

**WENATCHEE PLANNING COMMISSION**  
**SCHEDULED MEETING**  
**October 19, 2022**  
**WENATCHEE CITY HALL COUNCIL CHAMBERS**  
301 Yakima Street, 2<sup>nd</sup> Floor  
Wenatchee, WA 98801  
**5:30 PM**

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

**II. ADMINISTRATIVE AFFAIRS**

A. Approval of the minutes from the last regular meeting on September 21, 2022

**III. PUBLIC COMMENT PERIOD**

Comments for any matters not included on the agenda

**IV. OLD BUSINESS**

None

**V. NEW BUSINESS**

A. Workshop – Amendments to Title 10 and 11 and Residential Design Guidelines, Draft 2023-2028 City of Wenatchee Capital Facilities Plan, and Proposed Comprehensive Plan Land Use Map and Zoning Map Amendment as proposed in CPRZ-22-01

**VII. ADJOURNMENT**

*Wenatchee City Hall is open for the public to attend meetings in person. The public may also participate in the meeting via phone by calling: (509) 888-3298, passcode 16995#. If you have questions about participating in the meeting, please contact Stephen Neuenschwander, Planning Manager at [sneuenschwander@wenatcheewa.gov](mailto:sneuenschwander@wenatcheewa.gov) or (509) 888-3285.*

*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 Rani Sampson called the meeting to order at 5:31 p.m., with the following members in attendance: Ace Bollinger, Joe Gamboni, Susan Albert, Anupama Vembar, Josh Jorgensen, and Lael Gaston.

City Planning staff was represented by: Stephen Neuenschwander, Planning Manager; Matt Parsons, Senior Planner; Emmy Honeycutt, Transportation Planning & Development Engineering Manager; and Eva Osburn, Administrative Assistant.

**II. ADMINISTRATIVE AFFAIRS**

A. Approval of the minutes from the regular meetings on August 17, 2022.

**Commissioner Ace Bollinger moved to approve the minutes from the August 17 regular meeting. Commissioner Joe Gamboni seconded the motion. The motion carried.**

**III. PUBLIC COMMENT PERIOD**

There was no public comment.

**IV. OLD BUSINESS**

None

**V. NEW BUSINESS**

A. Workshop – Amendments to Title 10 Zoning and Title 11 Subdivisions of the Wenatchee City Code

Emma Honeycutt, Transportation Planning & Development Engineering Manager, presented on Title 11 Subdivisions.

Commissioners asked questions of staff.

Matt Parsons, Senior Planner, presented on Title 10 Zoning.

Commissioners asked questions of staff.

**VII. ADJOURNMENT**

With no further business to come before the Planning Commission, Chair Rani Sampson adjourned the meeting at 6:47 p.m.

Respectfully submitted,  
CITY OF WENATCHEE  
DEPARTMENT OF COMMUNITY DEVELOPMENT  
*Eva Osburn, Administrative Assistant*



**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

TO: Planning Commission

FROM: Community Development Staff

SUBJECT: Workshop on proposed amendments to development regulations, the Capital Facilities Plan, and the Comprehensive Plan

DATE: October 12, 2022

Attachments: Draft Amendments to Title 10 and 11 and the Wenatchee Residential Design Guidelines, Draft 2023-2028 City of Wenatchee Capital Facilities Plan, and Proposed Comprehensive Plan Land Use Map and Zoning Map Amendment as proposed in CPRZ-22-01

The attached packet of materials includes all of the proposed amendments that are out for public and agency comment right now and which you will see in your packet for the November meeting. There is a specific set of amendments that staff wants to discuss in a workshop setting that are addressed below. Please feel free to come with questions or comments about any of the amendments included in the packet. The set of proposed amendments addressed below have all been updated in some way from the last time you saw them based on either your feedback or internal staff discussion. At the November meeting, you will be asked to make a recommendation to the city council about this full set of amendments.

**10.08.100 Definition of Membrane Structure and Section 10.48.030 Accessory Structures**

Staff has revised the proposed amendments to 10.48.030 after additional internal discussion including with the Building Division. The way subsections (6)-(8) are currently written, they imply when a permit is or is not required when in fact that is the role of the Building Official so staff is proposing amendments to remove the language that may create any confusion.

Staff is also trying to simplify and clarify the existing standards by eliminating some of the redundancies and also clarifying what a membrane roof structure is. The language in subsection (6) has been revised by the Building Official to align with the relevant building code on this topic. Similarly, a new definition of membrane structure is proposed in 10.08.100 again aligning with the relevant building code to ensure there is no confusion about when this exemption applies.

The limit on membrane roof structures was removed after further staff discussion regarding the challenges with enforcement and concerns about equity.

**Chapter 10.26 North Wenatchee business District (NWBD) and 10.46.040 Commercial district development chart**

At the September Planning Commission meeting, the matter of potentially removing a maximum setback from 10.46.040 was discussed. Staff presented the proposal in an open-ended discussion, describing the problem that staff is running into with development review and some possible solutions including the possibility of removing the maximum setback. The Planning Commission supported keeping the maximum setback but wanted some options for administrative deviations from the standard. After some additional internal staff discussion, staff has decided to move forward in proposing the removal of the maximum setback but also amending WCC10.26.050(3) to strengthen standards in the NWBD. Staff believes that this approach will provide the administrative level flexibility that the Planning Commission expressed a desire for and still have a strong standard to keep parking behind structures in most situations and therefore buildings close to the street.

The way WCC10.26.050(3) is currently written, developers are able to locate their parking between the building and the street if they widen their street front landscaping and provide an additional pedestrian amenity. The proposed amendments would lean on WCC10.60.030(7) to determine if parking may be located in front of a building rather than provide a separate exception in this subsection. If the exception in 10.60.030(7) is granted, the applicant would still need to expand the width of the street front landscaping but now instead of providing an additional pedestrian amenity, they need to provide a greater density of trees. Staff feels that increasing the density of trees has a lot more value than the pedestrian amenities listed in WCC10.26.050(5).

Staff believes that removing the maximum setback in 10.46.040 is the best move at this time, when done with the proposed amendments to 10.26.050(3) discussed above. Staff believes the proposed approach will be preferable over adding an administrative deviation.

WCC 10.60.030(7) is provided below for reference:

“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. Exceptions to this standard may be granted by the director, if site infeasibility can be demonstrated. Single-family residences and duplexes shall comply with WCC [10.48.120](#).”

WCC10.26.050(5) is included with the draft code amendments

### **Wenatchee Residential Design Guidelines**

The following subsections have been revised since the last time you saw them in August.

E.3.1.b.iii - The text describing how the width of the unit is measured has been revised and a diagram has been added to help illustrate the concept.

E.3.1.c After additional staff discussion, some revisions have been made here. Facades facing a public or private street would have to use vertical building modulation and also choose one of the more physical methods as the second of three methods. An additional standard clarifying that the methods must apply for the full height of the façade is an important clarification to ensure the intent of these methods is carried out.

E.3.1.c.i The additional text provides a clarification to help ensure that the intent is carried out.

E.3.1.c.iv (current numbering) Staff believes the option for a trellis is too often applied incorrectly and does not achieve the intended outcome. Often the vines or other plant material that is supposed to grow on the trellis never grows and sometime is not even planted. Staff in unaware of a proposal for a green wall on a building and has concerns about discerning what constitutes an art element vs something else.

E.3.1.c.vii (current numbering) Since the last time you saw this subsection, staff added the text about “effectively treat the full vertical height of the applicable façade”. This is an important reminder of how this option relates to the height of the structure.

E.5.1.b.i The first bullet proposed here was discussed at a previous meeting. Staff has added a second item and would like to get your feedback on it. The question is whether a residential building with a shared entrance should be required to have a shared entrance facing the public or private street. Also added here is a requirement that the entrances be accessed by a walkway directly leading to the street. The combination of an entrance and a corresponding walkway will provide a more welcoming environment along the street. Many of the multi-family buildings we see proposed and built do not have shared interior hallways and instead have shared open-air stairways to each unit or some other form of exterior access so in those cases the second bulleted item would not apply.

### **Capital Facilities Plan**

The proposed City of Wenatchee Capital Facilities Plan for 2023-2028 has been attached. Amendments to the text are tracked and all tables have been updated as needed to reflect the correct set of proposed projects for each category.

### **Comprehensive Plan and Zoning Map Amendment CPRZ-22-01**

Back in March of this year, the City received an application for a Comprehensive Plan and Zoning Map amendment for two parcels near the intersection of McKittrick St and N Western Ave. The applicants are Fair Properties LLC, owner of 1697 N Wenatchee Ave, and Wenatchee Express LLC, owner of 1730 McKittrick St. The proposal is to change the Comprehensive Plan Land Use designation and the Zoning Map designation for these two properties from Residential Moderate (RM) and Mixed Residential Corridor (MRC) overlay to Neighborhood Commercial (CN). Both properties have existing businesses that have been operating at those locations for many years.

This proposed Comprehensive Plan Land Use Map and Zoning Map Amendment was discussed at the June Planning Commission Meeting. Included in this packet are the relevant portions of the application materials and also a staff generated map depicting the proposed change. If you have any questions or concerns please bring them to the meeting.

At the time of this memo both properties are still unincorporated but will become part of the city on November 19, 2022. On September 8, the City Council passed Ordinance 2022-17 to annex five parcels in to the city, including these two. The effective date was set for November 19. The effective date will occur after you make a recommendation to the city council about this and other proposed amendments but before the city council is tasked with making a final decision at their meeting on December 8. Since the annexation will have taken effect, there will be no conflict between the annexation and the proposed zone change.

### **Next Steps**

- November Planning Commission Meeting - Public Hearing on full set of proposed amendments
- December 8, 2022 City Council Meeting – Public Hearing with the City Council and adoption of ordinance.

### **Questions?**

If you have any questions for staff please don't hesitate to contact either:

- Matt Parsons, Senior Planner, at (509) 888-3253 or [mparsons@wenatcheewa.gov](mailto:mparsons@wenatcheewa.gov)
- Stephen Neuenschwander, Planning Manager, at (509) 888-3285 or [SNeuenschwander@WenatcheeWA.Gov](mailto:SNeuenschwander@WenatcheeWA.Gov)

## Wenatchee City Code

### Title 10 Zoning

#### Chapter 10.08 Definitions

##### Section 10.08.060 “E.”

“Equipment rental services, commercial” means a business which rents or leases equipment for personal or household use, including but not limited to power and hand tools, and yard and garden equipment, ~~or party supplies such as dishware, glassware, and folding tables and chairs.~~ This does not include rental of furniture or appliances classified as “furniture, home furnishings, and appliances,” nor rental or leasing of portable toilets, heavy equipment like bulldozers, or similar services to the construction trades, classified as “maintenance and service facilities for motor vehicle passenger transportation” uses.

##### Section 10.08.065 “F.”

“Furniture, home furnishings, and home appliances” means a business primarily engaged in the retail sale of goods used for furnishing the home, such as furniture, floor coverings, draperies, lighting fixtures, wood stoves, domestic cook stoves, refrigerators, and other household electrical and gas appliances. This category also includes rental of furniture, appliances, and the like; ~~as well as~~ the sale or rental of consumer electronics such as televisions and stereo equipment; and the rental of party supplies such as dishware, glassware, and folding tables and chairs.

##### Section 10.08.070 “G.”

“Gross floor area” or “GFA” means the total floor area of a building, including the exterior walls or ground area where applicable, minus the following floor area deductions:

- (1) Elevator shafts and stairways;
- (2) In non-residential buildings or spaces: Restrooms and locker rooms;

(3) In non-residential buildings or spaces: Building mechanical spaces for heating, ventilation, electrical, elevators or other such mechanical equipment;

(4) Building spaces where the ceiling height is not greater than five feet;

(5) Public lobbies, common mall areas, atriums and courtyards provided solely for pedestrian access to multi-tenant buildings from the exterior, and/or for aesthetic enhancement or natural lighting purposes;

(6) Permanently designated corridors in multi-tenant buildings (i.e., not subject to relocation by the requirements of a specific lease) for common access and exiting to tenant spaces.

(7) Attached residential garages

**Section 10.08.100 “M.”**

“Membrane structure” means a structure, enclosure, or shelter with or without sidewalls composed of a rigid metal framework that supports a plastic or fabric membrane.

“Motor vehicle sales” means a business ~~primarily~~ engaged in the sale of new and/or used autos: cars, trucks, motorcycles, recreational vehicles, utility trailers, aircraft, snowmobiles, and the like.



**Chapter 10.10 DISTRICT USE CHART**

**10.10.020 District use chart.**

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**District Use Chart**

<p><b>P = Permitted use</b>  <b>P1 = Permitted, not to occupy grade level commercial street frontage</b>  <b>AU = Accessory use</b>  <b>C = Conditional use</b>  <b>C1 = Conditional use, not to occupy grade level commercial street frontage</b>  <b>~ = Prohibited use</b>  <b>M = Permitted use in a corridor mixed use project within the MRC overlay</b></p>																				
Uses	Commercial Districts						Mixed Use Districts			Residential Districts				Overlay Zones						
	CBD	NWBD	SWBD	CN	CD	I	WMU	OMU	RMU	RF	RS	RL	RM	RH	HEO	CSO	MRC	IO	PO	RRO
<b>Residential</b>																				
Family day care (12 or fewer children) (WCC <a href="#">10.48.080</a> )	<u>AUP</u>	<u>AUP</u>	<u>~P</u>	<u>AUP</u>	<u>~P<sub>13</sub></u>	<u>~P<sub>15</sub></u>	<u>AUP</u>	P	P	P	P	P	P	P	<u>~P</u>	<u>~P</u>	P	~	<u>~P</u>	P
Modular home (WCC <del>10.48.150</del> <a href="#">10.47.050</a> )	~	~	~	~	~	~	~	P	P	P	P	P	P	P	~	~	P	~	~	~

<sup>15</sup>Only permitted when operated within an existing, legally established dwelling unit.

## Chapter 10.26 NORTH WENATCHEE BUSINESS DISTRICT (NWBD)

### 10.26.050 Development standards.

Development in this district shall meet all applicable provisions of this title and all other rules, regulations and provisions of the WCC, and including the provisions below. Also, most residential developments, including mixed use development that features at least one dwelling unit, are subject to conformance with applicable sections of the Residential Design Guidelines.

(3) Off-street parking shall be provided pursuant to Chapter [10.60](#) WCC. ~~If a deviation is granted by the director, as provided in to WCC [10.60.030\(7\)](#), allowing surface parking spaces to be located between the structure and the street frontage, may be granted by the director, where the applicant can demonstrate with a shall provide design submittal that~~ enhanced landscaping ~~and an additional pedestrian amenity would be of equal or greater benefit to the character of the district for the implementation of the comprehensive plan as a means of compensating for the impact on the streetscape and pedestrian environment.~~ The ~~design submittal~~ enhanced landscaping must include ~~at a minimum landscaping components consistent with~~ an increase in width of ~~streetfront~~ street front landscaping required by WCC [10.62.070\(2\)](#) ~~of 100 percent,~~ to an average width of 12 feet, and ~~include decrease the spacing of trees to no more than 25 ft on center. one additional pedestrian amenity consistent with pedestrian amenity alternatives identified by subsection (5) of this section.~~

(5) Pedestrian Amenities. At least two of the following amenities shall be included in development or redevelopment triggering landscaping, placed in a generally central, visible location(s):

- (a) Street trees placed at least every 25 feet and located in a planter strip or protected by pedestrian-friendly grates between the public street and sidewalk.
- (b) Benches, able to seat a minimum of three adults and constructed of a durable, weatherproof material. A garbage receptacle shall be placed in proximity to any bench.
- (c) Open courtyards, a minimum of 100 square feet, with no dimension less than 10 feet, and developed with a durable, dustless surface such as concrete, stamped concrete, brick, stone, or other similar material.
- (d) Aesthetically appealing water feature, such as fountains, streams, or shallow pools.

