technology Center (285 Technology Center Way, Wenatchee, WA 98801)

Attendees: Approximately 60 community members attended the meeting. See (Appendix J) for sign-in sheets.

- At least one media outlet was in attendance
 - Wenatchee World

Key Topics Discussed:

- Project purpose as an alternative route to North Wenatchee Avenue (SR 285).
- Proposed project alignment and history of alternatives explored.
- The NEPA process as it applies to this project.
- Preliminary anticipated project impacts and proposed NEPA study areas.

Summary of Feedback:

The City of Wenatchee fielded questions and concerns from many attendees of the Open House and received 10 hand written comments on comment cards and 9 online submissions via email. Comments fall into the following categories:

- Protecting the Horan Natural Area flora and fauna
- Safety for bicyclists and pedestrians
- Preserving the Apple Capital Loop Recreation Trail
- Protection of cultural and historic resources
- Environmental impacts and mitigation, in particular noise, visual, wetlands, and stream
- Transportation, traffic, and alternatives
- Economic development
- Art

The City received comments both in favor and in opposition of the project. Anecdotally, there appears to be more support for the project than opposition. Please see Appendices H and I for the actual comments.

Decisions and Follow-up Actions: No specific decisions were made at the March 5, 2020 public meeting. The City will continue to proceed with the technical studies to support the NEPA EA as discussed during the open house.

Schedule:

Technical Studies: now through summer 2020

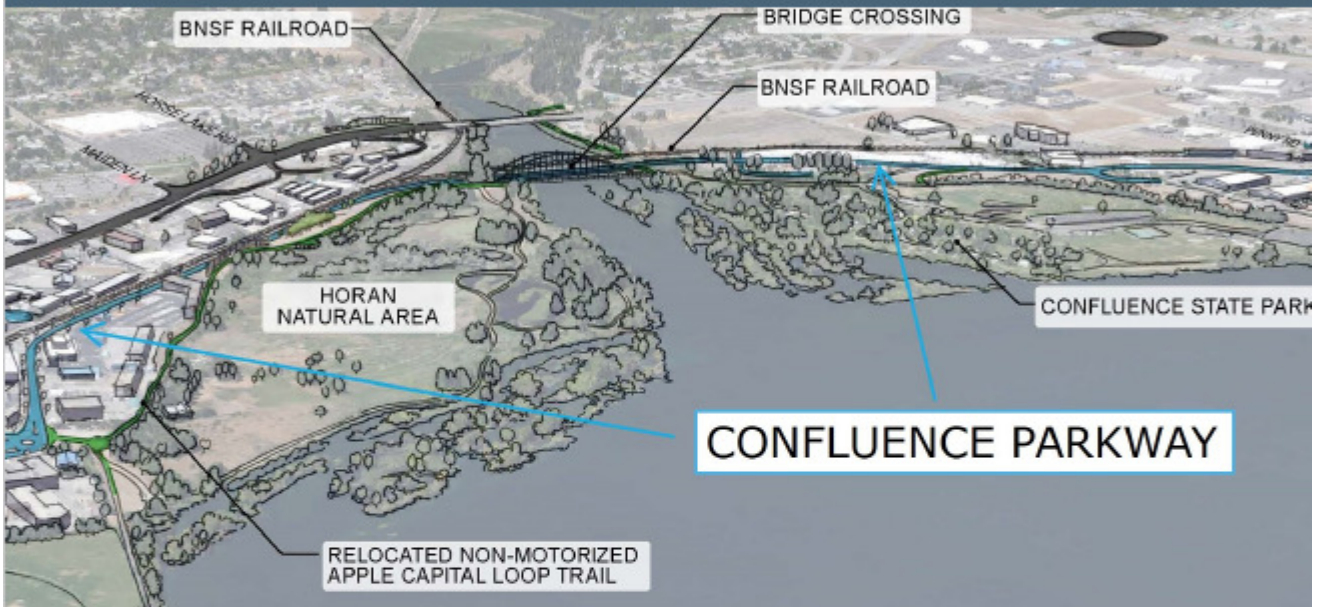
Section 106 Consultation (historic and archaeological resources): now through mid 2021

Endangered Species Act Consultation: late 2020 through late 2021

Publish Environmental Assessment: late 2021

CONFLUENCE PARKWAY PUBLIC MEETING

We want to hear from you!
Join us to hear project updates
and provide public input




MARCH 5, 2020 | 5:00 - 7:00 PM
CONFLUENCE TECHNOLOGY CENTER

Confluence Parkway provides a solution to traffic congestion and safety challenges on North Wenatchee Avenue by providing an alternative road in and out of the city, benefiting the entire region. The City of Wenatchee has initiated the environmental analysis to determine project impacts and mitigation opportunities. A portion of this project impacts the Horan Natural Area & Confluence State Park. Understanding the impacts and identifying opportunities for mitigation and/or enhancement will make this project a success for the community!

cpnepa@wenatcheewa.gov
wenatcheewa.gov/ConfluenceParkway

Appendix B. Social Media Posts

FACEBOOK



City of Wenatchee Government

Published by visionLive CMS 1.0 [?] · February 6 · 🌐

⋮

<https://uqfh5.app.goo.gl/oVgY> We want to hear from you! Join us to hear project updates and provide public input on March 5 at the CTC, 5 - 7 P.M.

¡Queremos saber lo que usted piensa! Acompáñenos para que se entere sobre las actualizaciones del proyecto y para obtener información pública el 5 de marzo en el CTC, 5 - 7 P.M.

WENATCHEEWA.GOV

Confluence Parkway in Wenatchee

Confluence Parkway in Wenatchee


349

People Reached


26


Engagements


Boost Post


 **2**

1 Share

 Like

 Comment

 Share





City of Wenatchee Government

Published by Ann Gee [?] · February 24 · 🌐

⋮

**CONFLUENCE PARKWAY
PUBLIC MEETING**

We want to hear from you!
Join us to hear project updates
and provide public input



MARCH 5, 2020 | 5:00 - 7:00 PM

CONFLUENCE TECHNOLOGY CENTER

Confluence Parkway provides a solution to traffic congestion and safety



City of Wenatchee Government

Published by Ann Gee [?] · March 5 · 🌐

⋮

Confluence Parkway meeting is today, at 5:00 P.M. at the Confluence Technology Center.

