



Confluence Parkway Project Update

PRESENTED TO:

CHELAN PUD BOARD OF COMMISSIONERS

FEBRUARY 7, 2022

PRESENTED BY:

CITY OF WENATCHEE

MAYOR FRANK KUNTZ

LAURA MERRILL, EXECUTIVE SERVICES DIRECTOR

CHELAN PUD

MICHELLE SMITH, DIRECTOR, HYDRO LICENSING

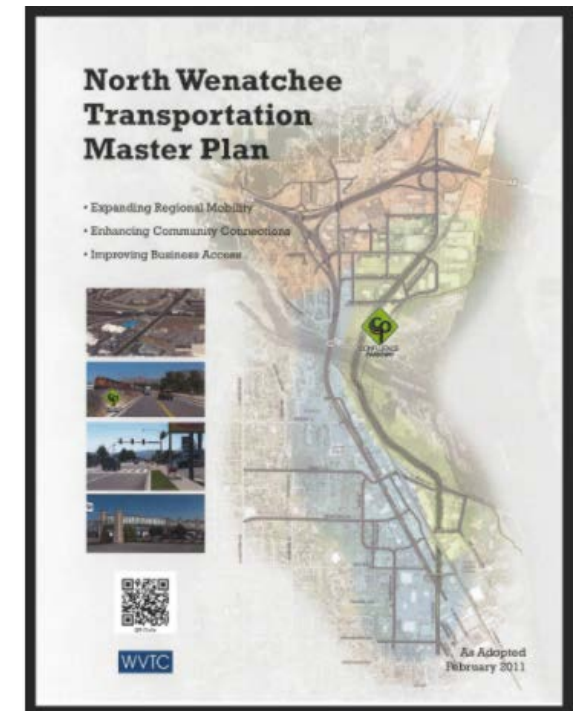
Presentation Outline

1. Mayor's Introduction
2. Overview of Confluence Parkway
3. National Environmental Policy Act (NEPA) Overview
4. Section 4(f) of the US Department of Transportation Act
5. Studies and Proposed Mitigation
6. Community Outreach Overview
7. Project Schedule
8. Chelan PUD's role under Section 4(f)
9. Chelan PUD FERC License Requirements

Background

The 2011 SR 285 North Wenatchee Transportation Master Plan was prepared by the Chelan-Douglas Transportation Council (CDTC) and identified the long-term need for additional corridor capacity, in the form of a parallel, limited access arterial street corridor that will function as a bypass for the state highway and commercial activity along the highway corridor.

The North Wenatchee Transportation Master Plan establishes the blueprint for improving transportation safety and traffic flow in a manner that supports economic growth in the SR 285 / "North Wenatchee Avenue" corridor and the Wenatchee Valley as a whole.