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- (e) Public art, such as “Art on the Avenue,” or similar professionally created sculpture.
- (f) Informational kiosk, providing weatherproof space for displaying information related to public events.
- (g) Monument sign, meeting the criteria for signs as listed in Chapter [10.50](#) WCC, Signs, as the primary signage.
- (h) Other Pedestrian Amenities. Any unlisted pedestrian amenity able to demonstrate equal to or greater public benefit than the items listed above shall be considered.

**Chapter 10.28**  
**SOUTH WENATCHEE BUSINESS DISTRICT (SWBD)**

10.28.050 Design standards.

Development in this district shall meet all applicable provisions of this title and all other rules, regulations and provisions of the WCC, and including the provisions below. Also, most residential developments, including mixed use development that features at least one dwelling unit, are subject to conformance with applicable sections of the Residential Design Guidelines.

(3) Off-street parking shall be provided pursuant to Chapter [10.60](#) WCC except for properties with frontage on South Wenatchee Ave that are located north of Bridge Street which shall be subject to the following standards:

Buildings located in the specified area that are in existence on or before [insert date of ordinance] shall be exempt from meeting minimum off-street parking requirements listed in WCC10.60.080 and elsewhere in this title based on use. New construction shall also be exempt from the standards in WCC10.60.080 and instead be subject to the following criteria:

(a) One off-street parking space for each guest room, suite, or dwelling unit for hotels, motels, and other residential units. All other uses exempt.

(b) Demonstration of off-street loading space for trucks and delivery vehicles shall be provided.

(c) One hundred percent of the required parking may be provided through either:

(i) A shared parking agreement as provided for in WCC 10.60.040; provided the distance required of WCC 10.60.040(4) shall be expanded up to a one-half mile radius; or

(ii) An overnight parking permit acceptable to the city.

**Section 10.40.030 Waterfront pedestrian overlay (PO).**

This designation applies to those areas on the waterfront (see zoning map) where the community seeks a concentration of activity at the street level with pedestrian-oriented commercial uses, including restaurants, festival retail, and hotels or motels. Residential, lodging and office uses are encouraged on upper floors to add vitality and take advantage of views. Development standards focus on encouraging pedestrian-friendly facades and proper siting and design of parking and service areas.

In addition to the general conditions set forth in the WMU zone, development projects within a pedestrian overlay zone shall meet the following additional standards:

(7) Parking.

(a) Parking areas shall be located to the rear of buildings and not front along Riverside Drive, Orondo Street, and/or the Waterfront Plaza/Park except for driveway access to the parking area.

(b) Non-residential uses shall be exempt from the off-street parking standards in 10.60.080 provided they meet both of the following criteria:

(i) Located on a lot smaller than ten thousand (10,000) square feet in area that was in existence on [insert date of ordinance]; and

(ii) Located in the portion of the Waterfront Pedestrian Overlay (PO) north of 5<sup>th</sup> Street.

(Ord. 2016-22 § 1 (Exh. B); Ord. 2010-03 § 1 (Exh. A); Ord. 2007-34 § 2 (Exh. A))

**10.46.040 Commercial district development chart.**

(1) General Dimensional Standards.

Standard	CN	CD	CBD	NWBD and SWBD	I	Conditions/ Exceptions/ Reference
<b>Minimum Lot Dimensions</b>						
Lot area	10,000 sf	None	None	None	None	WCC <a href="#">10.46.060</a>
Lot width	60 feet	None	None	None	40 feet	WCC <a href="#">10.46.070</a>
Lot with alley access	40 feet	None	None	None	40 feet	
Lot width at point of access	20 feet	None	None	None	None	WCC <a href="#">10.46.070</a> (3)
Lot depth	100 feet	None	None	80 feet	80 feet	
<b>Setback Standards (WCC <a href="#">10.46.080</a>)</b>						
Street – Minimum	0 – 10 feet <sup>(x)</sup>	15 feet	0 – 10 feet <sup>(x)</sup>	0 – 10 feet <sup>(x)</sup>	0 feet	WCC <a href="#">10.46.080</a> (2) <sup>(x)</sup> WCC <a href="#">10.46.080</a> (2)(d)

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Standard	CN	CD	CBD	NWBD and SWBD	I	Conditions/ Exceptions/ Reference
<del>Front Street – Maximum</del>	<del>15 feet for ground-level nonresidential uses</del>	<del>None</del>	<del>None</del>	<del>15 feet for ground-level nonresidential uses</del>	<del>None</del>	
Minimum sidewalk widths	10 feet	10 feet	12 feet	10 feet	None	WCC <a href="#">10.46.080</a> (2)(d)(i)
Street – Minimum, individual garage, carport	20 feet	20 feet	None	20 feet	None	WCC <a href="#">10.46.080</a> (2)(b) and (2)(d)
Rear – Minimum	0 feet <sup>(x)</sup>	10 feet	0 feet <sup>(y)</sup>	0 feet <sup>(x)(y)</sup>	0 feet <sup>(y)</sup>	WCC <a href="#">10.46.080</a> (3) <sup>(x)</sup> WCC <a href="#">10.46.080</a> (3)(f) <sup>(y)</sup> WCC <a href="#">10.46.090</a> (2)(c)
Side – Minimum	5 feet	10 feet	0 feet <sup>(x)(y)</sup>	0 feet <sup>(x)(y)</sup>	0 feet <sup>(x)(y)</sup>	WCC <a href="#">10.46.080</a> (4) <sup>(x)</sup> WCC <a href="#">10.46.080</a> (4)(e) and (f)
<b>Building Standards</b>						

Standard	CN	CD	CBD	NWBD and SWBD	I	Conditions/ Exceptions/ Reference
Maximum building height	35 feet	60 feet <sup>(y)</sup>	90 feet <sup>(x)</sup>	90 feet <sup>(x)</sup>	90 feet <sup>(x)</sup>	WCC <a href="#">10.46.090</a> <sup>(x)</sup> WCC <a href="#">10.46.090</a> (2)(c) <sup>(y)</sup> WCC <a href="#">10.46.090</a> (2)(d)
Maximum lot coverage	50% <sup>(x)</sup>	100%	100%	100%	70%	WCC <a href="#">10.46.100</a> <sup>(x)</sup> WCC <a href="#">10.46.100</a> (2)

(Ord. 2020-35 § 3 (Exh. A); Ord. 2019-35 § 5; Ord. 2016-22 § 1 (Exh. B); Ord. 2014-10 § 1 (Exh. B); Ord. 2010-03 § 1 (Exh. A); Ord. 2007-34 § 2 (Exh. A))

**Chapter 10.48 GENERAL DEVELOPMENT REGULATIONS**

**Section 10.48.030 Accessory structures.**

All accessory structures where allowed by Chapter [10.10](#) WCC, District Use Chart, shall meet the following standards unless otherwise regulated within this code:

(1) Detached garages and other residential accessory building footprints shall not exceed 900 square feet or 60 percent of the floor area of the principal structure’s various floors, including attached garages, and excluding basement areas, whichever is greater.

(2) Agricultural accessory buildings on properties greater than one acre in size are exempt from the standard in subsection (1) of this section. Any person that can demonstrate an existing or specific viable agricultural use on property less than one acre may be granted this exception from the director.

Amendments to Titles 10 and 11 and Residential Design Guidelines for October 19 Workshop with Planning Commission

(3) Accessory structures shall not be used as a place of human habitation unless expressly permitted otherwise by this title and city building and life safety codes.

(4) Accessory structures may observe reduced setbacks. See Chapter [10.46](#) WCC, Development Standard Charts.

(5) No accessory structure shall occupy any part of a required street setback area, except as otherwise allowed.

~~(6) A membrane-roofed structure less than 200 square feet for the purpose of storage or parking is allowed outright and does not have to adhere to setbacks that does not exceed 200 square feet for the purpose of storage or parking accessory to single-family residences and duplexes does not have to adhere to setbacks.~~

~~(7) A membrane-roofed structure more than 200 square feet for the purpose of storage or parking is allowed outright and shall meet setbacks applicable to accessory structures.~~

~~(8) A metal-roofed structure less than 200 square feet for the purpose of storage or parking is allowed outright and shall meet setbacks applicable to accessory structures. All other accessory structures shall adhere to setbacks applicable to accessory structures.~~

~~(9) Detached accessory dwelling units shall meet rear and side accessory structure setback requirements and shall be set back equal to or further than the primary dwelling from the front property line. (Ord. 2019-35 § 7; Ord. 2010-03 § 1 (Exh. A); Ord. 2007-34 § 2 (Exh. A))~~

**10.48.080 Family day care.**

All family day care, where allowed by Chapter [10.10](#) WCC, District Use Chart, shall meet the following standards unless otherwise regulated within this code:

(1) Comply with applicable state and local regulations relating to family day care homes and centers;



Amendments to Titles 10 and 11 and Residential Design Guidelines for October 19 Workshop with Planning Commission

(2) One unlighted sign shall be permitted, not exceeding 12 square feet in copy area, meeting the height standards for residential fences when placed in the street setback. See WCC [10.48.130](#);

(3) The facility shall be maintained consistent with the surrounding neighborhood.

(4) Provide documentation of licensure by the Department of Children, Youth, and Families.

(5) Receive certification by the Department of Children, Youth, and Families licensor as providing a safe passenger loading area.

**Chapter 10.60  
OFF-STREET PARKING**

**10.60.080 Off-street parking requirements.**

The following requirements shall be met in all zoning districts, except when specifically regulated elsewhere in this code:

**Off-Street Parking Requirements**

Land Use	Standards
<b>Public Assembly</b>	
<del>Family day care, c</del> Child day care center, preschool nursery, kindergarten	1 space per staff plus 3 drop-off spaces per 12 children

**Section 10.72.030 Nonconforming structures.**

(1) A structure which is legally nonconforming as of the effective date of the ordinance codified in this title by reason of restrictions on area, lot coverage, height, required setbacks or other requirements concerning structures may be continued so long as it remains otherwise lawful.

(2) A structure with one or more nonconforming setbacks may be extended when said addition or extension would be no less conforming as to setback distance than the existing structure; and provided, that the addition shall be no longer in linear feet along the nonconforming setback than 50 percent of the length of the existing nonconformity. After utilizing this provision once, any subsequent additions located within a given setback shall comply with the applicable setbacks.

(3) A nonconforming structure shall not be altered, extended, enlarged, or otherwise physically changed in any manner that would have the effect of increasing its amount or degree of nonconformity.

(4) A nonconforming structure destroyed by any cause to an extent exceeding 50 percent of its cost of replacement using new materials shall only be replaced with a structure conforming to the provisions of this title.

(5) Nothing in this title shall be deemed to prevent the normal maintenance and repair of a nonconforming structure or its restoration to a safe condition when declared to be unsafe by any official charged with protecting the public safety. (Ord. 2010-03 § 1 (Exh. A); Ord. 2007-34 § 2 (Exh. A))

**Chapter 11.20**

**SUBDIVISION DESIGN STANDARDS**

Sections:

- 11.20.010 Provisions of the comprehensive plan and zoning regulations.
- 11.20.020 Streets.
- 11.20.030 Alley design standards.
- 11.20.040 Blocks.
- 11.20.050 Lot design.
- 11.20.060 Easements.
- 11.20.070 Fire protection standards.

**11.20.020 Streets.**

- (1) Locations. The street layout of every subdivision shall be in conformance with any adopted comprehensive plan or circulation element thereof, and shall provide for the continuation of major streets which serve property contiguous to the subdivision. Street networks shall provide ready access for fire and other emergency vehicles. The hearing examiner, upon recommendation of city staff, may require additional access points if such are found to be necessary to protect the public safety.
- (2) Intersections. Street intersections shall be as nearly at right angles as is practicable. Street jogs with offsets of less than 125 feet between centerlines should be avoided in residential subdivisions where possible. The streets should be designed so as to not intersect with arterial streets at intersections any closer than 1,000 feet.
- (3) Grades. Grades shall be not less than five-tenths percent on any street, and not more than the Max. Grade (%) listed in subsections (6) and (~~8~~9) of this section based on the applicable street classification or turnaround type.
- (4) Alignment. Connecting street centerlines deflecting from each other at any one point more than 10 degrees shall be connected by a curve of at least a 100-foot radius for collector and local streets, and at least a 300-foot radius for arterial streets. A tangent at least 100 feet long shall be introduced between curves on arterial streets.
- (5) Subdivision Boundary Streets. A street lying along the boundary of a subdivision may be dedicated less than the required width if it is practical to require the dedication of the remaining portion when the adjoining property is subdivided. Whenever there exists a dedicated portion of a street on a subdivision adjoining a proposed subdivision, the other portion shall be dedicated on the proposed subdivision to make the street complete. To ensure that this occurs, a one-foot reserve block shall be required on the subdivision boundary along the street for the purpose of withholding access from the unsubdivided property to said street until such time as a complete street is constructed. This same procedure will also be required when a street dead ends at the boundary of any subdivision.
- (6) Dead End Streets. Streets designed to have one end permanently closed or in the form of a cul-de-sac shall be provided at the closed end with a turnaround compliant with currently adopted International Fire Code (IFC) types of turnarounds as determined by the following table permitting comparable ease of turning. Such streets in excess of 600 feet shall be avoided. Larger than the minimum land set aside to encompass the curbs or curb-to-curb distances may be specified by the city upon the recommendation of the city engineer for including public sidewalks, planters, medians, islands or utility infrastructure.

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Type of IFC Turnaround	Min. R/W <sup>1</sup> (feet)	Min. Curb to Curb (feet)	Min. R/W Radius to Connecting Street (feet)	Min. Curb Radius to Connecting Street (feet)	Max. Grade (%)
Cul-de-sac (radius)	50	48	26	28	8
IFC 'Y' (leg length each)	62	60	24	26	8
IFC 'T' Hammerhead (top length)	124	120	26	28	8
IFC Alternate to 120-ft. Hammerhead (leg length each)	72	70	26	28	8

Notes:

1. Additional utility easements may be required on a case-by-case basis; sidewalks around the turnaround will increase the min. R/W required.

~~(117)~~ Private Lanes. Private lanes are allowed when it is determined by the city engineer that, pursuant to the Wenatchee urban area comprehensive plan, it is not necessary to dedicate the access in order to facilitate future subdivision of surrounding property. In no circumstance shall a private lane be permitted where the city engineer determines that future right-of-way dedication is necessary to facilitate future access to adjoining properties or where it is determined that a public road will more effectively implement the transportation goals and policies of the comprehensive plan. Providing this degree of flexibility within the city can provide consideration for site constraints which may be present and facilitate residential development within vacant or underutilized residential land in the urban growth area.