La junta de Confluence Parkway es hoy a las 5:00 P.M. en Confluence Technology Center.

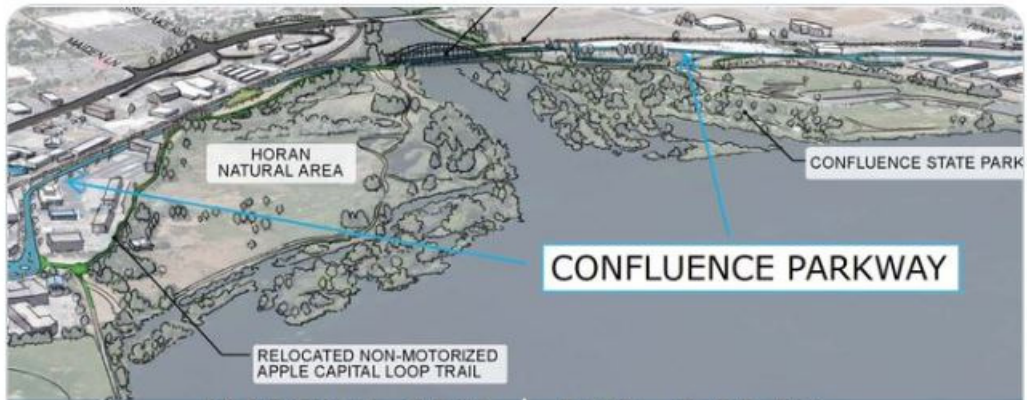
**CONFLUENCE PARKWAY
PUBLIC MEETING**

We want to hear from you!
Join us to hear project updates
and provide public input





City of Wenatchee @WenatcheeCity · Feb 24



MARCH 5, 2020 | 5:00 - 7:00 PM
CONFLUENCE TECHNOLOGY CENTER
Confluence Parkway provides a solution to traffic congestion and safety challenges on North Wenatchee Avenue by providing an alternative road in



Appendix C. Radio & Newspaper Advertisements

February 24



Wenatchee World



February 24 ·

Residents can get an update on the proposed Confluence Parkway project and give input at a meeting next week at the Confluence Technology Center. The meeting will start at 5 p.m. March 5 at 285 Technology Center Way, Suite 102.



WENATCHEEWORLD.COM

Wenatchee meeting to focus on Confluence Parkway

10

1 Share

Like

Comment

Share

NEWS ARTICLE:

LOCAL NEWS

Wenatchee meeting to focus on Confluence Parkway

By Bridget Mire

World staff writer Feb 24, 2020

WENATCHEE — Residents can get an update on the proposed Confluence Parkway project and give input at a meeting next week at the Confluence Tec...

Link to the full article:

https://www.wenatcheeworld.com/news/local/wenatchee-meeting-to-focus-on-confluence-parkway/article_115d39b2-575d-11ea-ac26-8fa5ca4043a0.html

(Post Meeting March 6)

NEWS ARTICLE:



LOCAL NEWS

Residents give input at Confluence Parkway meeting

By Bridget Mire

World staff writer Mar 6, 2020

WENATCHEE — When Chuck and Jo Anne Cox moved to Wenatchee from Seattle seven years ago, they were amazed at the traffic congestion on North We...

Link to the full article:

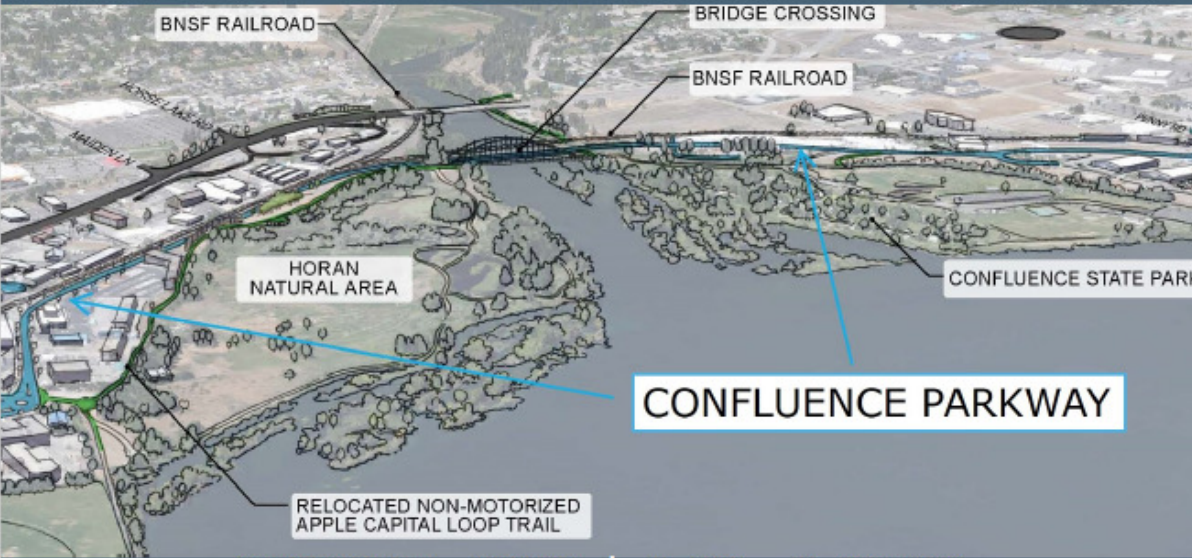
https://www.wenatcheeworld.com/news/local/residents-give-input-at-confluence-parkway-meeting/article_797788b2-5e75-11ea-a89e-775145360cb8.html

Appendix D. Email List Update

The informational flyer was sent by the City to 1,379 recipients who subscribe to the City of Wenatchee's website. Additionally, it was sent to 68 subscribers to the Confluence Parkway website page.