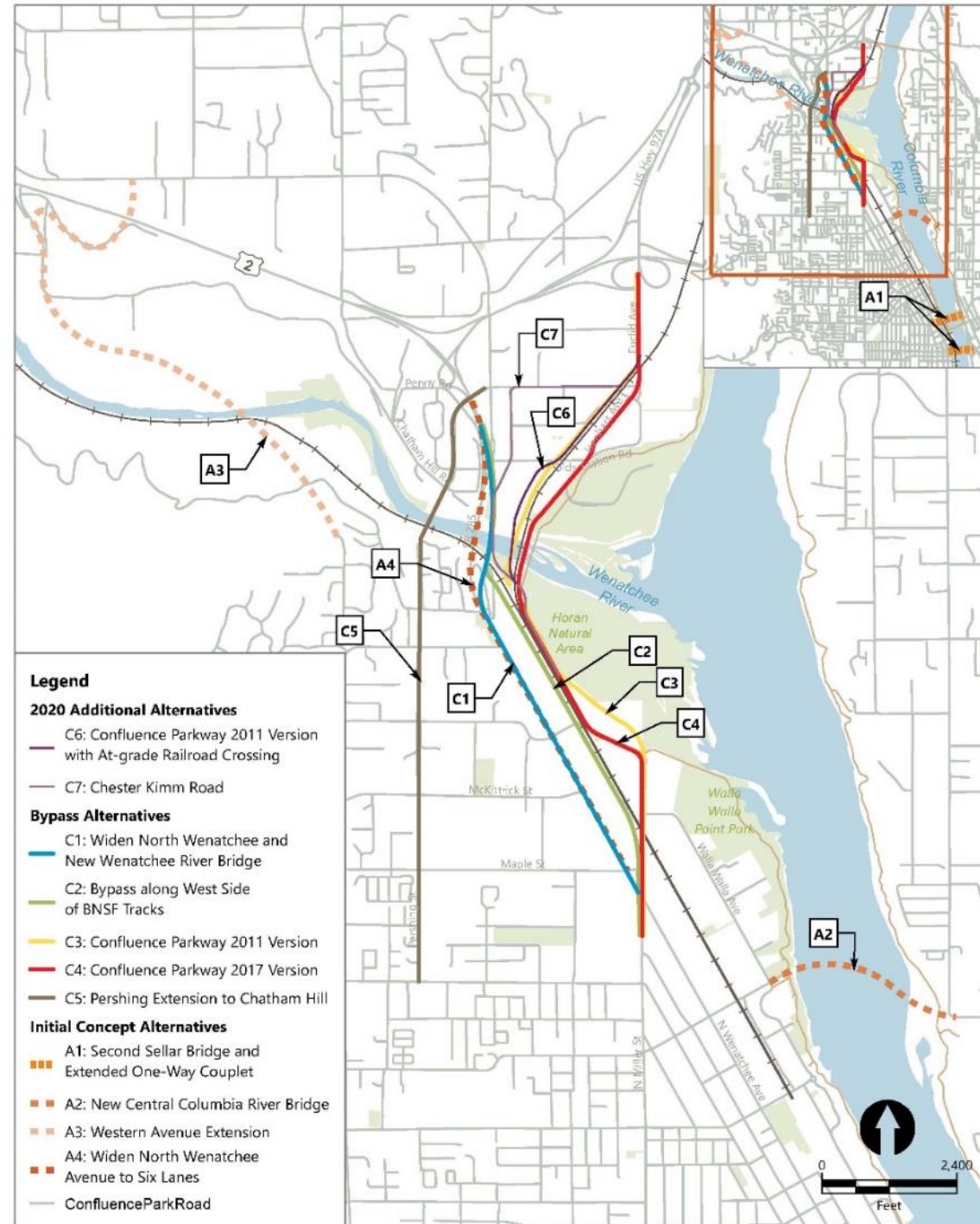


Project Purpose & Need

- Congestion relief and capacity for future demand
- Improve connectivity for all modes along and crossing SR 285
- Provide 3rd access/evacuation route
- Improve transit operations and pedestrian access to transit
- Support North Wenatchee business district
- Improve bicycle and pedestrian safety and access along waterfront

Alternatives Considered

- Confluence Parkway 2017 Version (C4) is the only alternative that meets the project purpose and need.
- Only other scenario is “No Build”



Confluence Parkway as Proposed

Confluence Parkway remains the region's top priority in the CDTC's Regional Transportation Plan, included as a prioritized investment.



National Environmental Policy Act (NEPA)

Chelan-Douglas Transportation Council (CDTC) completed a “Pre-NEPA” study in 2017, which led to initiation of the National Environmental Policy Act (NEPA) process and an Environmental Assessment (EA) for the proposed bypass route known as Confluence Parkway.

The National Environmental Policy Act (NEPA) was formally initiated on July 19, 2019, after extensive consultation with the Federal Highway Administration (FHWA) and Washington State Department of Transportation (WSDOT). Because federal funds through FHWA have been awarded for this Project, **FHWA serves as the lead federal agency.**

The City, as the direct recipient of federal funds for the Project, is a co-lead agency. WSDOT Local Programs is also a co-lead agency due to their responsibilities under the FHWA Federal-Aid Stewardship Agreement with WSDOT.

Section 4(f) Requirements

Section 4(f) requirements stipulate that FHWA and other DOT agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless the following conditions apply:

- ❖ There is no feasible avoidance alternative to the use of land; and the action includes all possible planning to minimize harm to the property resulting from such use;

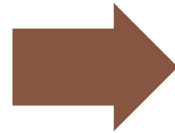
Or

- ❖ FHWA determines that the use of the property will have a *de minimis* impact.

Section 4(f) Requirements

FHWA must determine:

- There is no feasible and prudent avoidance alternative & the action includes all possible planning to minimize harm to the property resulting from such use
- The use of the property will have a *de minimis* impact



If there is no feasible and prudent avoidance alternative then FHWA may approve the alternative that:

- Causes the least overall harm
- Includes all possible planning to minimize harm to the property



Least overall harm is determined with consideration given to:

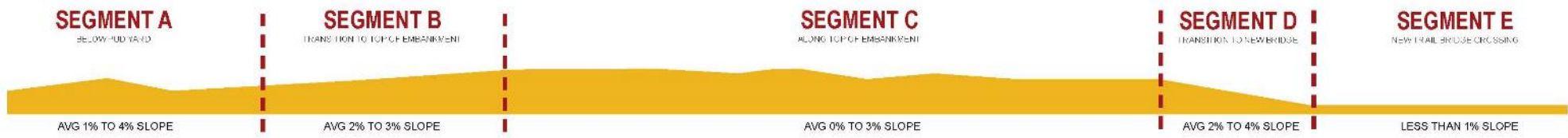
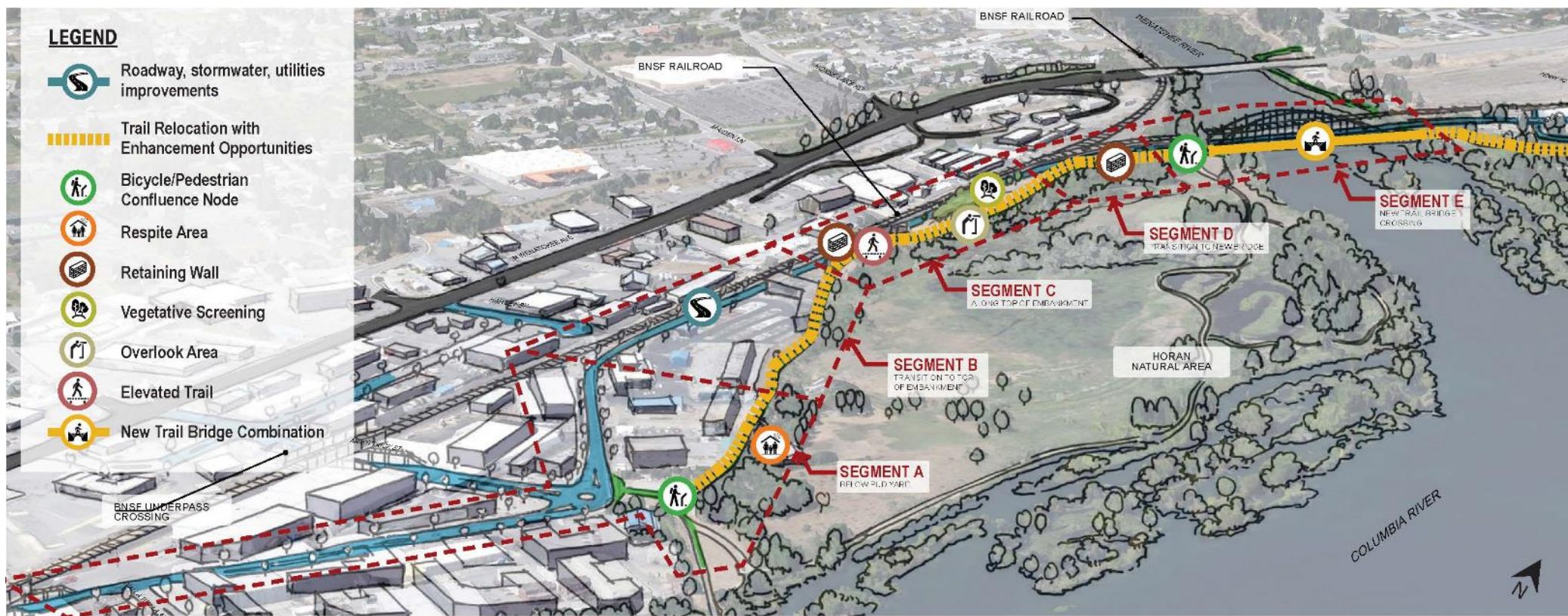
- The ability to mitigate adverse impact to each property
- The relative severity of the remaining harm after mitigation to the features that qualify the property for protection
- The relative significance of each property
- **The views of the official with jurisdiction (via Section 4(f) Concurrence Letter)**
- The degree to which each alternative meets the purpose and need for the project
- After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f)
- Substantial differences in cost among the alternatives