(a) Private lanes are allowed within ~~any~~ subdivision for efficient use ~~for~~of land ~~for~~ development where the private lane tract of land connects to a public road ~~and is adjacent to the properties of a maximum of four residential units based on maximum allowable units per lot according to the underlying zoning.~~ All properties that touch the private lane will be restricted to access through that lane to the public road. ~~The following minimum standards apply to private lanes within a subdivision that connects to an existing or new public road:~~

~~(i) Land set aside for the private lane shall be 25 feet in width. Any land set aside for required turnaround is according to subsection (6) of this section, Dead End Streets.~~

~~(ii) Length and Turnaround Criteria for Private Lanes. The length of a private lane shall not exceed 400 feet. A turnaround shall be provided at the end of a private lane exceeding 150 feet in length and improved with curbs. Options of turnaround curb shapes to adequately accommodate emergency vehicles are according to subsection (6) of this section, Dead End Streets.~~

~~(iii) Pavement Width for Private Lanes. Private lanes shall be improved with 20 feet of pavement with curbs (no parking either side) constructed to a standard consistent with a public local access street.~~

~~(b) Private Lanes— Permitted Within Residential Development or Binding Site Plans. (b) The land to be dedicated for a private lane shall either be established as a tract of land which is dedicated to a homeowners’ association or other organization as provided in WCC 11.16.180 and 11.16.190, or shall be established by a permanent easement which provides legal access to each lot or dwelling unit of a residential development. Establishment of a private lane by easement is only allowed at the discretion of the City Engineer, and is described in more detail in WCC 11.20.020(7)(d)~~

~~(c) The following minimum standards apply to private lanes:~~

~~(i) Land Set Aside for the Private Lane.~~

~~(A) Private lane lengths of 150 feet or less shall be a minimum 25-foot right-of-way width with no required turnaround; or~~

~~(B) Private lane lengths of between 151 feet and 501 feet shall be minimum 25-foot right-of-way width. Any land set aside for required turnaround is according to subsection (6) of this section, Dead End Streets; or~~

~~(C) Private lane lengths of 501 feet or longer shall be a minimum 32-foot right-of-way width. Any land set aside for required turnaround is according to subsection (6) of this section, Dead End Streets.~~

~~(ii) Length and Turnaround Criteria for Private Lanes. The length of a private lane within a residential development or binding site plan is not limited.~~

~~A private lane that loops from a public road back to a public road is preferred. A turnaround shall be provided, improved with curbs, at the end of a private lane exceeding 150 feet in length. Options of turnaround curb shapes to adequately accommodate emergency vehicles are according to subsection (6) of this section, Dead End Streets. Any land set aside for required turnaround is according to subsection (6) of this section, Dead End Streets.~~

~~(iii) Pavement Width for Private Lanes. Private lane lengths of 500 feet or less shall be improved with a minimum of 20 feet of pavement between curbs (no parking either side) constructed to a standard consistent with a public local access street; or~~

~~Private lane lengths of 501 feet or longer shall be improved with a minimum 27 feet of pavement between curbs (parallel parking allowed one side only) constructed to a standard consistent with a public local access street.~~

~~(c) Private Lanes— Minimum Standards for All Private Lanes. The following minimum standards apply to private lanes within a subdivision, planned development or binding site plan that connects to an existing or new public road:~~

~~(i) Storm drainage may be required, in a manner acceptable to the city engineer.~~

~~(ii) Private lanes shall be named with a name acceptable to the city, not duplicating any street name.~~

~~(iii) A utility easement shall be dedicated to the city for the total width of the lane unless easements are provided in other locations acceptable to the utility purveyors.~~

~~(iv) A recorded binding covenant shall be prepared providing for maintenance of the lane and its associated improvements.~~

~~(v) An approved driveway approach from the street to the lane shall be provided meeting the standards of the department of public works.~~

Amendments to Titles 10 and 11 and Residential Design Guidelines for October 19 Workshop with Planning Commission

~~(13d)~~ Private ~~Lanes Established~~lanes established by ~~Easement~~.

~~(e)~~easement. Many constrained and underutilized lots exist in the city of Wenatchee, which due to historic development patterns, or the built or natural environment, cannot accommodate the requirements for a private tract necessary to meet access requirements for a short plat, binding site plan or major subdivision under subsection ~~(117)~~ of this section, Private Lanes. Additionally, in limited circumstances where an access easement could provide for improved building envelopes or lot design, such as limiting the proliferation of flag lots, the use of an easement for access may be appropriate. When an applicant demonstrates these circumstances to the satisfaction of the city engineer, a private lane established as a permanent easement to provide legal access to each lot or dwelling unit of a residential development may be authorized subject to meeting the following criteria and standards:

- (i) The private lane easement is developed in conformance with the criteria and requirements of subsection (11) of this section, with the sole exception that the private lane is established as a permanent easement providing legal access instead of a private tract;
- (ii) The private lane easement is accessible at all times for emergency and public service vehicle use;
- (iii) The proposed private lane easement does not obstruct the present or future circulation identified in the Wenatchee urban area motorized transportation circulation map and is consistent with the goals, policies and adopted provisions of the transportation element of the Wenatchee urban area comprehensive plan;
- (iv) A public street is not anticipated by the city of Wenatchee to be necessary for existing or future traffic and/or pedestrian circulation through the development or to serve adjacent property;
- (v) The inability to meet the requirements under subsection ~~(117)~~ of this section as a private lane cannot be a result of the owners' own actions; and
- (vi) A finding can be made in the preliminary approval that the proposal will further the goals and policies of the Wenatchee urban area plan for residential infill compatible with the surrounding residential neighborhoods.

99-38 §§ 1, 2; Ord. 3080 § 502, 1994)

~~(7)~~(8) City Streets, State Highway Connections. Where city streets connect to state highways, design standards of the State Department of Transportation shall apply.

~~(89)~~ Minimum Standards for Streets and Sidewalks. The minimum standards for streets and sidewalks shall be determined by the following table or as authorized under Chapter 11.28 WCC or per preapproved plans. Larger than minimum may be specified by the city upon the recommendation of the city engineer for unusual situations such as bike lanes, left turn storage lanes, etc.

Class	Min. R/W <sup>1</sup> (feet)	Min. Curb-to-Curb (feet)	Drive Lane (feet)	Parking Lane (feet)	Planter <sup>2</sup> (feet)	Min. Sidewalk <sup>3</sup> (feet)	Max. Grade (%)
Principal Arterial	60 – 80	56				2 @ 10	8

Amendments to Titles 10 and 11 and Residential Design Guidelines for October 19 Workshop with Planning Commission

Minor Arterial	60 – 70	44				2 @ 5	8
Collector	50	32	12	1 @ 8	2 @ 5	2 @ 5	12
Collector	60	38	11	2 @ 8	2 @ 5	2 @ 5	12
Res. Parking 2	60 <sup>4</sup>	34	10	2 @ 7 <sup>5</sup>	2 @ 5	2 @ 5	12
Res. Lane <sup>6</sup>	40	24	12	0	1 @ 5	1 @ 5	12
Cul-de-sac	100	96		0	1 @ 5	1 @ 5	8
Private Lane <sup>7</sup> Lane less than 500 ft.	25 <sup>7</sup>	20 <sup>10</sup>	10	0	0	01 @ 5 <sup>8,9</sup>	10
Private Lane >greater than 500 ft. <sup>8</sup>	32 <sup>7</sup>	27 <sup>10</sup>	10	7	0	1 @ 5 (Note 10) <sup>9</sup>	10

Notes:

1. Additional utility easements may be required on a case-by-case basis.
2. Planter strip may be substituted or eliminated by the city, at the recommendation of the city engineer, when circumstances warrant, such as drainage swales, continuation of existing street patterns, etc.
3. Irrigation carrier pipes shall be installed to serve the planter strip, capped and marked, prior to the installation of the sidewalk.
4. Right-of-way dedication may be reduced, at the recommendation of the city engineer, with adequate easements.
5. Parking may be eliminated, at the recommendation of the city engineer, with the use of the pull-out concept as demonstrated in Exhibit A<sup>1</sup> of the ordinance codified in this section, or where on-street parking is impracticable, such as on steep lots, but will require wider drive lanes.
6. Residential lanes serve a maximum of 12 residential units.

~~7. Private lanes serve a maximum of four residential units and right-of-way is not dedicated to the public but rather to a homeowners' association or other organization as provided in WCC 11.16.180 and 11.16.190.~~

~~8. Private lanes within residential developments or binding site plans that are longer than 500 feet and right-of-way is not dedicated to the public but rather to a homeowners' association or other organization as provided in WCC 11.16.180 and 11.16.190.~~

~~(9) See WCC 11.20.020(7)(b).~~

~~8. Sidewalk is not required if the private lane serves four or fewer residential units.~~

~~9. (10) A detached pedestrian circulation system from the roadway serving the development and providing connectivity to pedestrian infrastructure adjacent to the development may be considered on a site-by-site basis by the city engineer where the city engineer determines that the provisions of the transportation element of the Wenatchee urban area comprehensive plan and applicable city code requirements can be met.~~

## Amendments to Titles 10 and 11 and Residential Design Guidelines for October 19 Workshop with Planning Commission

~~(12)10. Private Lanes shall be improved with pavement between curbs constructed to a standard consistent with a public local access street.~~

(10) Landscape Improvement. Required planting strips with street trees adjacent to collector and local access streets will be required to be improved with suitable landscape materials and irrigation systems in a manner, and to the specifications of, the city engineer.

(11) Shared Driveway Easement.

(a) Many constrained and underutilized lots exist in the city of Wenatchee, which due to historic development patterns, or the built or natural environment, cannot accommodate the requirements for a private tract necessary for access for a two-lot short plat under subsection (~~11~~7) of this section, Private Lanes. Additionally, in limited circumstances where an access easement could provide for improved building envelopes or lot design, such as limiting the proliferation of flag lots, the use of an easement for access may be appropriate. When an applicant demonstrates these circumstances to the satisfaction of the city engineer, a shared driveway easement may be authorized for a two-lot short plat subject to meeting the following criteria and standards:

- (i) At least one of the two lots abut a public right-of-way or private lane tract with at least 45 linear feet of property;
- (ii) A public street is not anticipated by the city of Wenatchee to be necessary for existing or future traffic and/or pedestrian circulation through the short subdivision or to serve adjacent property;
- (iii) The shared driveway would not adversely affect future circulation to neighboring properties;
- (iv) The shared driveway poses no safety risk and provides sufficient access for emergency vehicles and personnel;
- (v) The applicant shall ensure the shared driveway can be continually maintained to minimum standards listed in this section by the owners of the lots served by the driveway to the satisfaction of the city of Wenatchee, prior to recording of the short plat. An operation and maintenance agreement approved by the administrator shall be recorded with the Chelan County auditor's office concurrent with the final short plat;
- (vi) The area of the shared driveway must be identified in an access easement to be recorded with the Chelan County auditor's office and be shown on the face of the final short plat. The easement shall prohibit any temporary or permanent physical obstructions within the easement including, but not limited to, the parking of non-emergency vehicles;
- (vii) The minimum width of the shared driveway easement shall be 20 feet;
- (viii) The driveway shall be a minimum width of 12 feet wide and have a minimum base of six inches of compacted gravel base, crushed surfacing base course or crushed surfacing top course. The surfacing shall be concrete, asphalt, or other approved surfacing capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds;
- (ix) All dead end access easements greater than 150 feet in length shall be improved with an approved turnaround for emergency vehicles in accordance with the International Fire Code. The length of the access easement shall not exceed 450 feet, excluding the turnaround, unless otherwise approved by the city fire code official;
- (x) The maximum clear vertical distance shall not be less than 13 feet, six inches;



## Amendments to Titles 10 and 11 and Residential Design Guidelines for October 19 Workshop with Planning Commission

- (xi) Appurtenant traffic control devices including installation of “No Parking” signs, as required by the department of public works, shall be provided by the subdivider. Lots served by the shared driveway shall be addressed to the public street to which the shared driveway connects;
- (xii) The front yard of the proposed lot with no street frontage shall be determined by the primary point of access;
- (xiii) The applicant shall demonstrate that the proposed short plat can accommodate front and rear yard open space areas, outside of necessary parking and building envelopes; and
- (xiv) The inability to meet the requirements under subsection (~~14~~7) of this section as a private lane cannot be a result of the owners’ own actions.

### ~~14~~(12) Alternatives.

- (a) These standards represent reasonable approaches based on past experience in Wenatchee and other jurisdictions. These standards indicate the appropriate practice under most conditions.
- (b) Engineering design is an endeavor that examines alternative solutions to real world situations and, accordingly, these standards are not provided to hamper the introduction of new ideas. It is fully expected that creative engineering will continue to take place. Situations will present themselves where alternatives may be preferred to allow conformance with existing conditions, to overcome adverse topography or to allow for more affordable solutions without adversely affecting safety, maintainability or aesthetics. These standards are intended to provide predictability yet still allow for the flexibility necessary for innovation.
- (c) Alternatives to these standards may be proposed and evaluated as a component of a pre-application meeting process. Submittal of alternative proposals after or with a permit application submittal may result in additional time necessary to review the subject application.
- (d) The alternative request shall be in writing, submitted to the city engineer, and address the following points:
  - (i) Specifically outline the reason for the alternative request.
  - (ii) Specify the section within this chapter for which the alternative is requested.
  - (iii) Provide supporting evidence demonstrating that an alternative from these standards is based on sound engineering judgment that the requirements for safety, function, appearance, fire protection and maintainability are fully met and complies with the Wenatchee Urban Area Comprehensive plan and appropriate subarea plan if applicable.
  - (iv) The above information shall be used by the city engineer in evaluating requests for the use of alternatives to these standards. Alternative requests that conflict with the International Fire Code as adopted by the city of Wenatchee shall also require written concurrence from the city of Wenatchee building and fire code official and the fire chief of Chelan County Fire District No. 1.
  - (v) Specify how the alternative proposal is equivalent to what would be achieved if the standards were followed. (Ord. 2022-04 § 1; Ord. 2019-36 § 3; Ord. 2018-13 § 1 (Exh. B); Ord. 2017-16 § 2 (Exh. B); Ord. 2013-41 § 1 (Exh. B); Ord. 2010-24 § 1; Ord. 99-38 §§ 1, 2; Ord. 3080 § 502, 1994)

## E. Building Design

### E.3. Architectural composition, massing, and articulation

#### INTENT

To employ façade articulation techniques to reduce the perceived scale of large buildings and add visual interest from all observable scales.

To create a neighborhood-oriented streetscape that is visually interesting.

To create clear and welcoming building entries.

To encourage development that is compatible with buildings on the same block in terms of “architectural scale.” Architectural scale is the perceived height and bulk of a building relative to that of neighboring buildings.

To add visual interest to buildings.

#### DEFINITIONS

**Architectural scale** is the perceived height and bulk of a building relative to that of neighboring buildings. A building has “good architectural scale” if its visual size is relatively similar to its neighbors.

**Modulation** is a stepping back or projecting forward of portions of a building face, within specified intervals of building width and depth, as a means of breaking up the apparent bulk of a structure’s continuous exterior walls. (Ref: WCC 10.08.100.M).

“Vertical modulation” means that the stepping or projecting is vertical. (See Figure E.3.1.b, left picture.)

**Articulation** is visually breaking up a building façade into intervals by including repetitive features, such as broken rooflines, chimneys, entrances, distinctive window patterns, street trees, and modulation.

## GUIDELINES

### E.3.1. Scale, compatibility, and façade variety

- a. **Applicability.** This guideline applies to applicable housing types covered by these guidelines. Some requirements only apply to specific residential building types as noted. These standards apply to all facades facing a public or private street, courtyard, or common open space. These standards also apply to all facades facing adjacent properties and which are 2 stories in height or greater.
- b. **Façade articulation intervals for residential buildings and residential portions of mixed-use buildings.** Residential portions of new buildings shall include articulation features at intervals no greater than indicated for individual house types as follows to break up the massing of the building and add visual interest and compatibility to the surrounding context. Also noted are special requirements for façade composition for applicable types.
  - i. **Cottage housing.** Not required.
  - ii. **Duplex, Triplex, and Fourplex.** 30 feet maximum width without articulation. Note: this may be accomplished by setting back a garage or by an extended porch or entry platform. *To prevent monotonous streetscapes, the same building street front elevation design for these house types shall not be utilized on consecutive units or lots, except upon demonstration to the director that the alteration of building façades, materials, and/or methods would provide comparable visual diversity and individual identity to the structures as different building elevation plans. Two or more structures that are located close enough to each other to clearly compare their similarities, that have substantially similar front facades, shall incorporate at least two different design methods from structure to structure that achieve visual diversity.* Methods which may be utilized to achieve visual diversity include, but are not limited to, differing siding material or style, building modulations, and roof line variations.

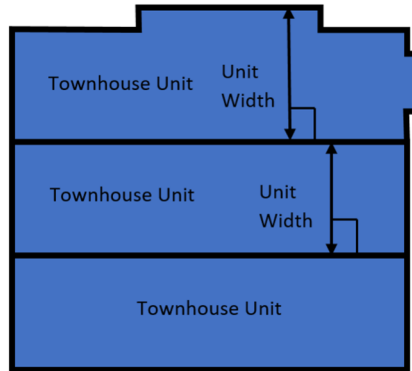


Figure E.3.1.a. This attractive duplex is in one of Wenatchee's predominantly single family neighborhoods and articulates a simple rectangular floor plan with porches, window patterns, and eyebrow windows.



Figure E.3.1.b. Two examples of modulation effectively used on a duplex (left) and a triplex (right).