CONFLUENCE PARKWAY PUBLIC MEETING

We want to hear from you!
Join us to hear project updates
and provide public input



MARCH 5, 2020 | 5:00 - 7:00 PM
CONFLUENCE TECHNOLOGY CENTER

Confluence Parkway provides a solution to traffic congestion and safety challenges on North Wenatchee Avenue by providing an alternative road in and out of the city, benefiting the entire region. The City of Wenatchee has initiated the environmental analysis to determine project impacts and mitigation opportunities. A portion of this project impacts the Horan Natural Area & Confluence State Park. Understanding the impacts and identifying opportunities for mitigation and/or enhancement will make this project a success for the community!

cpnepa@wenatcheewa.gov
wenatcheewa.gov/ConfluenceParkway



Anna Alvarez

Steve King; Matt Shales; Bridget Mire; Cherry Creek Radio; Chris Hansen ; + 79 ▾

2/6/2020

Confluence Parkway Public Meeting

Retention Policy COW Sent Items (1 year)

Expires 2/5/2021



Phish Alert V2

+ Get more apps

Good afternoon everyone,

Below you will find the notice for the next public meeting the City will host in regards to Confluence Parkway. Please feel free to visit the website <https://www.wenatcheewa.gov/government/city-projects/confluence-parkway-in-wenatchee> for more information and send any comments or questions you may have to the project's email address: cpnepa@wenatcheewa.gov. The meeting will provide updates on the project and City staff is seeking for feedback and public input. Please share with any interested parties that you consider might want to attend!

Thank you,

**CONFLUENCE PARKWAY
PUBLIC MEETING**

We want to hear from you!
Join us to hear project updates
and provide public input

The graphic features an aerial view of a city area with labels: 'BNSF RAILROAD' (two locations), 'BRIDGE CROSSING', and 'ACORSE LAKE'. A vertical scrollbar is on the right side of the graphic.

Appendix E. Project Contacts Email Update

The City emailed the informational flyer to federal, state, local, and tribal representatives, FERC contacts from a list provided by the Chelan County PUD, and public and NGO contacts who requested to be on the project email list.



Fri 2/7/2020 4:32 PM

Matt Shales <cpnepa@wenatcheewa.gov>

City of Wenatchee - Confluence Parkway Public Meeting

To

Retention Policy COW Sent Items (1 year)

Expires 2/6/2021

Phish Alert V2

+ Get more apps

Good afternoon everyone,

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cpnepa@wenatcheewa.gov
wenatcheewa.gov/ConfluenceParkway

Appendix F. Project Website

CONFLUENCE PARKWAY PUBLIC MEETING

We want to hear from you!
Join us to hear project updates and provide public input

MARCH 5, 2020 | 5:00 - 7:00 PM
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cpnema@wenatchee.wa.gov
wenatchee.wa.gov/ConfluenceParkway



These paintings are provided with great thanks to Jan Cook Mack. Jan provided an artistic representation of Confluence Parkway along the RR tracks and the new Wenatchee River Bridge. Click [here](#) to view full renderings.

Description:

Since the late 1990's, the North Wenatchee Avenue corridor, from US 2 to 5th Street has been identified as deficient due to rising congestion levels and increasing demands to serve our regional hospital, high school, college, downtown business district, and numerous employment centers. It is currently the region's primary traffic bottleneck affecting residents, businesses, and visitors throughout Chelan and Douglas counties. In 2011, the Chelan-Douglas Transportation Council (CDTC) along with its partners developed the North Wenatchee Transportation Master Plan. This plan considered concepts to alleviate traffic concerns specifically in the North Wenatchee corridor. The effectiveness of each concept was analyzed for its ability to address safety, highway mobility, urban accessibility, and economic impacts and benefits. Results of this analysis along with public input identified Confluence Parkway as the concept providing the most transportation benefits. Alternatives to Confluence Parkway, for example, adding additional lanes to North Wenatchee Avenue or extension of Western Avenue to Hwy 2, fall short of providing the current and future transportation solutions necessary to satisfy traffic demands in this important corridor.

Why is Confluence Parkway preferred?

- Provides increased traffic capacity with an uninterrupted alternate route. Based on traffic analysis, Confluence Parkway provides additional traffic capacity to the North Wenatchee Area from approx. 40,000 cars a day to approximately 60,000 cars per day.
- Confluence Parkway would provide direct connection to the US 97A – US 2 Interchange and Odabashian Bridge.
- As identified in the 2011 Master Plan, increasing the number of lanes on North Wenatchee Avenue has a potential negative impact on the North Wenatchee Avenue Business District, does not meet future transportation demand and contributes to safety problems for traffic and pedestrians.
- Confluence Parkway would provide another access route for emergency services and evacuation.
- Confluence Parkway provides an opportunity to help us improve the Apple Capital Loop Trail and the Horan Natural Area to make our community better from an environmental, cultural and recreational standpoint.
- Confluence Parkway is an important element of the Apple Capital Loop transportation system in that it addresses traffic congestion and freight flow in the valley.
- Confluence Parkway helps connect places of employment to residential areas in a vice versa.

For a detailed summary of the planning history and alternatives considered, click [here](#).

With local and regional support the City of Wenatchee is taking the lead in addressing traffic congestion and safety challenges on North Wenatchee Avenue by advancing the Confluence Parkway concept. The parkway provides not only another route and bridge across the Wenatchee River, but also an un-interrupted, no traffic lights, parallel road into town.

The City understands this concept has important environmental implications to address. As such, the city is excited to be working with local stakeholders to include creative designs for addressing impacts. In addition, the NEPA process and in particular 4(f), will ensure that the impacts are minimal which offers the opportunity to enhance elements of this important resource through mitigation.

Confluence Parkway - "Early" Draft Concept



The City is embarking upon a very exciting opportunity to perform detailed environmental analysis as the next step in further understanding potential project impacts and determine how to mitigate and invest in enhancing the very important areas commonly known as Confluence Park, the Confluence of the Wenatchee River, the Horan Nature Trails, the Apple Capital Loop Trail, Olds Station, the North Miller and Walla Walla area. The City has hired KPG Engineering and Ancho QEA to assist in performing analysis. The National Environmental Policy Act (NEPA) is a federal regulatory process that evaluates the relevant environmental effects of a project or action. It's designed to incorporate agency and public review to ensure all project impacts are realized and taken into consideration during project development. Below is a list of some environmental topics that are assessed during NEPA.

- Historic Preservation
- Ecosystems and Vegetation Management
- Environmental Justice
- Section 4(f) Tutorial
- Tribal Consultation
- Water
- Wildlife
- Air
- Noise

For a full list of environmental topics and more information on the NEPA process, visit - <https://www.environment.thwa.dot.gov/default.aspx>

The City of Wenatchee, in cooperation with Federal Highway Administration and Washington State Department of Transportation, is seeking input on this very important environmental work for Confluence Parkway and would like of those interested to participate in helping make our community better!