Technical Studies

Air Quality	Climate Resiliency	Community and Social Resources & Environmental Justice
Cultural Resources	Ecosystems	Hazardous Materials
Noise	Transportation	Stormwater
Visual	Parks and Recreation	Water Resources

Transportation

- Confluence Parkway provides a beneficial effect on transportation by increasing or effectively managing roadway capacity and the efficiency of intersection operations by **reducing congestion, enhancing safety, improving access, and improving the bicycle, pedestrian and transit networks.**
- Confluence Parkway creates a **new regional transit corridor** that connects Wenatchee and outlying communities and improves transit service in the Olds Station area. This will allow certain regional routes to be rerouted, providing capacity for new routes and service on N Wenatchee Avenue and provide an alternative corridor for transit in the event of major road work or other incidents on N Wenatchee Avenue.



Apple Capital Loop Recreation Trail Upgrades

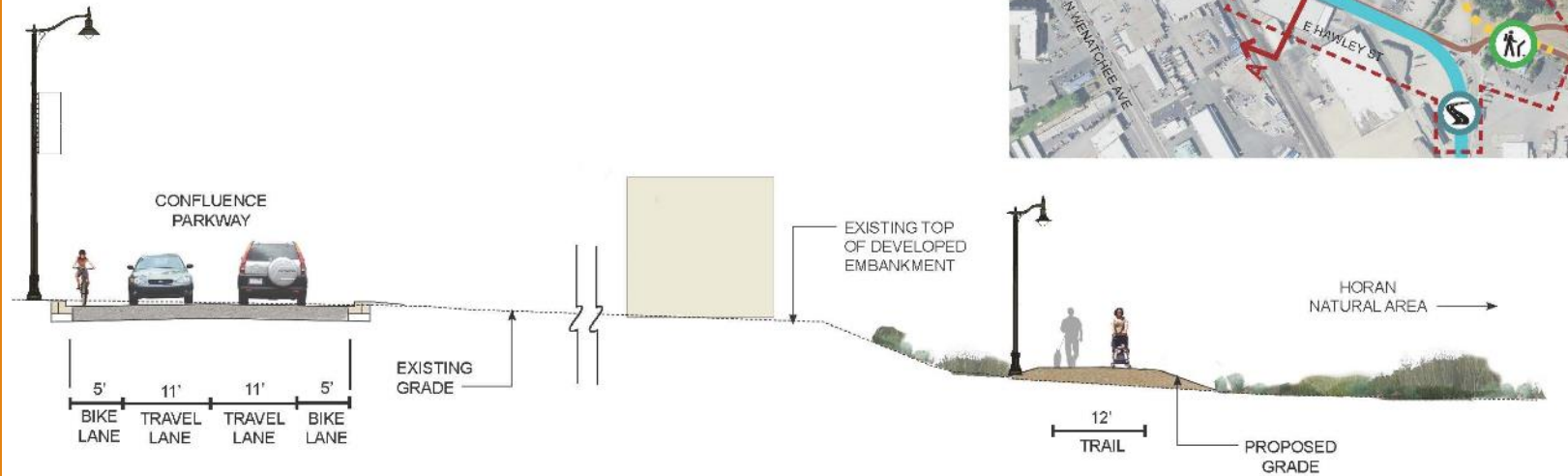
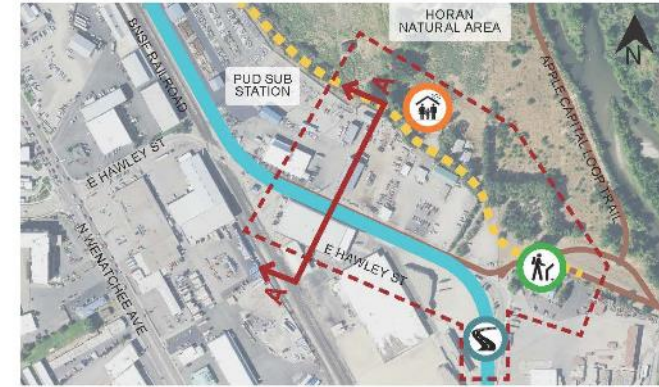
Existing