- iii. **Townhouses.** The maximum façade width without articulation shall be no greater than three-fourths (3/4) of the width of the unit or 15 feet, whichever is greater. The width of the unit is the distance between a shared wall and an exterior or shared wall. The measurement is taken perpendicular to a shared wall and may be at the widest point of the unit. This means that the All visible applicable façade(s) of each unit must feature some articulation as illustrated in Figure 3.1.c, below.



*Figure E.3.1.c. The units in the top left image each have distinct, but identical windows and roof forms. The outside unit on the right is differentiated through the use of building materials, window design, unit size, and façade detailing. The units in the top right example include reverse elevations that add to the building’s composition. The image on the bottom left illustrates how the width of the unit is measured.*

- iv. **Courtyard multifamily.** For façades facing the courtyard or internal pathway, the maximum façade width without articulation shall be no greater than the width of the unit. For façades facing the street, the maximum width without articulation is 30 feet.



*Figure E.3.1.d. Four examples of articulation in courtyard complexes. Some use simple gables only while others are enhanced with building elements. The example on the lower right incorporates an asymmetrical arrangement of building forms to add interest to an otherwise uniform architectural scheme.*

- v. **Multi-family.** The maximum façade width without articulation shall be no greater than the width of the unit.



*Figure E.3.1.e. Examples of articulation of multifamily residential building façades. All examples use window fenestration and vertical building modulation elements. The upper examples use a mixture of material changes and detail components to further articulate the façades. In the lower left example, the balcony element's dramatic mix of color, material, and projection are effective in meeting the standards. The lower right example adds a combination of materials, color changes, and building modulation to help meet the following standards.*

- vi. Live-work residences.** The maximum façade width without articulation shall be no greater than the width of the unit.

- vii. **Mixed-use with residential on upper stories.** The maximum façade width without articulation shall be no greater than the width of the unit.
- c. **Façade articulation methods.** At least three of the following features-methods shall be used at intervals previously indicated. Methods that apply to a façade shall apply to the full height or appear on each floor as appropriate. Facades that face public or private streets, shall utilize method iii as one of the three choices and a second method must be selected from i, iv, and v.
  - i. Use of window patterns and/or entries. Window and/or entry patterns create a repeating vertical set of windows across stories of the structure as illustrated in Figure E.3.1.f.



*Figure E.3.1.f. This handsome house in a Core Residential Character Area uses window patterns and planter boxes as well as an entry feature to articulate its façade, rather than modulation and material changes.*

- ii. Change in building material, siding style, and/or window fenestration pattern.
- iii. Vertical building modulation of at least three feet in depth (extending out or stepping back from the building face), or two feet if the modulation is accompanied by roof modulation or change in materials. Balconies may be used to qualify for this option if they are recessed or projected from the façade by at least two feet. “Juliet balconies” (balconies that are so shallow that they cannot be occupied) or other balconies that appear to be tacked onto the façade will not qualify. The depth of the modulation must be at least three feet if not accompanied by roof modulation or a change in materials.





Figure E.3.1.g. Examples of acceptable vertical modulation. The example on the left features the stepping back of façade elements as well as different materials, colors and rooflines. In the example on the right, the balconies that have been integrated into the architecture of the building.

~~iv. Vertical elements such as a trellis with plants, green wall, or art element.~~

v.iv. Roofline modulation. In order to qualify as a façade articulation feature, rooflines shall employ one or more of the following:

- a. Different roof heights. For flat roofs or façades with horizontal eave, fascia, or parapet, the minimum difference between the two sections of roofline or cornice is three feet for one and two story buildings and five feet for buildings with more than two stories.
- b. A pitched roofline or gabled roofline segment. The pitched or gable roof shall be at least 20 feet in width with a minimum slope of 4:12.
- c. An arched roof line or a roof with special geometry or an unusual or distinctive roof element such as an arch, tower, clock, or similar feature as an articulating feature.





Figure E.3.1.h. Four examples meeting the criteria for roofline modulation.

**vi.v.** Distinctive building elements such as bay windows, balconies, and weather protection over windows.

**vii.vi.** ~~Any other design technique that effectively breaks up the massing at no more than the intervals previously stated such as p~~Prominent and “structural” landscaping such as evergreen trees or landscaping that varies according to the articulation intervals listed above such as individual gardens or courtyards situated along the front building facade. The methods employed must effectively break up the massing at no more than the intervals previously stated and effectively treat the full vertical height of the applicable facade, as determined by the director.

## E.5. Building details: Entrances, windows and corners

### INTENT

- To provide attractive and welcoming building façades and pedestrian environments.
- To increase the design quality of buildings when viewed close up (roughly within 80 feet of the building.)
- To enhance the quality of building façades.
- To provide the building with an appropriate human scale that adds interest and a sense of well-crafted quality.
- To add interest to the streetscape for those travelling in vehicles, bicycles, and on foot.

### GUIDELINES

#### E.5.1. Building entrances: Configuration and details

- a. Applicability.** This guideline applies to all housing types covered by these guidelines.
- b. Building entries.** Building entries must adhere to all of the following:
- i. All buildings shall have a primary building entrance facing the street or onto a courtyard or pathway directly leading to the street except as follows:-
    - Townhouse units with a façade that is facing and visible from a public or private street shall have the primary entrance oriented to the street and accessed by a walkway directly leading to the street.
    - Buildings with a shared entrance leading to a shared interior hall and that have a façade facing the street shall have a building entrance facing the street and accessed by a walkway directly leading to the street.
  - ii. All primary building entries shall be covered with weather protection at least six feet wide and five feet deep if they serve more than one residence or at least four feet wide by three feet deep if they serve a single residence.
  - iii. All primary building entries shall feature lighting for visibility and security.
  - iv. All building entrances servicing more than one residence shall feature at least one of the following:
    - Decorative or special use of a material such as colored tile or special wood molding.
    - Decorative weather protection element.
    - Etched or stained decorative glass.
    - A hand crafted sign with the name of the building.
    - Artwork.
    - A planter area.
    - Decorative entry door(s).
    - Other decorative or specially designed entry treatment that the Director determines meets the intent of this section.



*Figure E.5.1.a. Examples of attractive entry details including decorative weather protection features, special lighting, interesting window patterns, and special signage.*

# CAPITAL FACILITIES PLAN



~~CITY OF WENATCHEE 2022-2027~~ CITY OF  
WENATCHEE 2023-2028

Adopted:  
Resolution No.

PO Box 519  
Wenatchee, WA 98807  
(509) 888-6200



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# Capital Facilities Plan

~~2022-2023~~ - ~~2027-2028~~

~~CITY OF WENATCHEE 2022-2027~~ CITY OF WENATCHEE 2023-2028

## 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 updated annually serving as the 6-year financing/implementation plan for the City's Overall 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
- stormwater system
- sanitary sewer system
- parks and recreation facilities
- general administrative facilities
- 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).

Upon passage of the annual budget for the City of Wenatchee, Appendix A will be amended representing the adopted capital projects list.

## 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 twenty thousand (\$20,000) 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 (police, administrative offices, maintenance, museum, community facilities)
- Parks and Recreation
- Stormwater
- Water
- Regional Water
- Sewer
- Street Overlay
- Arterial Streets
- Street Maintenance Projects
- Convention Center
- Cemetery
- Broadview Secondary Access / Western Foothills Circulation
- Local Revitalization Financing
- Partnership Projects / Economic Development

## 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 the 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, but coordination with the city's overall development is to be coordinated. The WSD is currently evaluating school facilities and overall needs to serve the city and in addition, new school partnerships are developing that may result in a Charter School.

## **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. Additionally, adequate fire protection for wild land urban interface events is mitigated with secondary access both for emergency vehicles and evacuations. The standard for secondary access is reflected in the Comprehensive Plan Circulation Map and building standards through the Wildland Urban Interface Code.

## **Police Protection**

All calls for assistance will be answered within a reasonable time consistent with the nature of the call. Police staffing levels are established by Council direction based on needs for special services division or partnerships (i.e. school resource officers).

## **Water Supply**

The City and PUD water systems are designed based on International Fire Code requirements for fire flow and Washington State Department of Health requirements for a safe supply of potable water. The City of Wenatchee is the administrator for the Regional Water System service Chelan County PUD and East Wenatchee Water District customers.

## **Sanitary Sewer**

The sanitary sewer system is designed based on a maximum daily load demand times 2.5 for collection system. Treatment capacity is designed based on Department of Ecology requirements as detailed in the Wastewater Treatment Plant Facilities Plan.

## **Storm Water**

The City stormwater system is designed to capture and convey runoff from Ten-year 24 hour Type 1A storm in the pipe system and twenty-five year 24 hour Type 1A storm in the streets within the gutters.

## **Transportation, Levels of Service**

The following standards are set for the city transportation network.

### 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

Refer to the transportation element of the comprehensive plan, and the regional transportation plan “Transportation 2040”

*Pavement Condition, Pedestrian, Bicycle, and Transit*

Development of LOS and performance measures at the federal level began in 2016 and at the city level 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 consistent with the regional transportation plan. 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 pedestrian facilities 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 these 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:

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) have 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/Council manic (LTGO) bonds, then Council approval of the issuance must be in place.

Years 4 and beyond represent all of the other unfunded capital needs of the City. This means although funding has not been secured, there are possible funding sources for the projects.

## OVERALL PLAN

**2023~~2~~-2027~~8~~ Project Summary**

Public Facilities Type	Funded	Unfunded
General Facilities	5,768,690	420,000
Parks, Recreation & Cultural Services	16,188,000	10,545,000
Stormwater	17,562,266	22,614,170
Water	11,993,450	38,728,226
Regional Water	1,395,000	68,759,600
Sewer	36,076,807	58,121,261
Streets	230,089,813	121,596,700
Convention Center	12,900,000	-
Cemetery	405,000	1,340,000
Homeless/Housing/CDBG Programs	2,395,171	-
Economic Development - LRF District	2,980,800	-
Economic Development - Partnerships	350,000	69,000,000
<b>Total</b>	<b>\$ 338,104,997</b>	<b>\$ 391,124,957</b>

## GENERAL FACILITIES

**Description:**

General facilities cover 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 owned Wenatchee Convention Center (WCC) has been in operation since 1980. In 2019, the City commissioned E.D. Hovee & Company LLC to survey market conditions and opportunities associated with the WCC. Based on the conclusions of the Hovee report the Tourism Promotion Area Committee, the Local Tax Advisory Committee, and the City Council recommended the City began the design process for the renovations and/or expansion. The design focus goal is to make the WCC the “best little conference center in Eastern, WA.” Additional purpose is to accommodate more adequate vendor and ballroom space, provide better accessibility for visitors, facilitate ease of coordination through the design with the Performing Arts Center, maximize all indoor and outdoor spaces, and upgrade existing technology. The design began in 2022 and is forecasted to be complete in late 2023, with construction slated to begin in 2024 with completion in 2025. The total project budget is \$12 million.

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. In 2019 and 2020 the City went through an extensive design process and bid the project twice rejecting the first round of bidding in 2020. In 2021, the City awarded a bid in the amount \$8,634,000 for the remodel with a planned completion in the summer of 2022.

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 adding parking through a public private partnership as described in the Economic Development section of this plan.

In 2018 the City 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. The assessment identifies \$2,200,200 of equipment that needs to be addressed. The City's Facilities Division has evaluated the data and recommends 202~~23~~ capital improvement projects in the amount of \$~~4~~200,000.

#### Funded Projects:

The following projects are funded and are either under way or will be underway in the near future. For additional information, please refer to Appendix A for detailed project budget sheets.

Project Name	Total Project Budget	Previous Years	2023 Budget	2024	Future Years
1603 - Public Works Yard & Storage Expansion	468,690	168,690	300,000		-
2112 - Pinnacles Prep Improvements	2,500,000	166,000	2,334,000		
2206 - Parkside Improvements	2,000,000	522,000	1,478,000		
Facility Asset Replacements	800,000	400,000	400,000		-
<b>Total</b>	<b>5,768,690</b>	<b>1,256,690</b>	<b>4,512,000</b>	<b>-</b>	<b>-</b>

#### Unfunded Projects:

The following projects have resulted from planning and needs assessment studies or as identified by staff, community members, and elected officials. Funding has not been secured for these projects; however, possible funding sources are identified.

Project Name	Funding Sources	Est. Project Cost
Police Parking Garage	General Fund-Facilities Fund	340,000
Wash Bay Enclosure	General Fund-Facilities Fund	80,000
<b>Total</b>		<b>420,000</b>

## PARKS, RECREATION AND CULTURAL SERVICES

### Description:

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 plan is scheduled to be updated again beginning in 2023.

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 that respond to the desires expressed during the public input process. The sixth chapter contains a summary of the capital investment plan and 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 arts, recreation and organizational priorities.

For many cities, including Wenatchee, the amount of funds required to acquire the desired acres of 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.

### Funded Projects:

The following projects are funded and are either under way or will be underway in the near future. For additional information, please refer to Appendix A for detailed project budget sheets.

Project Name	Total Project Budget	Previous Years	2023 Budget	2024	Future Years
Riverfront Park	10,390,000	310,000	400,000	2,650,000	7,030,000
Highway 2/Easy Street Roundabout	200,000	100,000	100,000	-	-
Memorial Park Native Peoples Project	185,000	10,000	175,000	-	-
Okanogan Street Community Garden	165,000	55,000	110,000	-	-
City Pool Liner Replacement	2,163,500	68,500	2,095,000	-	-
Bighorn Ridge Acquisition	1,505,000	-	10,000	1,495,000	-
Washington Park Parking/Sidewalk	596,000	100,000	8,000	488,000	-
Wenatchee Foothills Regional Recreation Area	983,500	10,000	973,500	-	-
<b>Total</b>	<b>16,188,000</b>	<b>653,500</b>	<b>3,871,500</b>	<b>4,633,000</b>	<b>7,030,000</b>

#### Unfunded Projects:

The following projects have resulted from planning and needs assessment studies or as identified by staff, community members, and elected officials. Funding has not been secured for these projects; however, possible funding sources are identified.

Project Name	Funding Sources	Est. Project Cost
Locomotive Park Restrooms	Sewer Fund	200,000
Memorial Park Renovation	General Fund, Lodging Tax Fund, Art Fund, Donations	900,000
Sage Hills Trailhead	General Fund, Sewer Fund, RCO Grant, Donations	700,000
Lincoln Park Baseball Field Renovation	General Fund	95,000
Pioneer Park Renovation	General Fund, Bond Proceeds, Art Fund, Lodging Tax Fund, RCO Grants	8,250,000
Hale Park Parking Lot Extension	General Fund	400,000
<b>Total</b>		<b>10,545,000</b>

## UTILITIES

### STORMWATER

#### Description:

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 stormwater system and compliance with the Eastern Washington Phase II Municipal Stormwater Permit issued under the National Pollutant Discharge Elimination System (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 4,200 square feet. Part of the comprehensive plan update (2020) included a capital improvement plan along with associated rate increase recommendations. The capital improvement plan is reflected in this document.

The Stormwater capital plan includes a number of projects identified in the adopted comprehensive plan as outlined in the table below. Projects include conveyance, rehabilitation, expansion of the collection network, and water quality projects. Based on the ongoing compliance with municipal stormwater permit, many of these projects will focus on improving the quality of the water discharged into the Wenatchee and Columbia Rivers.

An important new piece of the stormwater system is the Regional Decant Facility which was constructed in 2015 by the City of Wenatchee and Chelan County to provide a location to manage and dispose of street sweepings and vector waste that would be in compliance stormwater and solid waste management regulations. The facility is owned and operated by the City and managed under an interlocal agreement with Chelan County.

#### Funded Projects:

The following projects are funded and are either under way or will be underway in the near future. For additional information, please refer to Appendix A for detailed project budget sheets.