Updated Draft Concept



[Please provide your feedback here](#)

Helpful feedback can include - project support, concerns and ideas. Community feedback will improve this project!

Appendix G. Display Boards

Welcome

Confluence Parkway provides a solution to traffic congestion and safety challenges on North Wenatchee Avenue by providing an alternative road in and out of the city, benefiting the entire region. The City of Wenatchee has initiated the environmental analysis to determine project impacts and mitigation opportunities. A portion of this project impacts the Horan Natural Area and Confluence State Park. Understanding the impacts and identifying opportunities for mitigation and/or enhancement will make this project a success for the community!

Learn more and provide your thoughts:

cpnepa@wenatcheeva.gov
wenatcheeva.gov/ConfluenceParkway

Bienvenidos

Confluence Parkway proporciona una solución a la congestión del tráfico y seguridad en North Wenatchee Avenue al proporcionar una carretera alternativa dentro y fuera de la ciudad, beneficiando a toda la Región. La ciudad de Wenatchee ha iniciado el análisis para determinar los impactos del proyecto y las oportunidades de mitigación. Una parte de este proyecto impacta el Parque Natural y Parque Estatal de Confluence. Comprender los impactos e identificar oportunidades de mitigación y/o mejora hará que este proyecto sea un éxito para la comunidad!

Obtenga más información y díganos lo que piensa:

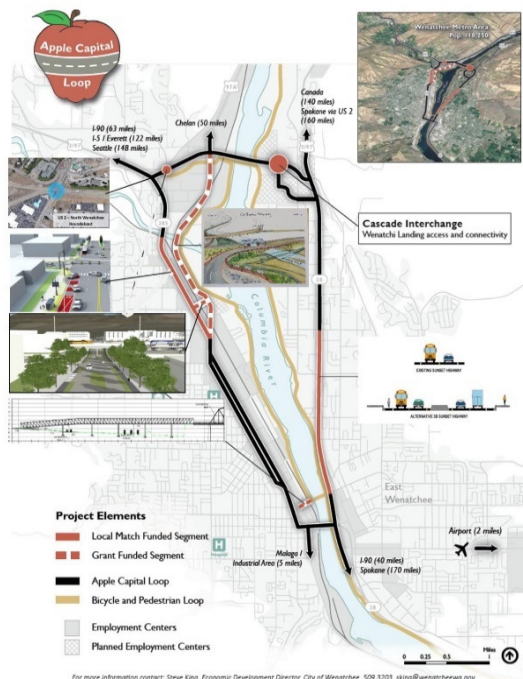
cpnepa@wenatcheeva.gov
wenatcheeva.gov/ConfluenceParkway



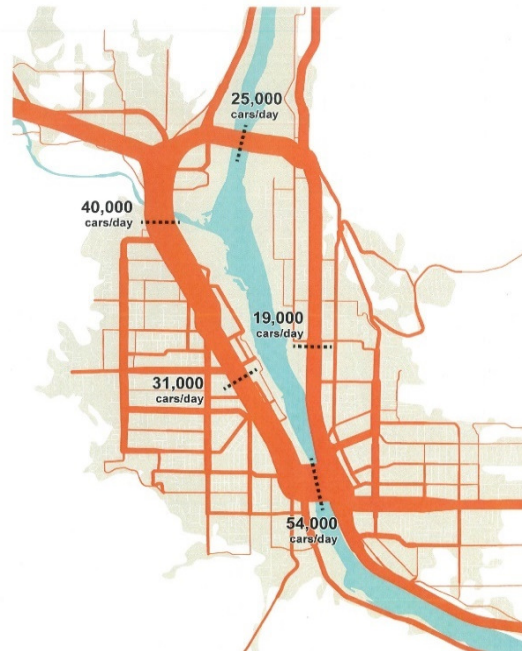
CONFLUENCE PARKWAY

Station 1: Transportation

Completing the Apple Capital Loop



Traffic Volume Map



Station 2: Recreation and Apple Capital Loop Trail



Combined Bridge Concept
CONFLUENCE PARKWAY



Station 2: Recreation and Apple Capital Loop Trail



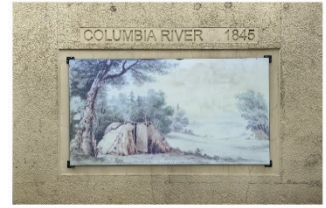
Combined Bridge Concept
CONFLUENCE PARKWAY



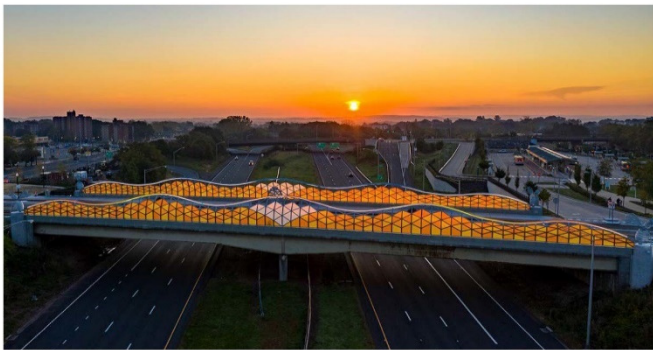
Station 2: Recreation and Apple Capital Loop Trail



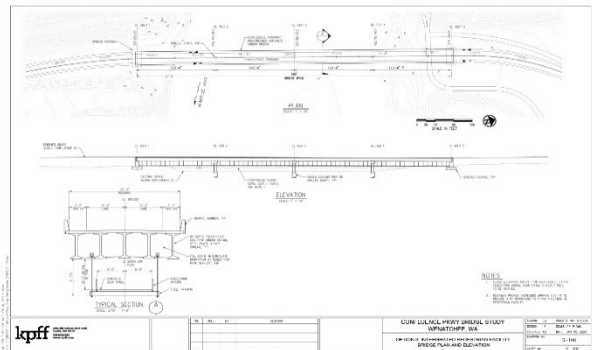
Elwha River Bridge, WA - Combined Bridge