Proposed

SEGMENT A - CROSS SECTION

Loop Trail at STA 9+00



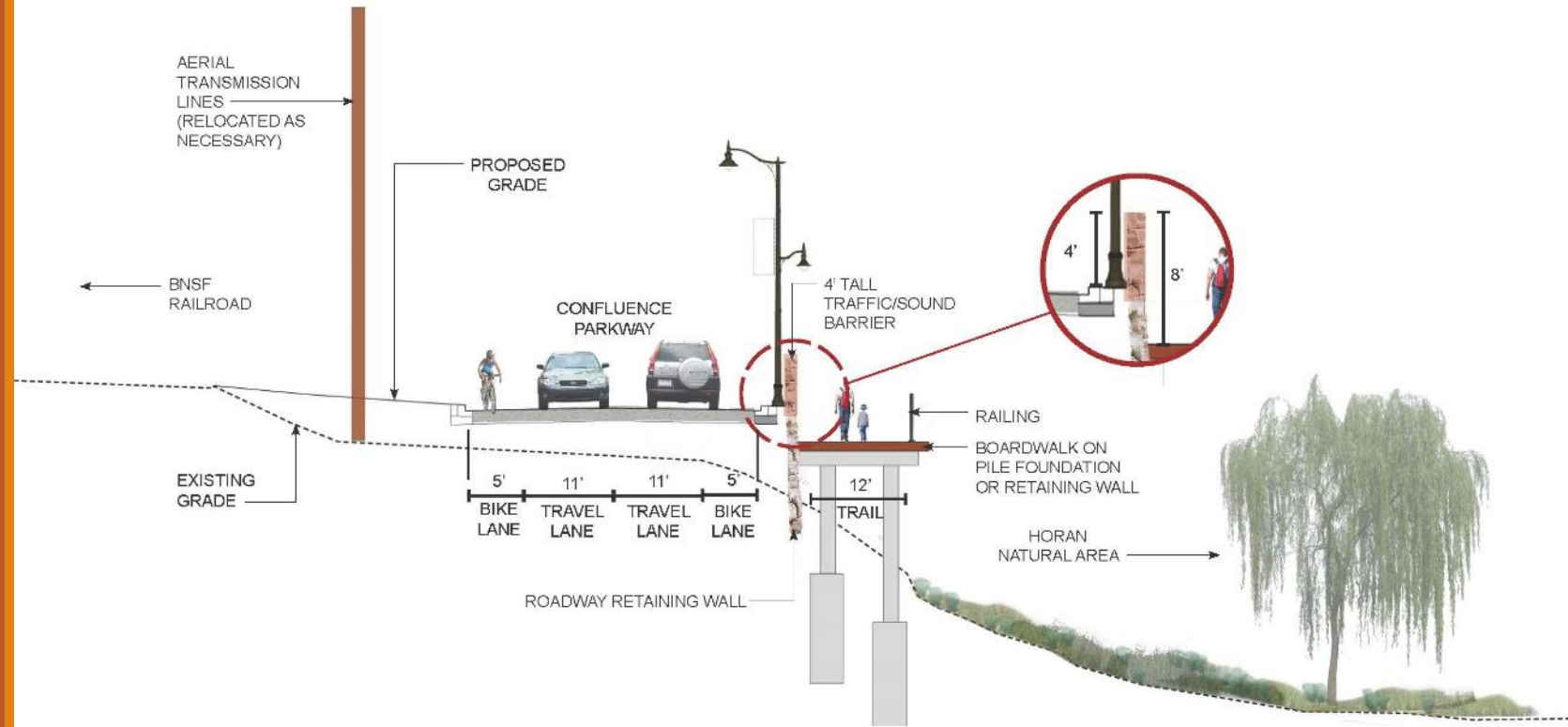
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Proposed

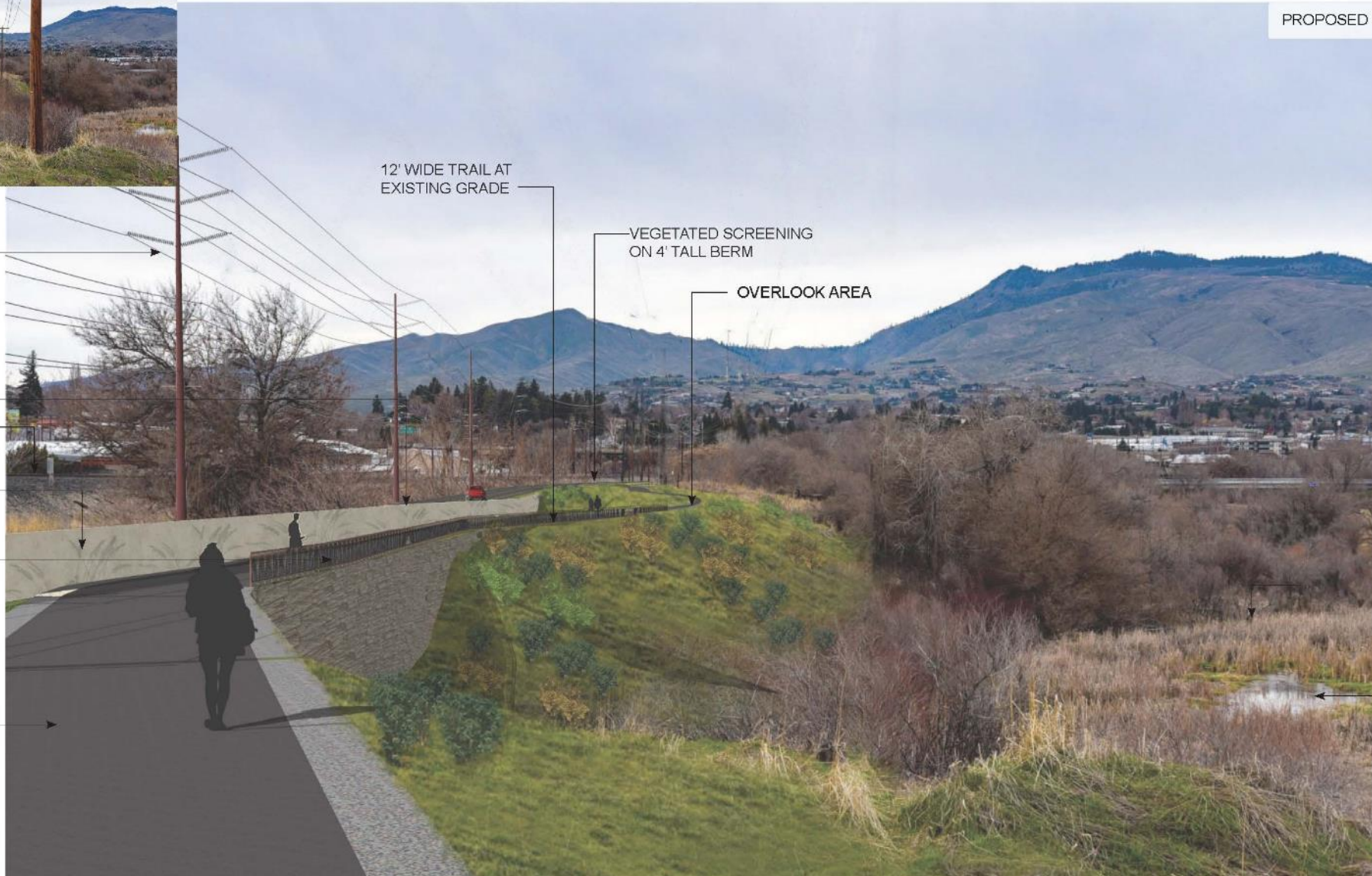
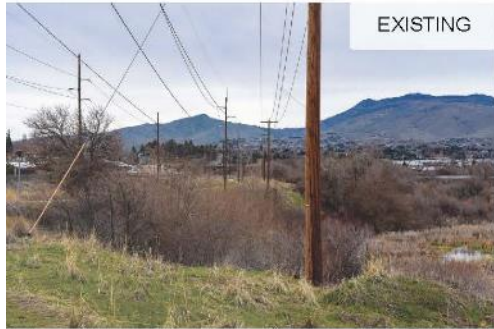
SEGMENT C - CROSS SECTION