Project Name	Total Project Budget	Previous Years	2023 Budget	2024	Future Years
1919 -North Columbia	400,000	-	400,000	-	-
2007 - Springwater Avenue	413,600	-	413,600	-	-
2012 - Snohomish & Crescent Improvements	588,700	56,000	532,700	-	-
2204 - North Wenatchee Phase 2	252,000	-	252,000	-	-
2107 - Broadview Pond Stormwater	2,135,699	217,241	1,918,458		
2101 - Ringold/7th/Princeton	3,839,000	118,000	30,000	3,691,000	
2311 - Pipe Lining Project	454,250		454,250		
2104 - Pershing (Springwater to Maple)	2,913,152	-	496,250	2,416,902	
2310 - Roosevelt Improvements	356,250	-	5,000	20,000	331,250
2215 - Walla Walla Stormwater Outfall Retrofit	298,000	10,000	288,000	-	-
Ohme Garden Road	1,440,195	-	-	-	1,440,195
Russell	1,020,600	-	-	-	1,020,600
Millerdale Street	340,200	-	-	-	340,200
Columbia (First to Palouse)	210,000	-	-	-	210,000
Orchard	412,000	-	-	-	412,000
North Wenatchee Phase 3	516,000	-	-	-	516,000
Cashmere	172,620	-	-	-	172,620
Canyon Drain FEMA Match	1,800,000	-	-	-	1,800,000
<b>Total</b>	<b>17,562,266</b>	<b>401,241</b>	<b>4,790,258</b>	<b>6,127,902</b>	<b>6,242,865</b>

#### Unfunded Projects:

The following projects have resulted from planning and needs assessment studies or as identified by staff, community members, and elected officials. Funding has not been secured for these projects; however, possible funding sources are identified.



Project Name	Funding Sources	Est. Project Cost
Upper Squilchuck Extension	Storm Drain Utility Reserves	150,000
Lavern	Storm Drain Utility Reserves	250,000
Vista Place	Storm Drain Utility Reserves	250,000
Ramona & Sunset	Storm Drain Utility Reserves	1,000,000
Loves Court	Storm Drain Utility Reserves	300,000
Kenaston & Linville	Storm Drain Utility Reserves	743,000
Western Ave	Storm Drain Utility Reserves	1,604,000
South Hills Drive	Storm Drain Utility Reserves	757,000
Fifth Street	Storm Drain Utility Reserves	931,770
Miller	Storm Drain Utility Reserves	499,800
Michael Place	Storm Drain Utility Reserves	138,600
Canal/Marie/Marilyn	Storm Drain Utility Reserves	344,400
S Chelan	Storm Drain Utility Reserves	200,000
Day Road	Storm Drain Utility Reserves	987,000
Filbeck/Seattle	Storm Drain Utility Reserves	693,000
Cedarwood Lane	Storm Drain Utility Reserves	138,600
Miller	Storm Drain Utility Reserves	3,393,000
Skyline Drive	Storm Drain Utility Reserves	2,097,000
Walnut	Storm Drain Utility Reserves	1,311,000
Avenda	Storm Drain Utility Reserves	221,000
Poplar	Storm Drain Utility Reserves	241,500
South Miller	Storm Drain Utility Reserves	283,500
Jennings St/lone and Maxine	Storm Drain Utility Reserves	1,234,000
Methow	Storm Drain Utility Reserves	690,000
McKittrick from Pine to Western	Storm Drain Utility Reserves	2,346,000
Horse Lake Road	Storm Drain Utility Reserves	1,810,000
<b>Total</b>		<b>22,614,170</b>

## WATER

### Description:

The major emphasis in the water distribution system over the next six years will be on replacing aging steel and cast iron water mains and removing lead parts 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.

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 [126%](#) per year starting in [2022~~19~~ for three years as well as increases to the ~~and~~](#) system investment fees for new connections [were adopted in 2021 to](#) fund the water capital program. The plan prioritized capacity projects, main replacement, and reservoir improvements.

**Funded Projects:**

The following projects are funded and are either under way or will be underway in the near future. For additional information, please refer to Appendix A for detailed project budget sheets.

Project Name	Total Project Budget	Previous Years	2023 Budget	2024	Future Years
1916 - Methow Water Main Replacement	272,300	37,000	235,300	-	-
1918 - AC Water Main Replacement	1,484,650	120,000	1,364,650	-	-
2202 - Crawford Water Main Replacment - Miller	1,233,440	19,740	222,000	991,700	-
2307 - Generators for Critical Utility Infrastructure	851,060		851,060		
2306 - 8 MG Reservoir Leak Repairs	1,300,000		150,000	1,150,000	
2104-Pershing Street (Springwater to Central)	1,071,000		40,000	1,047,900	
Roosevelt Avenue (Spokane to Kittitas)	1,185,000		25,000		1,141,250
Millerdale (Jessica to Miller)	2,815,000	-	-	-	2,815,000
Columbia (Second to Kittitas)	1,781,000	-	-	-	1,781,000
<b>Total</b>	<b>11,993,450</b>	<b>176,740</b>	<b>2,888,010</b>	<b>3,189,600</b>	<b>5,737,250</b>

**Unfunded Projects:**

The following projects have resulted from planning and needs assessment studies or as identified by staff, community members, and elected officials. Funding has not been secured for these projects; however, possible funding sources are identified.

Project Name	Funding Sources	Est. Project Cost
4 MG Reservoir Replacement	Water Utility Revenues	16,229,000
Fifth Street (Pierre to Chelan)	Water Utility Revenues	3,195,000
8MG & 2 MG Reservoir Exterior Coating	Water Utility Revenues	1,821,000
16' Supply to 4MG (Spokane to Okanogan)	Water Utility Revenues	3,599,000
Orondo Avenue (Washington to Alaska)	Water Utility Revenues	1,482,000
Yakima Ave (Okanogan to Alaska)	Water Utility Revenues	1,026,000
Terminal Avenue (Methow to Mission)	Water Utility Revenues	1,141,000
Cherry Street (Saddlerock to St Josephs)	Water Utility Revenues	2,244,000
First Street (Adams to Franklin)	Water Utility Revenues	810,000
North Mission Street (Fifth to Second)	Water Utility Revenues	1,068,756
South Miller (Coolidge to Idaho)	Water Utility Revenues	1,034,150
North Chelan (Fifth to Seventh)	Water Utility Revenues	925,730
South Chelan (Orondo to Spokane)	Water Utility Revenues	1,587,820
Lincoln Street (Methow to Cascade)	Water Utility Revenues	269,100
Stewart Street (Cherry to Montana)	Water Utility Revenues	208,000
Montana Street West (Stewart to Gellatly)	Water Utility Revenues	401,700
Dakota Street West (Stewart to Gellatly)	Water Utility Revenues	384,800
Washington Street West (Okanogan to Douglas)	Water Utility Revenues	400,400
Linwood/Rosewood	Water Utility Revenues	757,900
BPS 1 pump 3 replament	Water Utility Revenues	142,870
<b>Total</b>		<b>38,728,226</b>

## REGIONAL WATER

### Description:

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. The RCC will next be evaluating the feasibility of surface water treatment and other groundwater options. . Once verified as a viable second water source, the actual development schedule will be in the range of 5-7 years. The RCC also plans to continue the 10% annual rate increase in anticipation of the second source project.

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.

### Funded Projects:

The following projects are funded and are either under way or will be underway in the near future. For additional information, please refer to Appendix A for detailed project budget sheets.

Project Name	Total Project Budget	Previous Years	2023 Budget	2024	Future Years
2309 - Pump #2 Replacement	1,200,000	-	150,000	1,050,000	-
Transmission Main Corrosion Protection	195,000	-	-	195,000	-
<b>Total</b>	<b>1,395,000</b>	<b>-</b>	<b>150,000</b>	<b>1,245,000</b>	<b>-</b>

### Unfunded Projects:

The following projects have resulted from planning and needs assessment studies or as identified by staff, community members, and elected officials. Funding has not been secured for these projects; however, possible funding sources are identified.

Project Name	Funding Sources	Est. Project Cost
Second Source Design & Construction	Regional Water Reserves / Bond	68,759,600
<b>Total</b>		<b>68,759,600</b>

## SEWER

### Description:

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 to provide sewer to unserved areas and support higher density development in Sunnyslope and the foothills. 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% ~~per year~~ per year for five years starting in 2018, together with 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.

### Funded Projects:

The following projects are funded and are either under way or will be underway in the near future. For additional information, please refer to Appendix A for detailed project budget sheets.

Project Name	Total Project Budget	Previous Years	2023 Budget	2024	Future Years
1810 - WWTP Digester 4	17,745,000	8,001,000	9,744,000	-	-
1916 - Methow Street Improvements	52,000	11,000	41,000	-	-
1919 - North Columbia	625,000	-	625,000	-	-
2010 - North Wenatchee Avenue Sewer Repair (5th to 7th)	350,000	3,100	35,000	311,900	-
2106 - Blower Building Improvements	1,389,000	179,000	1,210,000	-	-
2111 - Easy St/Hwy 97/2 Sewer Relocation (WSDOT)	150,000	7,000	143,000	-	-
2107 - Broadview Lift Station (Replacement, LS2)	1,214,450	20,000	1,194,450	-	-
2211 - WWTP Drying Bed Expansion	3,189,647	247,500	2,914,650	-	-
2311 - Pipe Lining Project	454,250	-	454,250	-	-
2305 - Digester 1 Repair and Improvements	2,567,600	-	250,000	2,317,600	-
2307 - Generators for Critical Utility Infrastructure	851,060	-	851,060	-	-
2308 - Grit/Headworks Improvements	3,543,800	-	50,000	150,000	3,343,800
Methow Repair & Replacement	445,000	-	-	-	445,000
Administration Building/Vactor Storage	3,500,000	-	-	-	3,500,000
<b>Total</b>	<b>36,076,807</b>	<b>8,468,600</b>	<b>17,512,410</b>	<b>2,779,500</b>	<b>7,288,800</b>

### Unfunded Projects:

The following projects have resulted from planning and needs assessment studies or as identified by staff, community members, and elected officials. Funding has not been secured for these projects; however, possible funding sources are identified.

Project Name	Funding Sources	Est. Project Cost
Digester 2 Dome Replacement	Sewer Utility Revenues	2,985,400
FLS3 Ohme Lift Station and Force Main	Sewer Utility Revenues	2,033,660
South Viewing Area Rehabilitation	Sewer Utility Revenues	750,000
Biofilter Replacement	Sewer Utility Revenues	1,917,500
Alley Miller to Pioneer S. of Plum 8" VCP replacement	Sewer Utility Revenues	150,000
Okanogan Ave Repair & Replacement	Sewer Utility Revenues	174,000
Digester 3 Repair and Improvements	Sewer Utility Revenues	1,237,400
Secondary Clarifier #3	Sewer Utility Revenues	4,785,285
Olds Station Redundant Force Main	Sewer Utility Revenues	750,000
South Plant Odor Control	Sewer Utility Revenues	3,039,000
Disinfection System Replacement	Sewer Utility Revenues	3,784,000
Locomotive Park bathroom	Sewer Utility Revenues	200,000
Duncan Road	Sewer Utility Revenues	1,000,000
G3 Penny Rd. Gravity Sewer Replacement	Sewer Utility Revenues	228,064
FG01 Easy Street Gravity Sewer Trunkline	Sewer Utility Revenues	2,065,710
FG21 Skyline North (Cherry 1/2)	Sewer Utility Revenues	752,461
FG23 Methow Street - North (Craw3)	Sewer Utility Revenues	471,238
FG27 Methow Street -South (Met1)	Sewer Utility Revenues	231,000
G2 Easy Street (Olds6)	Sewer Utility Revenues	314,159
FG09 Walnut Street (Walnut1)	Sewer Utility Revenues	1,517,000
FG35 Sunnyslope Sewer Extensions	Sewer Utility Revenues	17,875,393
FG11 Harris Place (McKitt2)	Sewer Utility Revenues	324,000
G6 Methow Street (Peach2)	Sewer Utility Revenues	391,080
FG26 Circle Street – South Miller Street to Okanogan (Craw 2/4)	Sewer Utility Revenues	872,000
FG28 Canyon Breeze Lane (Met1)	Sewer Utility Revenues	333,000
G5 South Walker Avenue (Peach2)	Sewer Utility Revenues	228,000
FG08 Locust Street (Maiden4)	Sewer Utility Revenues	420,000
FG25 Circle Street – South Miller Street to Saddle Rock Trailhead (Red2)	Sewer Utility Revenues	455,000
FG32 Jeffrey Court (Squill3)	Sewer Utility Revenues	708,603
FG07 Harbel Street (Maiden4)	Sewer Utility Revenues	317,000
FG20 Lester Road, Day Road, and Day Drive (5th-2)	Sewer Utility Revenues	770,000
FG33 Chapman Road (Squill5)	Sewer Utility Revenues	1,055,876
FG10 Stella Avenue (McKitt4)	Sewer Utility Revenues	240,000
FG18 Cypress Lane (Spring1)	Sewer Utility Revenues	238,989
FG19 Westwick Road (5th-2)	Sewer Utility Revenues	725,000
FG24 Gehr Street (Craw1)	Sewer Utility Revenues	336,000
FG29 Hidden Meadow Drive (Met1)	Sewer Utility Revenues	414,000
FG30 Hidden Meadow Drive – South (Met1)	Sewer Utility Revenues	288,000
FG31 Kray Ike Court (Squill3)	Sewer Utility Revenues	315,000
FG34 Confluence Parkway Ph. I	Sewer Utility Revenues	1,134,442
FG15 Maple Street - North (Maple0)	Sewer Utility Revenues	803,000
FLS2 Warm Springs LS and FM	Sewer Utility Revenues	1,491,000
<b>Total</b>		<b>58,121,261</b>

## TRANSPORTATION

### PAVEMENT PRESERVATION

#### **Description:**

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. The following is a list of key issues related to the City's Pavement Preservation Program:

- 
- 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.
- 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
- In 2015 the City invested in 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.
- 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. The Committee recommended an investment of nearly \$3m per year in the Preservation Program.
- Since 2015, the PMS program estimates have been updated on a regular basis and the current data shows that the City needs to invest \$4 Million annually to maintain an overall PCI near 70.
- Even with this level of investment, the deferred maintenance of the roadway network will continue to increase from \$1 to 2 million per year.
- The Public Works Department continues to seek ways to stretch the pavement preservation funding by implementing lower cost surface treatments such as chip seals.
- The City currently has two dedicated revenue sources for fund #111 – Street Overlay. The two sources are the Transportation Benefit District (TBD) (car tabs) which generates over \$600K annually and the ¼% Real Estate Excise Tax (REET) which generates over \$500K per year. These two revenue sources have been providing approximately \$1.2M annually. It should be noted that the TBD includes a sunset clause for the end of 2030.
- The City continues to seek additional funding for the preservation either through one-time cash allocations and grants.

. . . overall pavement condition index (PCI) of near 70. . .

In summary, the Cities on-going revenue allocations provide just over 25% % of the needed funding to maintain the City's pavement preservation program, however the City Council continues to pursue other sources of revenue to fully fund the Pavement Management program.

## ARTERIAL STREETS

### Description:

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 2021-2026 was adopted by ordinance (Ordinance 2020-17) in July, 2020. **See Appendix B 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 all of the funded projects as well as projects that are currently being pursued. A comprehensive list of all of the planned City projects is included in the attached **Six Year Transportation Improvement Plan; see Appendix B.** The total capital needs identified in the 2022 TIP is approximately \$368 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. While the City works to realize Confluence Parkway, interim improvements to North Wenatchee Avenue are necessary. Preliminary estimates for these improvements were estimated at approximately \$55 Million. During the 2015 Legislative session the “North Wenatchee Area Improvements” project was partially funded in the Washington State Legislature Connecting Washington funding package. 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 partnered beginning in 2017 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 partnership and investment culminated in a document titled “North Wenatchee Avenue (SR285) Preliminary Engineering Summary Report” which better defined projects and priorities for expenditure of the Connecting Washington funds allocated to the SR285 corridor. The WSDOT is currently in the development stages of several projects along the corridor that are consistent with the report.

The city worked with the WSDOT, CDTC and regional partners beginning 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. In 2021, the U.S. Department of Transportation recommended \$92M in federal funding for a portion of the project which includes Confluence Parkway South. The City expects to have funding agreements in place in early 2022 for approximately half of the Confluence Parkway project and will continue to pursue additional funds to complete the northern Confluence Parkway project in the coming years. An Environmental Assessment is expected to be completed for the entire project in 2022.

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.