Confluence Land Bridge, Vancouver, BC - Aesthetics



Beehive Bridge, New Britain, CT - Noise Wall and Sight Mitigation

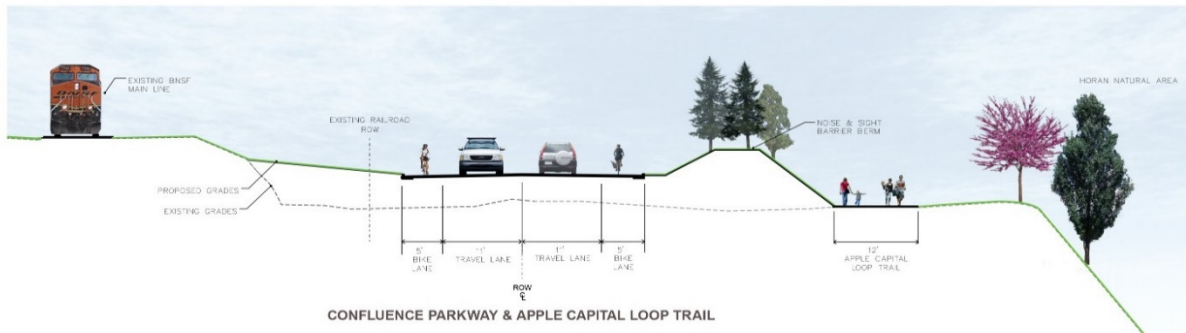


Wenatchee River Bridge - Pre-Design

Bridge Mitigation CONFLUENCE PARKWAY



Station 2: Recreation and Apple Capital Loop Trail



Trail Relocation Typical Section - Parallel to BNSF Mainline CONFLUENCE PARKWAY



Station 2: Recreation and Apple Capital Loop Trail



Hanging Pedestrian Bridge



Delineated Trail - Enatai



Delineated Trail - Green Lake

Trail Mitigation
CONFLUENCE PARKWAY



Station 3: Natural Resources



Wildlife and Wetlands
CONFLUENCE PARKWAY



Station 3: Natural Resources



Native Great Basin Wildrye and Cottonwood: Photo from Wenatchee World



Invasive Siberian Elm: Photo from Wenatchee World



Native Showy Milkyweed



Invasive Reed Canary Grass



Invasive Russian Olive

Native and Invasive Vegetation CONFLUENCE PARKWAY



Station 4: Horan Natural Area



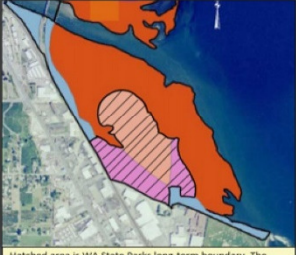
Microhabitat Types that Support Fish and Wildlife CONFLUENCE PARKWAY



Station 4: Horan Natural Area

Land Classifications

WAC 352-16-020 Land classification system



Hatched area is WA State Parks long-term boundary. The long term boundary is a big picture look at what lands, independent of ownership, might advance the conservation and recreation mission of the park. It is not currently included in the State Parks management area.

Recreational Areas	High-intensity outdoor recreational use Conference, cultural and/or educational centers Other uses serving large numbers of people
Resource Recreation Areas	Natural and/or cultural resource-based medium and low-intensity outdoor recreational use
Natural Areas	Preservation, restoration, and interpretation of natural processes and/or features of significant ecological, geological or paleontological value Providing for low intensity outdoor recreation activities as subordinate uses



Horan Area Ownership

Washington State Parks Management Plan

Horan Area Land Use
CONFLUENCE PARKWAY



Station 5: Cultural Resources

Wenatchi - P'Squosa



Wenatchi - P'Squosa "Council Grounds"



Miller - Freer Trading Post



Historical Use and Native Tribes
CONFLUENCE PARKWAY



Station 5: Cultural Resources



Dogbane



Cottonwood



Wild Rose



Native Plants and Traditional Use CONFLUENCE PARKWAY



Station 6: NEPA

Studies and Data Collection

1. Cultural Resources
2. Ecosystems: Habitat, Aquatic and Terrestrial Species, and Wetlands
3. Hazardous Materials
4. Noise
5. Section 4(f)
6. Social Community and Environmental Justice
7. Visual Impacts
8. Water Resources: Surface Water, Shorelines, Floodplains, and Floodways
9. Groundwater
10. Biological Assessment for Endangered Species Act

Schedule

Technical Studies

Now through late summer 2020

Section 106 Consultation

Now through mid 2020

ESA Consultation

Late 2020 through late 2021

Environmental Assessment

Late 2021

Public Involvement

Open house to discuss preliminary impact findings and conceptual mitigation: early 2021
Public hearing and open house on the Environmental Assessment: late 2021

Online:

www.wenatcheewa.gov/ConfluenceParkway

Email:

cpnepa@wenatcheewa.gov: now

Appendix H. Completed Comment Cards

BIENVENIDOS TUS COMENTARIOS:

It is very important to preserve the Horan Natural Area. Noise barriers, habitat restoration, water flow improved, trail access, etc.. Working with the POD on their relocation project to add additional trail is important. Eventually taking the trail from the Horan House, ~~where~~ all the way to Wenatchee Avenue, giving non-motorized access to the loop trail to residents in North Wenatchee and Sunnyslope areas.

WE WELCOME YOUR COMMENTS:

Can you put the Longmaps -KPG Confluence Parkway Overall Plan & NEPA Review maps that we are on the tables - and the Google Earth Flyby video on the Confluence Parkway website?

WE WELCOME YOUR COMMENTS:

Water return to wetlands @ Horan Nat. Area
Berm between trail & Road - GOOD!

WE WELCOME YOUR COMMENTS: ^{summarized new}

PLEASE PROVIDE AN ANALYSIS ^{to}
of how this project ^{contribute}
will enhance transportation ^{to}
~~for~~ pedestrians traveling ^{also}
on foot + bicyclists. We ^{but how to}
should please be furnished ^{with}
models for how these travelers ^{will be able to}
use this new transportation ^{to not only}

WE WELCOME YOUR COMMENTS:

I think this is an amazing project.
Thank you City of Wenatchee, ~~for~~
taking the responsibility to better
transportation for the region.
Thank you Steve for
putting your heart in
everything you do!

WE WELCOME YOUR COMMENTS:

When will it be done?
Lyle Markhart
AN ESTIMATION?

WE WELCOME YOUR COMMENTS:

I highly recommend that the roadway be engineered & built at 4 lanes - 2 in each direction. Having seen I405 in the Renton area widened in the 1980's and be under capacity before it was completed, I hope Wenatchee doesn't make the same mistake.