Elevated Loop Trail at STA 26+00
(Southern Pinch Point)



SEGMENT C - PERSPECTIVE VIEW

North Facing View Towards Elevated Loop Trail, Berm and Overlook



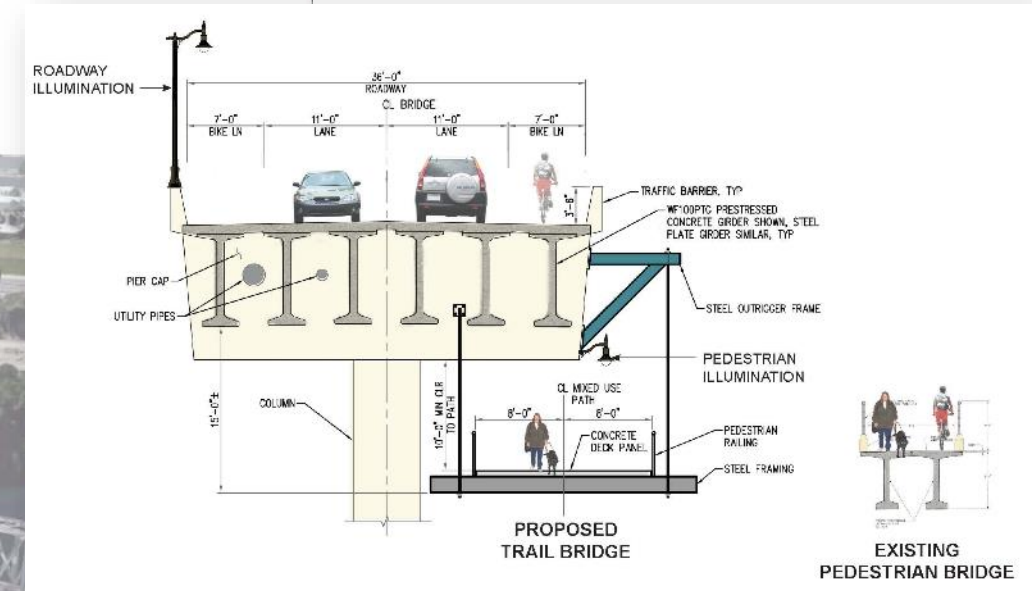
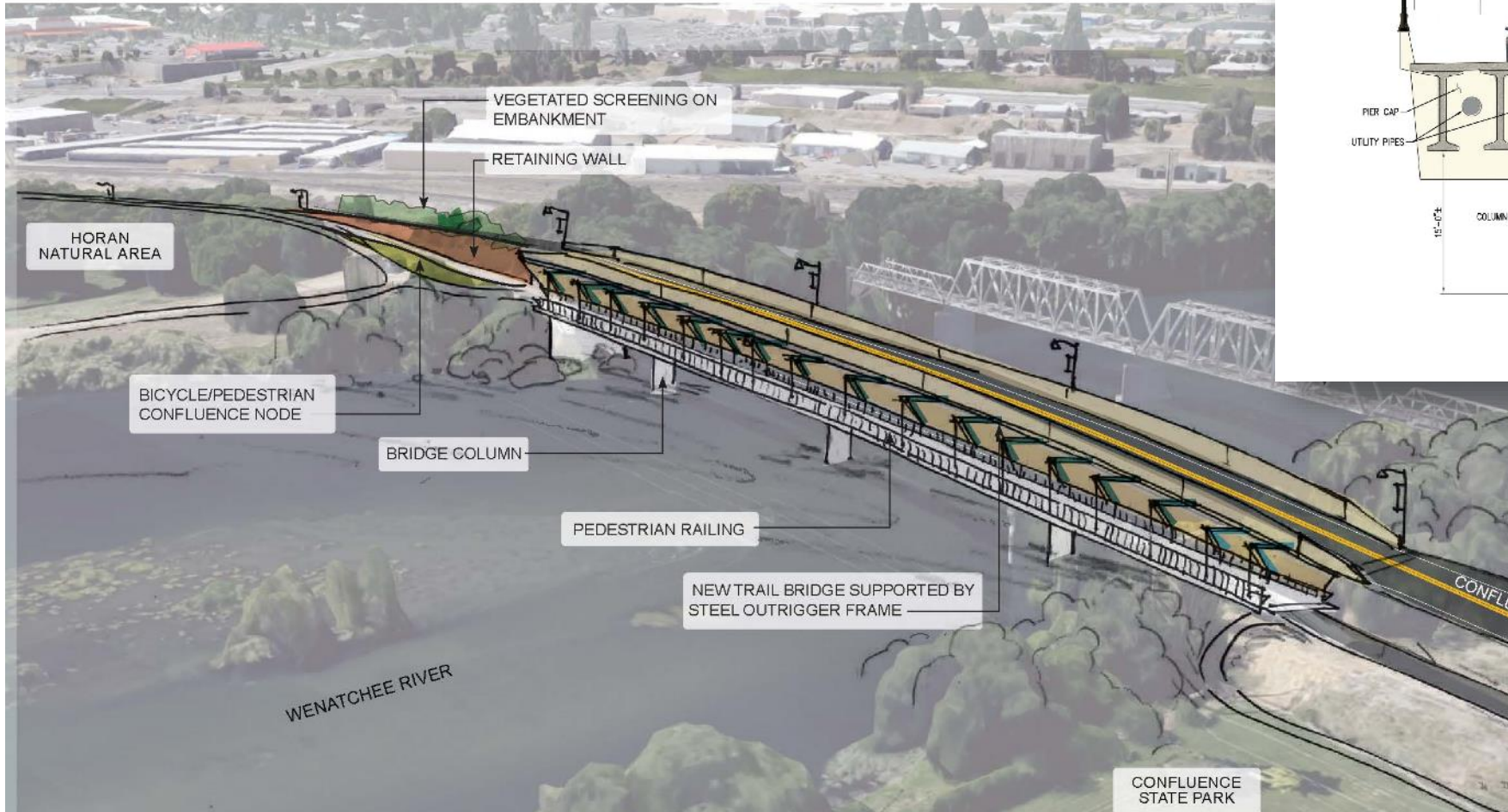
Ecosystems