## STREET MAINTENANCE

### **Description:**

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 repair and 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. The 2022 budget proposes additional funding to address sidewalk maintenance. 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 repairing cement concrete panels on case by case basis as they become unusable or safety concern.

#### Funded Projects:

The following projects are funded and are either under way or will be underway in the near future. For additional information, please refer to Appendix A for detailed project budget sheets.

Project Name	Total Project Budget	Previous Years	2023 Budget	2024	Future Years
0623 - McKittrick and Wenatchee Avenue Signal	3,433,900	1,833,900	1,600,000	-	-
1615 - N. Wenatchee Ave. Ped. and Median Imp's	1,048,000	118,000	930,000	-	-
1801 - 9th Street Rail Crossing	1,500,655	134,500	102,955	1,263,200	-
1916 - Methow Street Improvements	1,704,800	386,500	1,318,300	-	-
1919 - McKittrick St/North Columbia Street I/S	4,449,000	879,000	3,570,000	-	-
2007 - Springwater Avenue	3,302,800	552,100	2,750,700	-	-
2109 - 2021-2023 Pavement Condition Survey	225,000	104,500	120,500	-	-
2201 - Apple Capital Loop: Segments 1B, 2A, 2C	107,961,858	395,000	7,108,260	21,321,544	79,137,054
2201 - Confluence Parkway North	85,000,000	-	3,690,000	10,000,000	71,310,000
2203 - 2023 Pavement Preservation	1,200,000	177,000	1,023,000	-	-
2208 - McKittrick Street - Pershing to Pine	2,876,800	65,000	553,800	2,258,000	-
2213 - Millerdale Avenue Bridge Rehabilitation	1,186,000	10,000	75,000	91,000	1,010,000
2301 - 2024 Pavement Preservation	2,000,000	-	250,000	1,750,000	-
2302 - Worthen Street Trail Improvements	215,000	10,000	23,000	182,000	-
2304 - Complete Streets Sidewalk Improvements	185,000	-	30,000	155,000	-
2312 - Fifth and Emerson Pedestrian Crossing	276,000	-	25,000	38,000	213,000
Miller St. Realignment and Storm Repairs	4,200,000	-	500,000	3,700,000	-
Springwater Avenue Extension North	1,125,000	-	-	1,125,000	-
US 2/97 and Easy Street Roundabout Aesthetic Impr.	200,000	-	200,000	-	-
Street Preservation Program	8,000,000	-	-	-	8,000,000
	<b>230,089,813</b>	<b>4,665,500</b>	<b>23,870,515</b>	<b>41,883,744</b>	<b>159,670,054</b>

#### Unfunded Projects:

The following projects have resulted from planning and needs assessment studies or as identified by staff, community members, and elected officials. Funding has not been secured for these projects; however, possible funding sources are identified.

Project Name	Funding Sources	Est. Project Cost
Pavement Preservation (Unfunded)	TBD, B&O, Util. Tax, Prop. Tax	9,600,000
Miscellaneous, Minor, Undefined	109	300,000
M&O Pavement Preservation Projects	108	450,000
M&O Sidewalk Improvements	108	300,000
M&O Pedestrian Safety Improvements	TBD, Other	300,000
Spot and Corridor Safety Improvement Projects	HSIP	400,000
Neighborhood Traffic Calming	Local, Complete Streets, Developer Funds	60,000
Illumination Upgrades	PUD, CDBG, 109, Other	60,000
Truck Route Improvements	STP	500,000
Traffic Signal Improvements	STBG, 109	1,500,000
Miscellaneous Bicycle System Improvements	TBD, Other	60,000
9th Street Corridor Safety and Complete Streets Improvements	HSIP, 109	1,447,000
Washington - King - Buchanan Intersection Control	HSIP, 109	714,000
SR 285 Couplet Signal Upgrades	HSIP, 109	794,000
Idaho Street Safety Improvements	HSIP, 109	922,000
Washington Park Pedestrian Crossing	HSIP, 109	371,000
Wilson Street Safety Improvements	HSIP, 109	461,000
Millerdale Improvements	TIB, 109	4,202,000
Red Apple Road Phase 2	TIB, 109	2,120,000
Woodward Urban Upgrades	TIB, 109	3,860,000
9th St. Pedestrian Crossing - Westside High School	SRTS, 109	467,600
Elliott Ave./Castlerock Ave. Pedestrian Crossing Improvements - Washington Elementary	SRTS, 109	632,300
Sunset Ave. Improvements - Orchard Middle School	SRTS, 109	315,000
Springwater Avenue Crossing - Foothills Middle School	SRTS, 109	336,200
Crawford and Okanogan Intersection Control - Lincoln Elementary	SRTS, 109	1,622,800
South Wenatchee Avenue Complete Streets	NHFP, 109	4,127,800
Wenatchee River Br. Shared Use Pathway - Pre-Design Analysis	WSDOT, Ped/Bike	490,000
North Wenatchee Shared Use Trail - Phase 1 (Gunn Ditch)	WSDOT, Ped/Bike	2,155,000
North Road Improvements	TIF, 109	2,600,000
Maiden Lane Extension	TIF, 001	950,000
Maple, Broadview, Surry vic. Connections	Development, TIF, 001	13,049,000
Westwick extension to Maiden extension	Development, TIF, 001	7,900,000
Second Street extension west	Development, TIF, 001	1,070,000
Fifth and Western Intersection Capacity Improvements	TIF, 001	650,000
Castlerock to Fifth Street Connector	Development, TIF, 001	5,160,000
North End North Wenatchee Ave. Projects Phase 2	WSDOT	24,000,000
McKittrick St. - SR285 Intersection Phase 2	STBG, 109	4,300,000
North Wenatchee Ave./Hawley St/Walnut St. Intersection	WSDOT	7,000,000
North Wenatchee Avenue Complete Streets Improvements	State	1,500,000
Columbia Street South	TIF District, 109	4,500,000
Loop Trail Connection: Confluence State Park to Olds Station Road	Ped/Bike, Port, State Parks, 109	600,000
Miller/Crawford Intersection Control (Mini-Roundabout)	TIB, 109	500,000
Skyline Drive Widening	001, TIF, Other	3,500,000
Pedestrian Corridor along Stevens Street	Complete Streets, Other	250,000
Chelan/Kittitas Intersection Control (Signal)	STBG, 109	500,000
Walnut St. Improvements	TIB, 109	1,500,000
Crawford Ave. Improvements	STBG, 109	500,000
Mission Street to Mission Ridge Gateway	STBG, Other	500,000
Orondo St. Multimodal Improvements	STBG, 109	1,000,000
McKittrick St - Western Ave to City Limits	TIB, 109	1,500,000
<b>Total</b>		<b>121,596,700</b>

## WESTERN FOOTHILLS TRANSPORTATION IMPACT FEES

### **Description:**

In 2019, , a study was conducted for the Western Foothills Circulation area (within the city's UGA) for needed improvements to address adequate secondary access and level of service standards for fire access. This study was also an implementation step from the City's Community Planning Assistance for Wildfire Planning process in 2015-2016, which informed the planning effort. This study, entitled the Western Foothills Transportation Impact Study is hereby included in this plan by reference. Title 15, which was established by Ordinance 2011-02 and amended on November 14, 2019 with Ordinance 2019-41 outlines the following:

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.
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. A construction cost inflator is contemplated in Title 15.
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 Western Foothills Transportation Study identified a maximum legally defensible impact fee of \$24,742 based on improvements necessary to support future development. The improvements identified in the study area consist mainly of fire access road improvements along with some multimodal improvements. Ordinance 2019-41 set the Western Foothills Transportation Impact Fee at \$7,500 per additional single-family residential Building Permit

**Table 1: Cost of Basic Fire Access and Multimodal Improvements for City Connections**

Connection Description	Project #	Basic Fire Access Cost	Multimodal Cost	Total Cost
North Road East of Canal	1A	\$225,000	-	\$225,000
North Road West of Canal (24-foot-wide cross-section)	1B	\$1,550,000	-	\$1,550,000
North Road Improvement through Schnibbe & Parlette Property	1C	\$825,000	-	\$825,000
Maiden Lane Extension	2	\$937,500	-	\$937,500
Maple Street Improvements	3	-	\$1,300,000	\$1,300,000
Triad Development Connections	4	\$13,049,250	-	\$13,049,250
Springwater Connection across School District Property	5	\$1,125,000	-	\$1,125,000
Westwick Connection to Triad Connection	6A	\$7,048,125	-	\$7,048,125
Westwick Multimodal Improvements to Surry Road	6B	-	\$860,600	\$860,600
Springwater (Western to Woodward)	7	-	\$2,768,400	\$2,768,400
Woodward (Springwater to 5 <sup>th</sup> Street)	8	-	\$3,626,151	\$3,626,151
2nd Street Connection, 325 ft of road across Noyes property to Philipi property	9A	\$243,750	-	\$243,750
2nd Street Connection, 775 ft of road across Philipi property from Noyes property to Maxine street	9B	\$581,250	-	\$581,250
Maxine Street Extension from Lone Place to Red Hawk Canyon Drive	9C	\$243,750	-	\$243,750
Castle Rock Connection north of water tank property to Maxine Street (on Philipi property)	10A	\$3,480,000	-	\$3,480,000
Castle Rock Connection south of water tank property to existing Castle Rock	10B	\$1,680,000	-	\$1,680,000
5 <sup>th</sup> Street & Western Avenue Intersection Improvements*	11	-	\$632,100	\$632,100
<b>Total</b>		<b>\$30,988,625</b>	<b>\$9,187,251</b>	<b>\$40,175,876</b>

Source: City of Wenatchee

\*This project is an LOS-driven intersection project

## CONVENTION CENTER

**Description:**

The Convention Center is a City-owned facility that is operated under agreement with Coast ~~Wenatchee Hospitality~~, LLC (formerly Coast Wenatchee). 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. In order to keep the Convention Center competitive into the future, a market analysis was conducted in 2019 to look at options for the facility moving forward. ~~Options may include expansion of the facility based on a current convention center market analysis. In 2022, the City hired an architect firm to further the options recommended by the market analysis and craft schematic design recommendations for a future remodel and expansion. It is anticipated that a future project will require the City to bond at least ten million dollars beginning in 2024 to support the necessary improvements.~~

Most recent projects include six AV meeting systems for remote meetings, fire alarm panel upgrades, the refurbishment of room airwall dividers, additional chair railing installation and refinishing of the main entrance stairway.

Current minor capital/equipment projects planned as funds become available include upgrades to the upstairs bathrooms, upgrading three HVAC units, additional LED lighting upgrades, and the installation of three cameras in the Fountain Plaza.

**Funded Projects:**

The following projects are funded and are either under way or will be underway in the near future. For additional information, please refer to Appendix A for detailed project budget sheets.

Project Name	Total Project Budget	Previous Years	2023 Budget	2024	Future Years
2212 - Wenatchee Convention Center Renovation	12,100,000	334,000	766,000	5,250,000	5,750,000
Minor Capital / Equipment (\$200,000/yr)	800,000	200,000	200,000	200,000	200,000
<b>Total</b>	<b>12,900,000</b>	<b>534,000</b>	<b>966,000</b>	<b>5,450,000</b>	<b>5,950,000</b>

**Unfunded Projects:**

~~The following projects have resulted from planning and needs assessment studies or as identified by staff, community members, and elected officials. Funding has not been secured for these projects; however, possible funding sources are identified.~~

## CEMETERY

### Description:

Over the past 10 years, improvements were implemented including the construction of a Niche Wall and new office, re-platting of several areas, removal of roadways and renovation of the Clark Mausoleum. Additionally, rate adjustments have been made with the goal of helping to enhance revenues. However, even with the rate changes, overall revenues have not kept pace with the modest rate of increased expenditures and the Cemetery Fund has continued to rely on General Fund transfers in order to continue to operate.

The Cemetery capital plan includes additional improvements to the Home of Peace Mausoleum on Miller Street and improvements at the Cemetery including crypt walls, roadway drainage improvements, greenhouse and shop upgrades, Veterans Section improvements and eventually the opening of a new full interment section with the potential for double depth lots.

### Funded Projects:

Project Name	Total Project Budget	Previous Years	2023 Budget	2024	Future Years
Cemetery Road	405,000	-	10,000	-	395,000
<b>Total</b>	<b>405,000</b>	<b>-</b>	<b>10,000</b>	<b>-</b>	<b>395,000</b>

### Unfunded Projects:

Project Name	Funding Sources	Est. Project Cost
Storm Water System	General Fund/Sotrm Water	350,000
Expansion Area Development	General Fund	225,000
Irrigation System Upgrade	General Fund	220,000
Shop/Greenhouse Replacement	General Fund	120,000
Cemetery Expansion - Niche walls etc.	General Fund	400,000
Area Identification and Interpretive Signs	DAHP Grant	25,000
<b>Total</b>		<b>1,340,000</b>

## HOMELESS/HOUSING/CDBG PROGRAMS

### Description:

The City of Wenatchee administers homeless and affordable housing programs that serve both Wenatchee and East Wenatchee. These programs are funded through contributions by the Cities. Funding is received from four main sources in addition to non-reoccurring grant resources:

1. The Wenatchee/East Wenatchee Affordable Housing Sales Tax Fund is generated through local sales tax collections authorized by RCW 82.14.540 (HB ~~1590~~1070). Annual revenue fluctuates depending on the economic cycle but averages approximately \$1.~~7~~8 million/year.
2. The City of Wenatchee Local Homeless Fund (HB 2163) is generated through local document recording fees. Annual revenue fluctuates depending on the number of documents recorded in Chelan County but average approximately \$160,000/year.
- ~~3. The City of Wenatchee Low Income Housing Fund (HB2060) 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 \$70,000/year.~~
- 4.3. The City of Wenatchee Affordable Housing Sales Tax Credit is generated through a local sales tax credit against the state’s sales tax collections authorized by RCW 82.14.540 (HB 1406). Annual revenue fluctuates depending on the economic cycle but averages approximately \$85,000/year.

The City typically passes these funds through to partner agencies that operate homeless service programs such as emergency shelters, homeless outreach, homeless day centers, rent assistance, and permanent supportive housing programs. Occasionally, these funds help construct or purchase capital facilities and equipment and thus this description is included in the Capital Facilities Plan. The City of Wenatchee is pursuing the implementation of the Chelan – Douglas Homeless Housing Strategic Plan 2019-2024. A multi-phased strategy has been developed by the City of Wenatchee and East Wenatchee to look at having a significant positive impact on providing shelter and wrap around services for the unsheltered homeless population. This initial first phase includes the development of capacity for new and potentially expanded low barrier shelter(s) and an integrated approach at outreach with local law enforcement focused on the unsheltered homeless population. ~~These shelter(s) may include day use facilities.~~

~~The City is in preliminary planning stages for the development of a low barrier emergency shelter facility(s). Estimates for these projects are not available, but the table below shows total possible funding available for these phase I strategies.~~

~~The first phase of this development includes two RV and personal vehicle day park- low barrier emergency shelters, in addition to a low barrier emergency shelter with approximately 45 individual Pallet Shelters, 90 beds, at the Wenatchee Rescue Mission. These facilities each will include wrap around services through the local continuum of care. Initial capital costs have been estimated at \$994,690. The second safe park site has not been identified and site engineering for placement of the Pallet Shelters is not complete. Due to the remaining unknown factors, an estimated project cost has been increased to \$1,500,000. Two additional low barrier emergency shelter facilities were granted funds in 2022 with a combined bed count of 74 units.~~

**Funded Phase 1 Projects:**

Project Name	Funding Sources	Est. Project Cost
<b>Low Barrier Emergency Shelter(s)</b>	Affordable Housing Sales Tax (HB 1590) & Low Barrier Shelter Grant	<b>2,048,245</b>
<b>Total</b>		<b>2,048,245</b> <del>1,500,000</del>



**Community Development Block Grant (CDBG)**

In 2005, the City became a CDBG Entitlement Community. CDBG funds are used for grant administration and staff time, public service programs, small-scale neighborhood revitalization projects, improvements to public facilities and large public infrastructure projects. The following goals were identified for the 2020-2024 Consolidated Plan which identifies priorities for CDBG investment in the community:

1. Expand Development of Housing & Public Amenities
2. Enhance Economic Development
3. Support Public Services

The City of Wenatchee is eligible to receive Community Development Block Grant (CDBG) funds annually from the U.S. Department of Housing & Urban Development (HUD). The City's program year is October 1<sup>st</sup> through September 30<sup>th</sup> of the following calendar year.