I don't think the additional cost of land and materials would double the cost (with all the overhead going into the basic project) - and the long term payoff would be big. Build it & they will come.

John Kamperchner
888-4167

WE WELCOME YOUR COMMENTS:

Bridges - the fewer the better!

Combine if possible!
Cleaner sight lines, less impact.

Maintain and even add wildlife/bird habitat. Improve water flow thru Horan.

Can the radio tower buffer zones NOT be mowed? Could be habitat but once mowed, it's not, for the most part.

WE WELCOME YOUR COMMENTS:

Will the 1/2 of 1% of money spent on public projects that is earmarked for the arts provide opportunities for local artists?

WE WELCOME YOUR COMMENTS:

Please, please, please -

Improve bicycle conditions and safety on north Wenatchee Ave, once the parkway is in place. Presently, the conditions for bicycles from the Wenatchee River Bridge south are very challenging even for seasoned riders - NOT SAFE. With so many businesses along the road, cyclists who use bicycles for transportation and not just for recreation, need access to these businesses. Presently, riding the sidewalk is really the only option and it is NOT a good option - NOT SAFE! A designated bike lane in each direction is necessary →

WE WELCOME YOUR COMMENTS: Page 2

Crossing the Wenatchee River Bridge on a bicycle - upon the narrow sidewalk - NOT SAFE! Conditions in rain and snow make this crossing even worse - too narrow and too close to traffic. Crossing on the east side is pretty much impossible as the sidewalk just ends and throws you out onto the road with no bicycle lane or accommodation. Let's work toward making Wenatchee a bicycle-friendly community so bicycling for transportation is a choice, ONE LESS CAR! Thanks so much

Appendix I. Online Feedback and Comments

Page 1

Please provide your comments on Confluence Parkway:

I am opposed to the proposed project. there are impacts to the confluence natural area that cannot be mitigated. This is a significant historical tribal area. Building an interpretive center or viewing place is not appropriate for the permanent loss of land. In addition, the confluence natural area is important habitat to many species of wildlife. The construction of another roadway is another barrier to wildlife movement. putting up a visual wall will reinforce this barrier and effectively eliminate migration routes to and from the natural area. Moving the loop trail behind the PUD land should not be done as part of this project. It should be done upon sale and development of the abandoned lot at the cost of the developer, not the tax payers.

Please provide your contact information:

Not answered

Page 1

Please provide your comments on Confluence Parkway:

First, I don't believe this project is of economic and societal importance for the city's growth and traffic diversion issue. There are other priorities that need to be addressed before the city continues with this project. Traffic diversion through this area is a detriment to the environment, the city, the river, and economic growth. Here are the reasons why:

Traffic:

- There is a need for a more comprehensive and thorough traffic study. This needs to outline the economic benefit and the time travel saved by going through this diversion. Just being a resident, I will say, that there will not be enough traffic diverted through this corridor to relieve the pressure off of Wenatchee, due to the business and development access. The confluence parkway only creates a minor diversion for a marginal portion of the traffic demand. I believe the focus for traffic should be on creative ways to reduce stops and increase the flow of traffic through the north end of town, not diverting it. There should also be comprehensive talks with East Wenatchee and Douglas County to divert traffic that passes through Wenatchee to continue to/from hwy2 should be on Sunset Hwy (28) and not through a signal ridden, congested roadway (285, Chelan/Mission). All nonessential truck traffic and car traffic should utilize 28 as a bypass.
- Also creating this traffic diversion only moves the point of congestion from the north end of town, to the Miller/Wenatchee exchange when the confluence of the traffic flow will occur.
- Consideration of removing Horselake traffic signal to alleviate traffic impedence during peak periods.
- Don't need another signal at McKittirck. This city already has too many traffic signals on a major thoroughfare.
- Pedestrian crossing at Mission/Wenatchee/Miller Interchange needs to be evaluated. Surveys of that area for pedestrian use. I do not see anyone utilizing the Miller/.Wenatchee for pedestrian traffic. Most of it is typically on Maple.
- Truck traffic and larger vehicle traffic should be prohibited use on the confluence parkway if built
- Proper, protected bike lanes need to be considered, even if the speed limit is reduced. Due to high use.
- Better and more robust traffic noise reduction from both the train and vehicular noise.
- Minimal or motion detected traffic lights should be considered for reduced light pollution
- Hawley/Walnut street should remain connected as a 3rd option of exiting and retain bike lanes.

Environment:

- I don't agree with the city allowing more development along the riverfront/wetland areas of the Columbia River. I'm surprised that SEPA has allowed further development along the riverfront even within known floodplains and wetland areas. While I understand the need for more housing and opportunities, I don't believe it's the right place. There needs to be creative housing ideas in other locations with underutilized land. (South Wenatchee, Columbia Rd, 5th Street or Western)
- Mitigated habitat loss should be doubled due to the lifetime of habitat loss
- Stream restoration techniques should be applied to the bridge crossing to increase salmon habitat along with other birds and wildlife in the area that frequent this space.
- The city needs to remove and relocate the KPQ radio towers and replanted with native materials
- The Horan Natural Area can use a lot of help, with more native planting, awareness to tribal grounds and use, easier access for all ages, and education. Most of this should come out of our wondering Public Utility we all contribute to.
- If development is necessary, then there needs to be a consideration for an educational center. Run and partnered by local nonregulatory and non-profit organizations. This building will provide educational resources for conservation, forestry, landscape, ecosystem, water/rivers, and anthropogenic history. It should also provide ample indoor and outdoor space for the community for congregations of meetings to small conferences (up to 200 people) for free. Office spaces may be a consideration, but only to those contributed organizations who are committed to maintaining the educational aspect of the building
- From any point from the park, should there be any visible sign of the parkway (if built) except at McKittrick and the bridge
- If the under the bridge, pedestrian parkway concept is considered, No noise, runoff or pollutants shall be noticeable to pedestrians under the bridge. Also, all motorized transport (including bikes of all kinds) will be diverted to the main road.
- If built, all runoff from the bridge and parkway will be heavily screened for all toxins, including road salt (MgCl/NaCl) copper and zinc from brakes and tires. There should be no traceable pollutants, fines, or chemicals from the installation. Exceeding basic stormwater runoff compliance for the benefit of all species and plants, including endangered freshwater species.
- Protection of current and existing Priority Habitat Species (WDFW) as well as wetland complexes that is providing sanctuary for birds, fish, and wildlife.
- Reduction of elimination of PCBs, and other pollutants at the Confluence State Park and the lower part of the Wenatchee Ave needs to be considered, as Wenatchee River watershed is considered as a TMDL (Total Mass Daily Load) under Dept. of Ecology 303(d) listing. Also the reduction and elimination of category 2-5 inputs in and around the confluence of the Wenatchee River.