- The project will include permanent and temporary impacts to riparian habitat, riparian buffers, wetlands, and wetland buffers.
- Since Endangered Species Act-listed fish are present within the project area, the City is consulting with the National Marine Fisheries Service and the U.S. Fish and Wildlife Service.
- The project will provide water quality treatment to **10.8 acres of replaced PGIS** that currently receives no treatment. The project will incorporate stormwater treatment elements such as bioswales to treat stormwater from these new surfaces.



SEGMENT D & E - BIRD'S EYE SKETCH

Southwest Facing View Towards Retaining Wall, Loop Trail and New Trail Bridge Crossing



Noise

- In order to analyze noise impacts from the project, we monitored existing noise along the project alignment, on the street, in yards, in the parks, and along the Loop Trail at a total of 22 sites.
- This information was combined with future traffic information both with and without the project in order to predict future noise levels at 116 different sites.
- Impacts were identified based on WSDOT noise abatement criteria, which is based on the type of land use. For example, residential areas have a different threshold than bars and restaurants. Active parkland, like the campground, has a higher threshold than the Horan Natural Area.
- Noise impacts were predicted at 10 receivers including 6 along the Loop Trail; 3 in residential areas, and 1 at the proposed relocated park staff housing
- We also looked at noise levels for construction activities and developed noise mitigation measures that could be included in the contract requirements.

Horan Natural Area

- Most sites in the Horan Natural Area will only have increases of 4 to 5 dB, and while noticeable to most people, the resulting noise levels of 47 to 55 dBA Leq during peak hours are comparable to a bedroom or living room during a quiet evening.
- Noise levels are highest in the north end of the Horan Natural Area, closer to the Confluence Parkway, where levels increase by 4 to 5 dB and range from 50 to 54 dBA.
- In the central and southern parts of the Horan Natural Area, noise levels range from 47 to 49 dBA Leq, again, similar to a bedroom or quiet living area in the evening.