Funding from the CDBG program is able to be utilized within the geographic boundaries of the City of Wenatchee. In order to serve community members in need, geographic priority areas are created. The characteristics within a priority area include higher levels of crime; housing stock in a state of deterioration; lack of public infrastructure and facilities; high levels of code enforcement contact; and signs of potential blight. Additional considerations include access to public facilities, commercial areas, grocery stores, recreation and medical or social support facilities.

Area-benefit activities are emphasized to benefit low- and moderate-income neighborhoods and limited clientele are more specific to support households. The City has successfully leveraged CDBG funding for Safe Routes to School projects and coordinates efforts to align with the "Five-Year Plan to Reduce Homelessness in Chelan & Douglas Counties" around housing needs. The following table illustrates a list of projects consistent with the 2020 – 2024 City of Wenatchee Consolidated Plan. Public facilities and infrastructure improvements such as the Lincoln Park redevelopment and the extension and replacement of sidewalks are proposed.

**Funded Projects:**

Project Name	Funding Sources	Est. Project Cost
<b>Public Facilities and Infrastructure</b>	<del>2021-2022</del> CDBG Grant and additional public/private resources	346,926
<b>Total</b>		<b>346,926</b>

## ECONOMIC DEVELOPMENT

### LOCAL REVITALIZATION FINANCING DISTRICT – WENATCHEE WATERFRONT

**Description:**

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 through the investment in public infrastructure. 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. In concert with this award, ordinance 2009-26 established the local revitalization district (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. These projects must be used for public improvements that stimulate economic growth within the District. 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, purchase of the property underlying [and adjacent to](#) the Pybus 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, the Orondo Street plaza, the Ninth Street Parking Lot. 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 has been instrumental in furthering economic growth in the South Node with the addition of the Hilton on the former Public Works property in 2019. 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.

**Funded Projects:**

The following projects are funded and are either under way or will be underway in the near future. For additional information, please refer to Appendix A for detailed project budget sheets.

Project Name	Total Project Budget	Previous Years	2023 Budget	2024	Future Years
1905 - Gateway Project/Worthen St.	680,800	333,500	347,300	-	-
Riverfront Master Plan & Implementation	2,000,000	-	200,000	1,800,000	
Development Support - Pay as you go	300,000	-	-	-	300,000
<b>Total</b>	<b>2,980,800</b>	<b>333,500</b>	<b>547,300</b>	<b>1,800,000</b>	<b>300,000</b>

## ECONOMIC DEVELOPMENT/ PARTNERSHIP PROJECTS

### Description:

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 that is 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, in partnership with the Federal Highways Administration and Washington State Department of Transportation formally initiated NEPA for Confluence Parkway in 2019. This effort is required to further the project and secure funding as outlined in the Chelan Douglas Transportation Council and City Transportation Plans. NEPA is anticipated to be completed through development of an Environmental Assessment which will identify mitigation measures for environmental impacts. The city is funding \$3 M for this effort including funds from the State of Washington, Link Transit, the Chelan-Douglas Regional Port, and Chelan County Public Utilities District.
2. The City partnered with WSU to perform an Integrated Planning Grant funded by the Department of Ecology for approximately 9 acres of property at the WSU Treefruit Research and Extension Center located at the corner of Western and Springwater Avenues. The objective of the grant was 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. Lead Arsenic contamination was found on the site and thus opportunities are available through the Department of Ecology to support cleanup and housing projects. This project is intended to help further a 4-year university presence in the Wenatchee Valley through investment in the WSU Treefruit Research and Extension Center. The project is also coordinated closely with the Our

Valley Our Future game changer, the Bridge Innovation District. Given housing is a critical need for professionals, students, researchers, and interns, this project has the potential of providing critical housing in proximity to the WSU campus. The City anticipates facilitating a project through facilitating cleanup of the site and development of approximately 100 units of housing. No general fund expenditures are expected; however, grant resources and partnerships with organizations such as the housing authority may provide the opportunity for facilitation of this project.

3. 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 market rate and affordable housing. Market rate housing is easier to achieve in the short-term and is a benefit for all housing affordability ranges. Long 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 more of housing.
4. The city entered into a public private partnership with Mission and Kittitas Apartments, LLC through a development agreement in 2019 to provide approximately 225 market rate housing units in 5 levels of housing over 2 levels of parking format. The city agreed to lease 100 stalls of parking for public purposes to support parking in downtown and housing development for the economic health and vitality of downtown and South Wenatchee. This project will also serve as one of the first transit-oriented development projects given its proximity to Columbia Station. The city lease will begin in 2023 or 2024 after the project is complete.
5. The City works closely with the Wenatchee Downtown Association implementing projects in the adopted Central Business District subarea plan which have included improvements to downtown parking, streetscapes (LID), utility improvements, truck traffic re-rerouting, bike facilities, public space improvements, the development of a new housing project (Mission and Kittitas Apartments, LLC), 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. Parking continues to be the biggest management issue in order to realize a revitalized downtown area. As a result, 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 for 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. The study suggests the city focus on management of the on street system and encourage redevelopment of surface lots to increase business activity until 70-85% utilization rates are achieved. 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. Partnership projects will likely arise in the development of public private partners for shared parking of underutilized city and private parking lots.

6. A long-term goal of the City has been to facilitate the relocation of the Burlington Northern Santa Fe (BNSF) switch terminal located at the intersection of Columbia and Thurston Streets to the Appleyard. 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 Another option may be to relocate the facility to Douglas County near the Mouth of Moses Coulee in partnership with Chelan County and the Transportation Council. It is noted that BNSF is interested in this project and has been a proactive partner.
7. 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 which were vacated in 2018 and the buildings demolished in 2021. The Master Plan identifies road and utility work totally \$37 Million which will enable an estimated \$245 Million in private investments including up to 850 residential units, office, light industry flex space, and retail space along Wenatchee Avenue. The city 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; the city will sell remnant properties to encourage private investment. In addition, the city will has been awarded federal -funding for major elements of this work including the McKittrick Street and Miller Street underpasses that will tie North Wenatchee Avenue improvements in with Confluence Parkway. The City has continued to endeavor to identify additional funds to support this and other redevelopment effort, including tax increment financing districts (TIF). The City anticipates moving forward with a TIF district for the North Wenatchee Redevelopment area in late 2022. Note that most of the infrastructure work associated with this redevelopment is identified in other sections of this plan.

8. A national campaign to develop makerspaces to foster innovation in manufacturing and promote workforce development has been underway since the Mayor entered the National Mayor’s Maker Challenge in 2015. In 2019, the city engaged in a National Recreation to Technology challenge in 2019 to help facilitate how to develop makerspaces in Wenatchee through community partnerships. This effort was made in partnership with the Pinnacles Prep. Charter School, the Wenatchee Public Library, GWATA, and other partners. 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.
  
9. 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 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 followed this process with the development of a subarea plan. 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.

The following table capture potential city partnership matches to projects that are already included in the preceding sections of this plan to avoid double counting projects.

**Funded Projects:**

The following projects are funded and are either under way or will be underway in the near future. For additional information, please refer to Appendix A for detailed project budget sheets.

Project Name	Total Project Budget	Previous Years	2023 Budget	2024	Future Years
Mission & Kittitas Downtown Housing/Parking	350,000	-	-	-	350,000
				-	-
<b>Total</b>	<b>350,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>350,000</b>

**Unfunded Projects:**

The following projects have resulted from planning and needs assessment studies or as identified by staff, community members, and elected officials. Funding has not been secured for these projects; however, possible funding sources are identified.

Project Name	Funding Sources	Est. Project Cost
WSU - Bridge Innov. Dist. Housing	State Affordable Housing, Dept. of Ecology, Public Private Partnership	25,000,000
Downtown Housing Projects	State Affordable Housing Funds, Public Private Partnership	2,000,000
Downtown Parking/Garages	Parking Revenues, LID, General Fund, Public Private Partnerships	3,000,000
Burlington Northern Terminal Relocation	Federal Grants, BNSF	32,000,000
North Wenatchee Master Plan Infrastructure	State grants and loans, public private partnerships	2,000,000
South Wenatchee Subarea Plan	State and Fed. Grants, Gen. Fund, Util, Community Grants, Other	5,000,000
<b>Total</b>		<b>69,000,000</b>

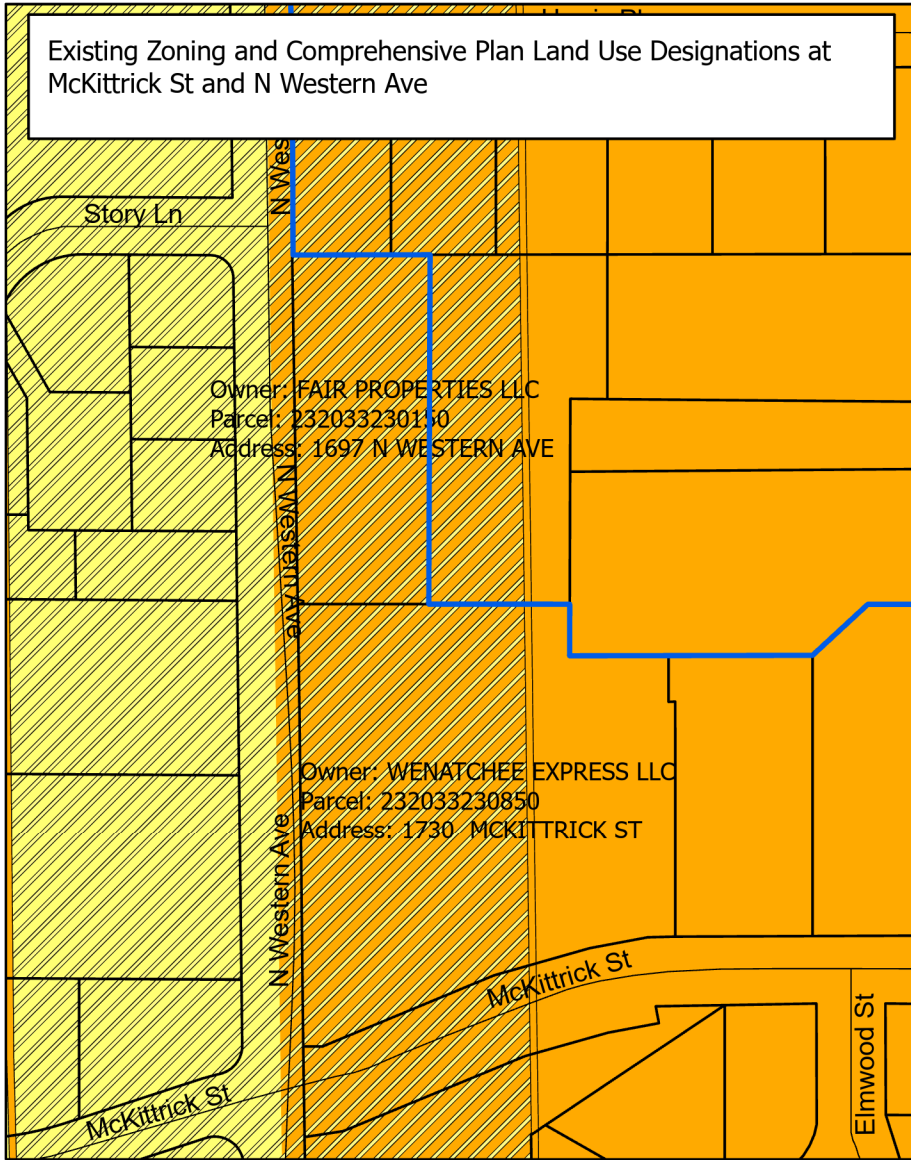
## CONCLUSIONS AND RECOMMENDATION

The total value of the capital improvements identified in this plan is over \$640 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, its 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.

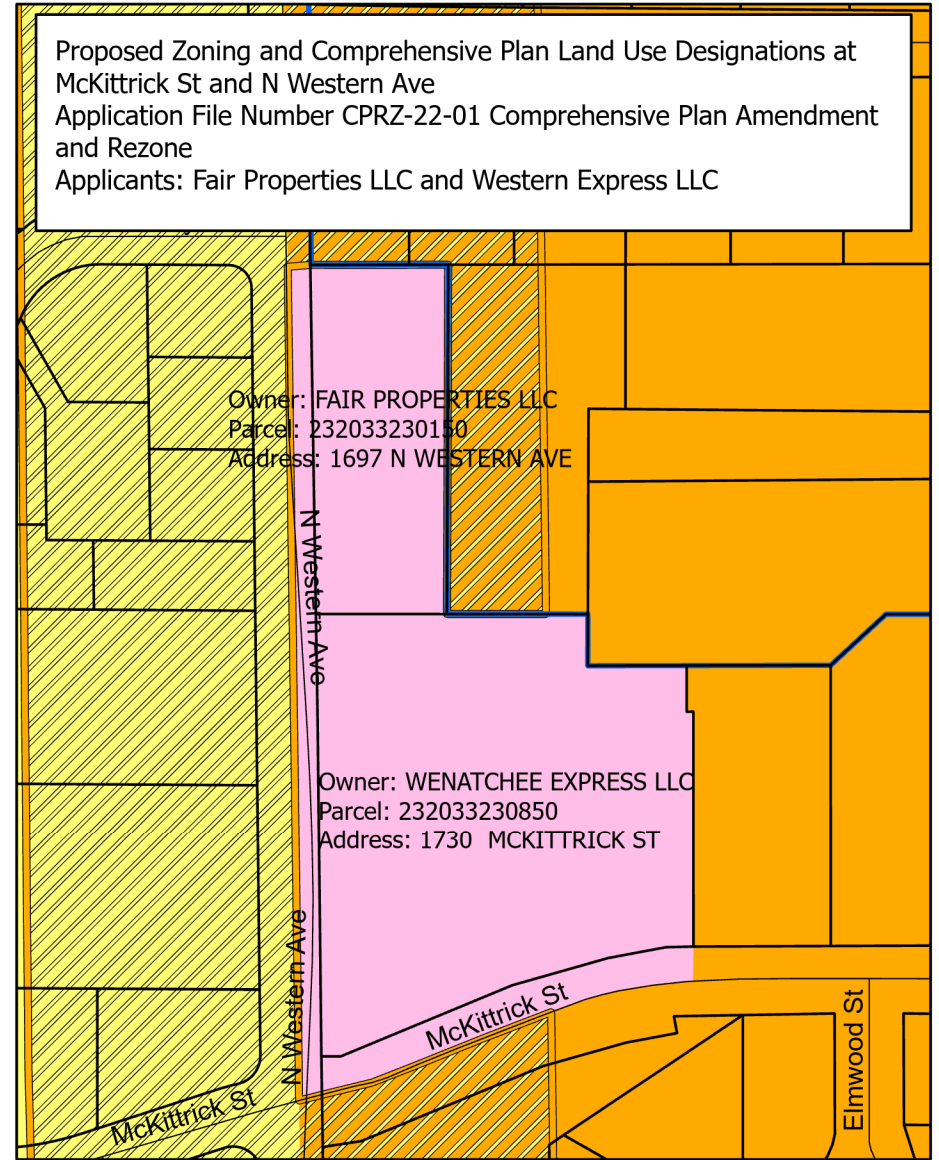
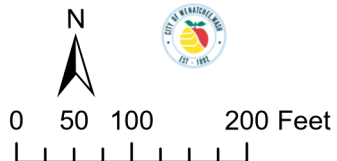
## APPENDIX A - FUNDED PROJECT BUDGET SHEETS



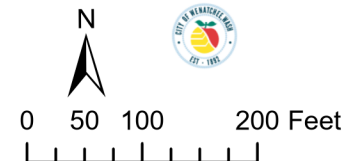
## APPENDIX B - SIX YEAR TRANSPORTATION PLAN



- Streets
- ▭ Parcels
- ▭ City Limits Effective November 19, 2022
- ▨ MRC - Mixed Residential Corridor
- RM - Residential Moderate
- RL - Residential Low



- Streets
- ▭ Parcels
- ▭ City Limits Effective November 19, 2022
- ▨ MRC - Mixed Residential Corridor
- CN - Neighborhood Commercial
- RM - Residential Moderate
- RL - Residential Low





Department of Community Development

Planning Division

1350 McKittrick Street, Suite A

Wenatchee, WA 98801

(509) 888-3200

## COMPREHENSIVE PLAN AMENDMENT REQUEST FORM

Date Submitted:  Accepted By:  Receipt No.  File No.