Economic:

Since there are limited, or new businesses that are planned in the old Bluebird cold storage area, it'll need strategic planning to attract enough traffic off of Wenatchee Ave to redirect them to confluence parkway. I don't foresee that habit changing quickly and may take decades or a generational change for that to happen. That being said, diverting traffic only migrates the congestion from North Wenatchee Ave to Miller/Wenatchee interchange. This can create a worse bottleneck, as the exchange between Chelan/Mission/Miller/Wenatchee Ave is already a bottleneck of converging and diverging traffic flows.

This project has had some other concepts of utilizing the McKittirck st area for economic development. I don't foresee in the future for retail stores, as most have started closing in our area. If WinCo does not make it through, then possibly another grocery store can be utilized in this space (that's not related to Safeway or Grocery Outlet). The need for an under railroad bypass is warranted, but creating McKittrick as the new point of entry does not seem like a priority. As there are no businesses that can attract traffic needs in/around the McKittrick intersection area. Not sure why the Hawley/Walnut underpass is not a consideration, although it may hinder the business access on the eastern side of Wenatchee Ave.

There also needs to be considerations for environmentally friendly buildings or Leadership in Energy and Environmental Design (LEED) style building designs that help incorporate a design that makes net-zero or carbon-reducing elements as a

way to combat climate change. This can be anywhere from a green roof or wall design, or solar panel integration. Also, sustainable designs with greenspaces should be considered.

I'm sure there's more to cover, but this is the initial stab of comments. I'm also not certain if any of them will be considered.

Please provide your contact information:

Only if there any possibility of an outdoor/education center, then please contact Cascadia Conservation District. Otherwise, this is a submission by a Wenatchee citizen with no ties to any organization, for the record.

Page 1

Please provide your comments on Confluence Parkway:

I am a 30 year resident of Wenatchee and a VERY frequent user of the riverfront trail and confluence nature center. While I can see that any changes to current structure might have a detrimental impact to the nature center, adding the parkway is the only reasonable solution. As the traffic in North Wenatchee has increased, so has the congestion. Delays are a regular occurrence as people enter the city from the South. I can see where having only one bridge could potentially lead to safety issues in the event of an emergency. I believe that having the parkway constructed is not only a good idea but is essential to managing traffic in the future. I strongly support the Parkway. Thank you for your consideration of my input.

Please provide your contact information:

Kevin Pearl 509-630-3187

Page 1

Please provide your comments on Confluence Parkway:

The present Apple Capital loop bike trail is right up next to the railroad for much of that distance. To make room for a road in between would seem to require moving the trail further East into the state nature area...but part of that is heavily wooded and has a steep down slope. Which says environmental impact to me. Not sure they would allow such impact just so we could have a Capital loop bike trail -- so it will probably have to be combined with the new roadway.

Just building the road and bridge will destroy some trees now between the railroad bridge and the pedestrian bridge. I guess that's not bird habitat.

They seem to want a great deal of traffic on this new route. That alone will have an impact on noise level and remote isolation of present area. I am not sure why extension of Western avenue to US 2 isn't a better way to go. ...they aren't

really saying...but probably doesn't meet their growth agenda. The suggested connection to Odabashian bridge will further complicate matters. It will become the main way to the bridge. Which changes the purpose from merely serving some of the North end businesses.

Please provide your contact information:

Andrew C. Mills
PO Box 2046
Wenatchee, WA
andyrelated@yahoo.com

Page 1

Please provide your comments on Confluence Parkway:

We need this new infrastructure badly, traffic coming into wenatchee is getting worse and worse. Now with the PUD coming to Confluence its only going to get way worse. please approve this new plan as it is desperately needed.

Would you like to be actively involved as a stakeholder?

Yes

Please provide your contact information:

Paul Harrison
paulnharrison71@gmail.com

Page 1

Please provide your comments on Confluence Parkway:

I was not able to attend the public meeting in March, but have reviewed the project info on-line. Here are my comments:
-I love the new alignment of the parkway, going around the west side of McDougal, rather than right next to the State Park. To me, that was going to be the biggest impact.
-I love the concept of grade separating the parkway and Loop trail through Horan Natural Area, even though there will no longer be views of the foothills. Great solution!
-As far as the bridges, seems like the cheapest option would be to build the parkway bridge and maintain the Loop trail bridge. This would be a better alternative from a trail user experience too, traveling under the blue sky rather than traveling under a highway!

-It was not clear to me if there would be bike lanes along the Parkway or just a shoulder. Not sure about the need for bike lanes with the Loop trail right there. Maybe enhance bike access along the hill exiting the State Park to connect with the Parkway, and similarly on the South end, provide bike lanes north to the current PUD site (where the Loop trail takes off the sidewalk along Hawley street.

Bob Stoehr

Would you like to be actively involved as a stakeholder?

(o) Yes

Please provide your contact information:

bobstoehr@gmail.com

To whom it may concern,

I was at the park meeting and I thought of what I would like to see,

I saw the plan for the walk bridge and that was to put the walk part under the car bridge,

I thought about that and I do not like that option. I think you should leave the walk bridge as is, and not pay money to tear it down.

If you put the walk bridge under the car bridge we won't be able to see the river and the skyline,

Talked with people at the park and they all do not like that option.

Also we would have to listen to car noise above us.

People stand on that bridge to enjoy the skyline and the river and birds and eagles that fly over that area ,if we are put under the car bridge say goodbye to that option to enjoy,

I would really like to see that part left alone.

Keep the walk bridge as is to confluence park.

Thank you

Julanne Burts

jburts@charter.net

5098602886

Hi, Matt-

Jeff and I enjoyed the Parkway presentation last week. We definitely feel it's been well thought-out and very well-planned. Here are a couple of our comments or concerns that we wanted to share with your regarding the project.