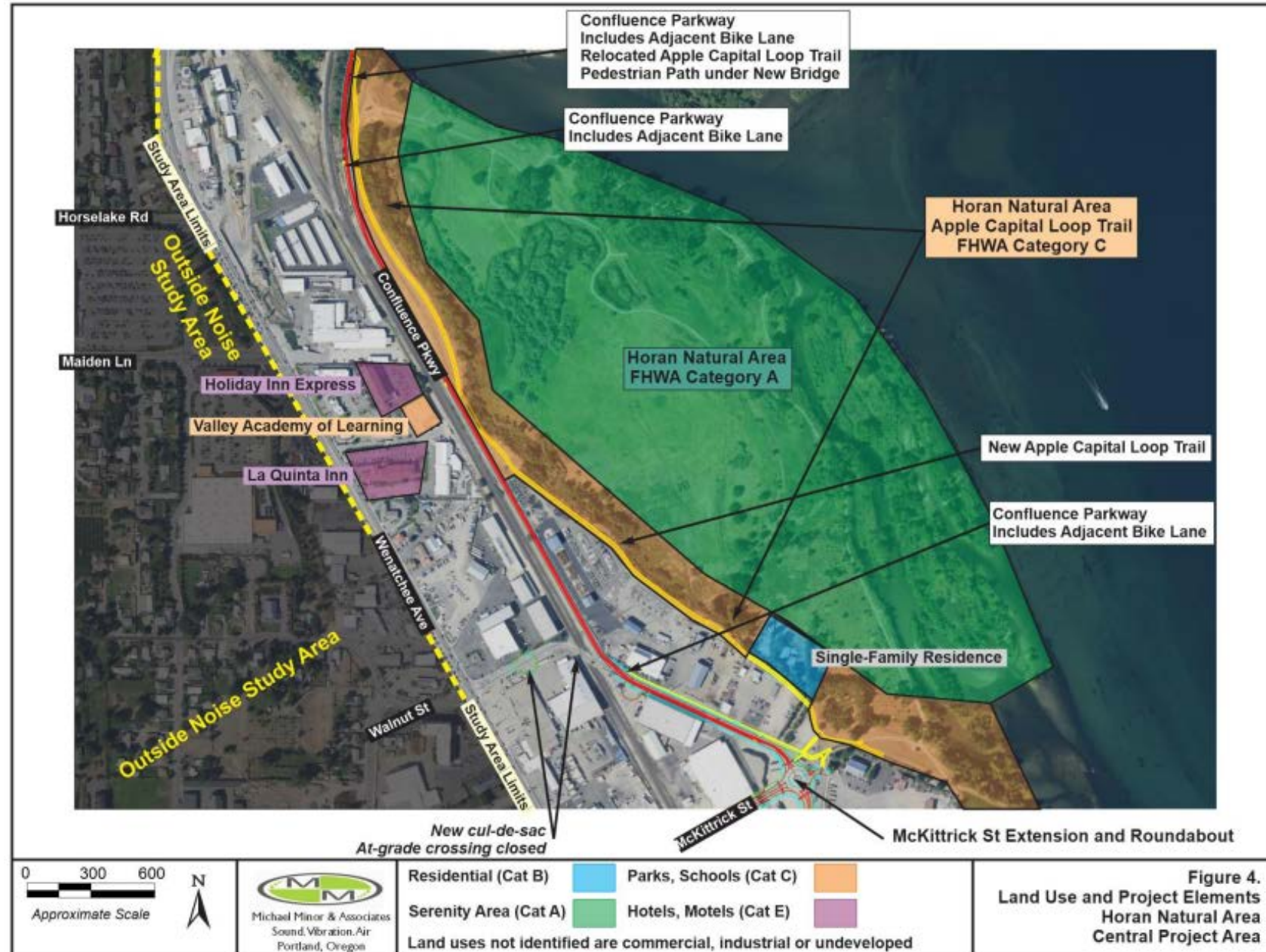
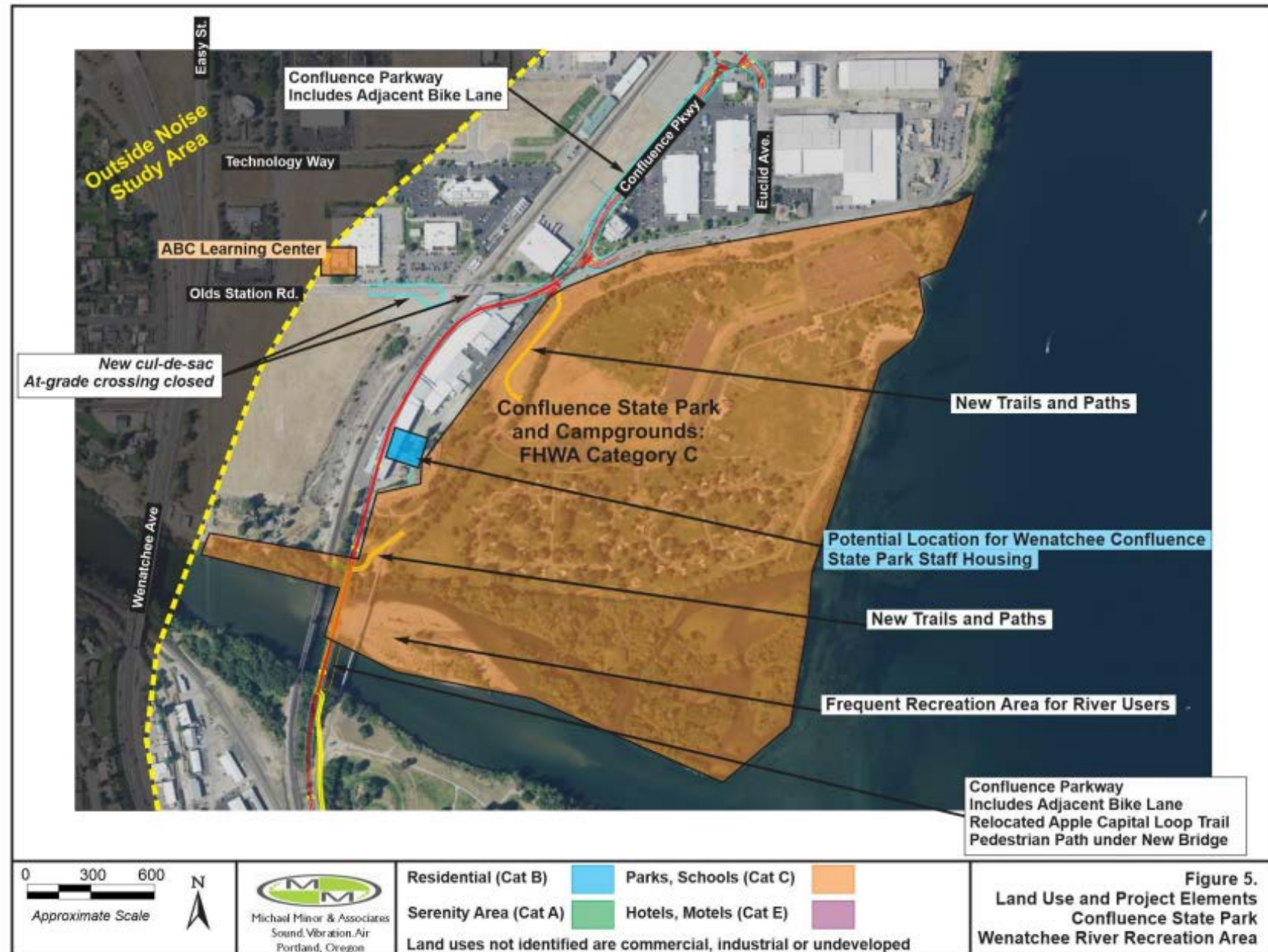


Figure 4.
Land Use and Project Elements
Horan Natural Area
Central Project Area

Confluence State Park

- Noise levels in the Wenatchee Confluence State Park ranged from 48 to 53 dBA Leq at the main camping area and 48 to 67 dBA Leq within the day-use areas, and are predicted to increase by 3 to 8 dB over the existing conditions.
- The highest increases, +7 to +8 dB, are receivers closest to the parking lot road, just north of the Wenatchee River. Noise levels decrease at receivers further away from roadways, parking lots, and the railway.
- The loudest noise level, 67 dBA, is predicted on the Confluence Parkway side of the proposed park ranger staff housing closest to the proposed Project roadway. However, the back yard of the proposed headquarters will have a noise level of only 59 dBA.



Summary of Proposed Mitigation for Section 4(f) Resources

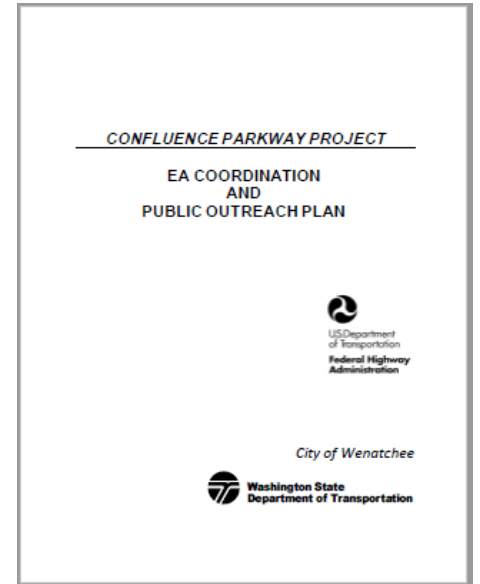
- Noise walls
- Vegetation berms
- Relocating Hawley Street Trail
- Upgraded Trail experience with dedicated Trail, removing vehicle and driveway conflicts
- No loss of Trail Mileage/Connections, new Trail connection to Olds Station
- Replacement land of equal or higher value
- Removal of existing pedestrian bridge and construction of new, wider bridge



Public Outreach

The Project overlaps with lands within the project boundary of Chelan County Public Utility District's (Chelan PUD's) Rock Island Hydroelectric Project, licensed by the Federal Energy Regulatory Commission (FERC). Thus, FERC approval will be necessary for some aspects of the Project.

As such, the Coordination Plan has been developed in cooperation with the Chelan PUD to be consistent with Chelan PUD practices, as well as the FERC process, thus allowing FERC to adopt the project's EA in support of an anticipated future required non-capacity license amendment.



Public Outreach

- ❖ April 10, 2019 Project goals and NEPA process (75 attendees)
- ❖ March 5, 2020 Early design concepts (60 attendees)
- ❖ June 2, 2021 (Virtual Open House), shared preliminary study results and mitigation concepts (50 attendees)
- ❖ **2022 NEPA Open House (in-person or virtual depending on necessary safety measures)**

Schedule

Task	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
NEPA Complete Summer-Fall 2022					★					
Begin 30% Design										
Final Design, Environmental Permitting & Right of Way Acquisition										
Construction Funding Obligation										
Construction										

★ 2022 Open House

Chelan PUD's Role – Section 4(f)

- On August 26, 2021, PUD staff provided comment on a Draft Individual Section 4(f) Evaluation. The PUD commented the Project would have unavoidable permanent and temporary impacts to Wenatchee Confluence State Park and portions of the Apple Capital Recreation Loop Trail. That letter also indicated that **Chelan PUD's final conclusions would come after consideration of public comment on potential impacts and mitigation measures.**
- Upon completion of the Project's Environmental Assessment and the Individual Section 4(f) Evaluation and 45-day comment period for the public, Tribes and agencies, **the PUD will be asked to provide a letter to the Federal Highway Administration to formalize the Chelan PUD's concurrence with the findings of the Individual Section 4(f) Evaluation**, including mitigation included to minimize harm to the Section 4(f) resources under Chelan PUD's jurisdiction.

Chelan PUD – Required FERC Approvals

Filing #1 - Amendment application to revise the Park Boundary and Recreation Plan (Exhibit R)

- After completion of the FWHA decision related to NEPA and upon Chelan PUD Commission direction, staff to file conceptual plans with FERC for approval of land exchange (approx. 5 acres) and new trail realignment. FERC may be receptive to an “effective date” of its order that corresponds with the construction schedule. PUD to include with the filing documents needed for FERC’s environmental review:
 - Consultation record
 - NEPA: Rely on the City’s final Environmental Assessment
 - ESA § 7: Rely on the City’s final EA and Biological Opinion
 - NHPA § 106: Rely on the City’s final EA; consult under FERC-approved Historic Properties Management Plan
- Timing: late 2022

Filing #2 - Article 412 – Non-project use application to permit new bridge within Project Boundary

- File application with FERC to permit construction of parkway bridge
- PUD would include all regulatory permits obtained by the City for the project and consultation record (e.g., DOTA § 4(f), CWA §§ 401, 404, ESA § 7, NHPA § 106)
- Timing: 2024

Chelan PUD Augmented Outreach Customer-Owner Feedback

Purpose: To inform and collect feedback from Chelan PUD customer-owner about proposed changes to park and natural area resulting from the proposed Confluence Parkway Project

Methods: Public Open House (Virtual/In-Person), Radio, PUD Web Site

Timing: March-June 2022

Results: Summarize feedback, future Board meeting
Commission to direct staff if additional information or outreach needed

Thank you!

FOR MORE INFORMATION ON CONFLUENCE PARKWAY:

WEBSITE: [CONFLUENCE PARKWAY](#)

EMAIL: CPNEPA@WENATCHEEWA.GOV