- The intersection of Walla Walla and Miller Street- Miller street gets blocked both ways when a long semi-truck with a trailer is turning from Walla Walla onto Miller. We just want to make sure that it's taken into consideration when the engineers plan the parkway, as Miller will be much more busy, and right now, it's a very tight intersection. In reality, when trucks turn onto Walla Walla, also, traffic is usually affected, so it goes both ways. Stand and watch and you'll see! Jeff says one of the original plans for the parkway shows Walla Walla extending up the park and intersecting with the roundabout at McKittrick, which would make that a 4-way roundabout, but eliminate the issue of a 90 degree intersection with Miller.
- The Loop trail suggestions, for the new sections, or better yet, for the whole trail –1. widen it 2. paint a line down the center 3. write info in Spanish, as well as English (look at the demographics of Spanish

speaking users of the trail!) 4. write specific info, such as “warn when passing”, rather than “Don’t be that guy”, (which is funny if you’ve seen the commercials, but most visitors haven’t) 5. Enlist volunteers to be trail ambassadors, to politely but firmly instruct people of speed suggestions, etc. How about have them hand out cheap leashes that say “Chelan PUD loves dogs” to people with dogs off leash? I volunteer to do this! 6. Separate the trail for bikers/pedestrians. Someone is going to get wiped out by an e-bike, unfortunately.

- Parking area by the north end of Walla Walla Park, where there might be an educational/interpretive section in the future.

Thank you for your consideration of our comments. We’re very excited to have the project up and running, so good luck and keep up the good work!

Chy and Jeff Mettler

311 River Park Avenue
Wenatchee, WA 98801
509-670-5429

chymettler@gmail.com

Jeffmettler@gmail.com

I enjoy the Wenatchee river as it flows under the pedestrian bridge on foot, bicycle and on paddle board. I am concerned about the traffic noise that will be brought to the area by the addition of a vehicle bridge. I would like to see the special place we have right here in town for quieter recreation retained. Perhaps noise barriers on the bridge would keep vehicle sounds and sights from ruining this special place. It’s one of the places that makes the Wenatchee area a great place to live. Please plan so that traffic noise and sights don’t ruin the pedestrian bridge and the Wenatchee river.

Cathy Gaylord

1110 Pitcher Canyon
Wenatchee WA

Appendix J. Sign-in Sheets

CONFLUENCE PARKWAY: Public Open House

March 5, 2020
 Confluence Technology Center
 285 Technology Center Way, Wenatchee, WA

10
 54 total sign-ins

	Name	Organization	Email
1.	Chy Mettler		
2.	Pat Vetter		
3.	marshell Brown		
4.	Jeff Mettler		jeffmettler@gmail.com
5.	BOB BULERT	CHelan COUNTY	bob.bulert@ci.chelan.wa.us
6.	Autumn Potter	National Metering & Technical Services LLC	autumn@natlmeter.com
7.	Rick Edwards	Sustainable Wenatchee	watfmrk@hotmail.com
8.	Andrew BRANSCUM	WA STATE PARKS	ANDREW.BRANSCUM@PARKS.WA.GOV
9.	Wendy Sharp	citizen	
10.	HUGH OWEN	Wenatchee Row & Paddle Club	haowensz@gmail.com

CONFLUENCE PARKWAY: Public Open House

March 5, 2020
 Confluence Technology Center
 285 Technology Center Way, Wenatchee, WA

10

	Name	Organization	Email
1.	Dan Heidenfelder		
2.	Chuck Cox	self	
3.	Lloyd Lykon	OK Proprietor	
4.	Diane McKenzie	COAT	diane.mckenzie@unc.edu
5.	Da Sade	Self	
6.	Bradly Scot	self	
7.	DAN FRIZZELL	POD	
8.	Laura Merrill	CITY	laura lmerrill@wenatchee.wa.gov
9.	CARL ELLEARD	ME	pagecarl@gmail.com
10.	JEFF MOREAN	ME	

CONFLUENCE PARKWAY: Public Open House

March 5, 2020
 Confluence Technology Center
 285 Technology Center Way, Wenatchee, WA

(11)

Name	Organization	Email
1. Margaret Kellogg		
2. Donald Kellogg		donandmarg@uncleraw.NET
3. GEORGE VELAZQUEZ	TREAS	georgeavelazquez1@gmail.com
4. Don Hendricksen	Shippers Properties	Don.H@Shipchoice.com
5. John Kamperschvoer		Kampshop@nwi.net
6. Mac Hammett		mhammett@nwi.net
7. Richard Erickson		lokidenwi.net
8. Ryan Baker	CCPUD	ryan.baker@chelanpubd.org
9. Ken Muir	Cascadia CD	Kenm@cascadia.cd.org
10. Monte Graybeal +1		Monte_Graybeal@craftsysth.com

CONFLUENCE PARKWAY: Public Open House

March 5, 2020
 Confluence Technology Center
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(9)

Name	Organization	Email
1. Bruce & Dianne McAmmon	NCW Audubon	bruce.mccammon@gmail.com
2. Jo Anne Cox		joanne joanne.cox.ncw@gmail.com
3. Michael Peeter Dom Mariace		mpeeter79103@gmail.com
4. Guy MINER		m700miner@gmail.com
5. Dennis Lotts	State Parks	dennis.lotts@parks.wa.gov
6. Sharon L. Smith		Loki2@Nwi.net
7. Merry Roy	NCW Audubon	merry8roy@gmail.com
8. Paul Mahay	WSDOT	mahrep@wsdot.wa.gov
9. JOSE VELAZQUEZ	WA STATE PARKS	Jose.Velazquez@parks.wa.gov
10.		

CONFLUENCE PARKWAY: Public Open House

March 5, 2020
 Confluence Technology Center
 285 Technology Center Way, Wenatchee, WA

(8)

CONFLUENCE PARKWAY: Public Open House

March 5, 2020

Confluence Technology Center

285 Technology Center Way, Wenatchee, WA

⑥

	Name	Organization	Email
1.	Erin Tully		ertully@wi.net
2.	JoAnn Lurie		Lurburs@gmail.com
3.	Teresa Hanson		teresahanson@gmail.com
4.	Steve & Irene Godfrey		godfreyi@juno.com
5.	Lyle Markhart	Museum Board	lmarkhart62@charter.net
6.	Shane Sheldon	Pace Engineers	shanes@paceengrs.com
7.			
8.			
9.			
10.			