### **Please select all that apply:**

- Comprehensive Plan Text Amendment  Comprehensive Plan Map Amendment
- Comprehensive Plan Map/Zone Change Amendment

### **GENERAL INFORMATION**

Applicant: Forte Architects

Mailing Address: 240 N Wenatchee Ave

Contact No.: (509) 2935566 E-mail Address: Lenka@ForteArchitects.com

### **If applying for a map amendment complete owner information:**

Property Owner(s): FAIR PROPERTIES LLC

Mailing Address: 1697 N WESTERN AVE

Contact No.: 509 669-2200 E-mail Address: Lenka@ForteArchitects.com

If there is more than one property owner, submit the supplemental additional owner(s) and authorization form.

### **Complete section if an agent is acting for the applicant or owner during the permit process:**

Authorized Agent: Lenka Slapnicka

Mailing Address: 1697 N WESTERN AVE

Contact No.: (509) 293-5566 E-mail Address: Lenka@ForteArchitects.com

### **Please indicate who should receive correspondence and notices:**

- Applicant  Owner  Authorized Agent

### **PROPERTY INFORMATION (complete if applying for a map amendment)**

Street Address(es): 1697 N WESTERN AVE, WENATCHEE, WA 98801

Parcel No(s): 232033230150

Legal Description: T 23N R 20EWM S 33, L 1 SP 1180, 0.8700 ACRES  
(Attach a separate sheet if necessary)

Area of property in acres or square feet: 0.8700 ACRES

Zoning District Designation: Residential Moderate (RM)

Overlay District: Mixed residential corridor (MRC)

Comprehensive Plan Designation: Residential Mixed Use (RMU)

Shoreline Environmental Designation: N/A

Please attach a narrative to this request that addresses the proposed amendment including how it is consistent with the Growth Management Act (RCW 36.70A), countywide planning policies, the City of Wenatchee Capital Facilities Plan, the Wenatchee Urban Area Comprehensive Plan goals and policies, any applicable sub-area plans, and how the amendment is in the best interest of the public. Additionally, please include as part of the narrative: 1) a detailed statement explaining how the site is more consistent with the proposed land use designation than with the existing land use designation; 2) a statement explaining how the site is suitable for the proposed designation and that there is a lack of appropriately designated alternative sites in the vicinity; and 3) are public facilities, infrastructure and transportation systems present to serve the intended amendment or have provisions been made in accordance with the Wenatchee City Code to provide necessary facilities.

If a map amendment is being proposed please also include the following information: current use of the site and the adjacent land uses and comprehensive plan designations.

An environmental checklist prepared pursuant to the State Environmental Policy Act (SEPA) is required to be submitted as part of this request.

The submittal of this application will docket the requested change(s) for consideration during the annual amendment process. This office will compile and maintain a list of requested changes for consideration during the next available annual amendment of the comprehensive plan pursuant to the procedures described in the Wenatchee Zoning Code Chapter 10.05. Applications submitted after the close of business on April 1st of each calendar you are generally processed in the following year's amendment process.

**ACKNOWLEDGEMENTS AND SIGNATURE**

I acknowledge that:

1. The information, plans, maps, and other materials submitted on an with this application are, to the best of my knowledge, a true and accurate representation of this proposal;
2. City of Wenatchee does not guarantee success of this request, and/or the issuance of an affirmative notice of action. The City's assistance to the applicant(s)/owner(s) does not preclude the need to address impacts raised by the public or by other federal, state, or local agencies;
3. In the event of any legal proceeding to challenge this application, any environmental determination or any other aspect of the proposal, the applicant(s)/owner(s) shall be solely responsible to defend such challenge and pay all court costs and attorney's fees necessary for such defense;
4. All persons executing this acknowledgement in a representative capacity shall be personally liable and hereby personally guarantee payment of all fees and costs required by this applicaiton.

Date: 03/02/2020

Applicant Signature: *Lanka Hamrick*



Department of Community Development

Planning Division

1350 McKittrick Street, Suite A  
Wenatchee, WA 98801  
(509) 888-3200

**COMPREHENSIVE PLAN AMENDMENT REQUEST FORM**

Date Submitted: 03/02/2020 Accepted By:  Receipt No.  File No.

**Please select all that apply:**

- Comprehensive Plan Text Amendment  Comprehensive Plan Map Amendment
- Comprehensive Plan Map/Zone Change Amendment

**GENERAL INFORMATION**

Applicant: Forte Architects

Mailing Address: 240 N Wenatchee Ave

Contact No.: (509) 2935566 E-mail Address: Lenka@ForteArchitects.com

**If applying for a map amendment complete owner information:**

Property Owner(s): WENATCHEE EXPRESS LLC

Mailing Address: 321 HIGH SCHOOL RD NE, D-3 PMB 632, BAINBRIDGE ISLAND, WA 98110

Contact No.: 206.669.7845 E-mail Address: msherry@sherrydevco.com

If there is more than one property owner, submit the supplemental additional owner(s) and authorization form.

**Complete section if an agent is acting for the applicant or owner during the permit process:**

Authorized Agent: Lenka Slapnicka

Mailing Address: 240 N Wenatchee Ave, Wenatchee, WA 98801

Contact No.: (509) 293-5566 E-mail Address: Lenka@ForteArchitects.com

**Please indicate who should receive correspondence and notices:**

- Applicant  Owner  Authorized Agent

**PROPERTY INFORMATION (complete if applying for a map amendment)**

Street Address(es): 1730 MCKITTRICK ST, WENATCHEE, WA 98801

Parcel No(s): 232033230850

Legal Description: (Attach a separate sheet if necessary) T 23N R 20EWM S 33 SS#1180 LOT 3 4 BA#03-009 L A 2.0700 ACRES

Area of property in acres or square feet: 2.0700 ACRES

Zoning District Designation: Residential Moderate (RM)

Overlay District: Mixed residential corridor (MRC)

Comprehensive Plan Designation: Residential Mixed Use (RMU)

Shoreline Environmental Designation: N/A

Please attach a narrative to this request that addresses the proposed amendment including how it is consistent with the Growth Management Act (RCW 36.70A), countywide planning policies, the City of Wenatchee Capital Facilities Plan, the Wenatchee Urban Area Comprehensive Plan goals and policies, any applicable sub-area plans, and how the amendment is in the best interest of the public. Additionally, please include as part of the narrative: 1) a detailed statement explaining how the site is more consistent with the proposed land use designation than with the existing land use designation; 2) a statement explaining how the site is suitable for the proposed designation and that there is a lack of appropriately designated alternative sites in the vicinity; and 3) are public facilities, infrastructure and transportation systems present to serve the intended amendment or have provisions been made in accordance with the Wenatchee City Code to provide necessary facilities.

If a map amendment is being proposed please also include the following information: current use of the site and the adjacent land uses and comprehensive plan designations.

An environmental checklist prepared pursuant to the State Environmental Policy Act (SEPA) is required to be submitted as part of this request.

The submittal of this application will docket the requested change(s) for consideration during the annual amendment process. This office will compile and maintain a list of requested changes for consideration during the next available annual amendment of the comprehensive plan pursuant to the procedures described in the Wenatchee Zoning Code Chapter 10.05. Applications submitted after the close of business on April 1st of each calendar you are generally processed in the following year's amendment process.

**ACKNOWLEDGEMENTS AND SIGNATURE**

I acknowledge that:

1. The information, plans, maps, and other materials submitted on an with this application are, to the best of my knowledge, a true and accurate representation of this proposal;
2. City of Wenatchee does not guarantee success of this request, and/or the issuance of an affirmative notice of action. The City's assistance to the applicant(s)/owner(s) does not preclude the need to address impacts raised by the public or by other federal, state, or local agencies;
3. In the event of any legal proceeding to challenge this application, any environmental determination or any other aspect of the proposal, the applicant(s)/owner(s) shall be solely responsible to defend such challenge and pay all court costs and attorney's fees necessary for such defense;
4. All persons executing this acknowledgement in a representative capacity shall be personally liable and hereby personally guarantee payment of all fees and costs required by this applicaiton.

Date: 03/28/2022

Applicant Signature: Laura Hamrick

**Please attach a narrative to this request that addresses the proposed amendment including how it is consistent with the Growth Management Act (RCW 36.70A), countywide planning policies, the City of Wenatchee Capital Facilities Plan, the Wenatchee Urban Area Comprehensive Plan goals and policies, any applicable sub-area plans, and how the amendment is in the best interest of the public.**

The proposed amendment is to request a Comprehensive Plan Amendment for two properties:

1. Fair Properties 26329, T 23N R 20EWM S 33, L 1 SP 1180, 0.8700 ACRES, 1697 N WESTERN AVE WENATCHEE, WA 98801 to change from MRC - Mixed Residential Corridor to NC- Neighborhood Commercial as to accommodate a 2,500 SF or less addition of its existing use.
2. Wenatchee Express Mini-Storage 26341, T 23N R 20EWM S 33 SS#1180 LOT 3 4 BA#03-009 L A 2.0700 ACRES, 1730 MCKITTRICK ST, WENATCHEE, WA 98801 to change from MRC - Mixed Residential Corridor to NC- Neighborhood Commercial.

This proposed change would be consistent with the Growth Management, Countrywide planning policies, The City of Wenatchee Capital Facilities Plan, and would be in the best interest of the public.

#### **Brief History about The Fair Property & Wenatchee Express Self-Storage**

The Fair building was built and founded in 1985 by Gwin White & Prince Inc., a fruit brokerage firm owned primarily by Bob Riggian and his sons Mac and Tom and operated as such.

In approximately 2008 to 2010 REMAX Real Estate officers leased the building from Gwin White & Prince Inc.

In 2010 Brian Fair, Fair Properties LLC, started leasing the building and in 2015 purchased this and property.

Brian Fair has operated this building solely as a business. As no street side parking exists across Western Ave, Brian has supported his neighbors by allowing them to use the parking lot whenever they asked and even allowed a giant neighborhood yard sale. When the mobil home park across the street needed to repave their parking lot Brian allowed them to use his parking lot until it was done. The parking lot provided by Brian has been an asset to the neighborhood.

The Wenatchee Express Self-Storage has been operating since 2013 that have served the community with all their storage needs for the last 9 years.

#### **History of The Pioneer Title Company**

The original predecessor to the Pioneer Title Company, LLC of today was first founded as the Chelan County Abstract Company by John A. Gellatly and incorporated in the early 1900's. There were several successor names and entities during the 20<sup>th</sup> century, but in 1951 the name was changed to Chelan County Title Company.

Complete Douglas County records were also maintained in the Chelan County Title Company office. In 1947, the Douglas County Title Abstract Company, which has operated continuously in Waterville, Washington since 1890, was acquired by Washington Title Insurance Company. The Douglas County Title Abstract continued operation in Waterville until the year 1951 when the name was changed to Douglas

County Title Company and the entire plant moved to Wenatchee and integrated with the Chelan County Title Company operation. In 1965, Pioneer National Title Insurance, a nationally owned title agency, purchased Chelan County Title Company and it was no longer locally owned.

In 1982 the local general manager, John Ellis purchased the office from Pioneer National Title Insurance and the operation again became locally owned. Later the company was transitioned to John's son Steve Ellis, who managed it for over 20 years, before selling it to Brian Fair on July 1, 2021.

Pioneer Title Company is one of four title companies in Chelan/Douglas counties and has a 5% share of the market. Mr. Fair endeavors to increase the market share. The present-day Pioneer Title Company is located at 201 N Mission St and does not accommodate the expected growth. Mr. Fair desires to move Pioneer to the Fair office Building at 1697 N Western Ave, as Mr. Fair already owns and would not need to incur transaction costs, such as realtor commissions, excise tax, federal capital gains tax, and now possibly state capital gains tax, to purchase and move to a location that accommodates expected growth.

The recent COVID pandemic has also caused Mr. Fair to recognize the importance of having the flexibility to minimize contact outside the office should another contagious virus invade the community. Title and Escrow operations can face intense and sudden deadlines, necessitating the need for employees to continuously juggle their schedules. Part of Mr. Fair's plan is to provide a modern kitchen with appliances and a workout gym on site for the health and welfare of his employees to accommodate their constantly moving schedules to meet with customer deadlines.

Pioneer Title Company desires to stay and continue to be one of the communities' locally owned source for real estate title, escrow and closing services for Chelan & Douglas Counties in this new location. The Pioneer Title Company prides themselves as a member of the Wenatchee Valley Chamber of Commerce and loyally serve the Wenatchee and greater area. Nationally owned title companies tend to take advantage of cheap labor provided by offshore service providers. Mr. Fair believes this reduces the quality of service, but the trend is for local companies in this industry to be bought out by national companies, causing local jobs to be eliminated. Mr. Fair believes a newly remodeled building designed to provide first class working conditions to employees will make Pioneer Title Company a competitive and a strong local company built to last and will not fall under the economic pressures of using offshore service companies in place of local employees.

Similarly, Wenatchee Express also desired to stay and continue to be one of the communities' locally owned source for self-storage and packing needs for Chelan & Douglas Counties. In the current zoning mini-storage facilities are a 'prohibited use.'

### **Proposed Action**

The proposed action would be for the Fair Office Building at 1697 N Western Ave and the Wenatchee Express mini-storage on 1730 McKittrick Street to amend their current zone to Neighborhood Commercial.

Brian Fair wishes for a 2,500 SF more or less addition of its existing commercial use, and the Wenatchee Express wishes to have the option in the future to improve its facility and this will only be possible with a zone change.



This proposed change would be consistent with the Growth Management Act. In RCW 36.70A.010 legislative findings stated that if planned growth, this proposed growth, is cooperated and coordinated with one another that it could be in the public's best interest.

In RCW 36.70A.020 (1) Urban Growth Planning goals are described and created to encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner. The Fair office building and Wenatchee Express Self Storage are both on the MRC Mixed Residential Corridor where they both existed, and solely used, as a neighborhood commercial building since they were built in 1980's and 1990's. The Fair Office building and the Wenatchee Express Self Storage is surrounded by existing adequate public facilities such as daycares, churches, mixed use business such as the upholstery store next-door on 1609 N Western Ave, amongst all the housing.

In RCW 36.70A.020 (5) The proposed action would encourage Economic development throughout Wenatchee, Chelan and the greater Douglas County that would be consistent with Comprehensive Plan if a change of zone to Community Commercial was implemented. Wenatchee Express, The Pioneer Title company and the Fair Office Building would promote economic opportunity by continuing to provide all the communities self storage, title and escrow procedures in-house. This proposed action would also promote the retention and expansion as an existing business, its growth would encourage the recruitment of new businesses, and they would strive to continue to recognize regional differences impacting economic development opportunities and encourage growth in areas experiencing insufficient economic growth where applicable as a Title Company.

The City of Wenatchee has noted on their website under the Comprehensive Plan that; *The City has continued to see steady population and commercial growth. Growth has spread out to the logical geographic boundaries of the City. Wenatchee is facing some tough decisions on how to accommodate growth while protecting the quality of life.*" The proposed Land-Use change is a sign of progress of the steady commercial growth due to population growth. This change would encourage the existing geographic boundary use since 1993 and 1985 when the buildings were first built and solely used as an as a self-storage facility, and an office by Gwinn White & Prince Inc. as a fruit brokerage. This change would preserve and accommodate growth while protecting the quality of life.

This proposed change would be consistent with Wenatchee Urban Area Comprehensive Plan. In this plan it projects the Urban Growth Area and greater Areas to grow up to 28% in the next five years with an increase of more the 35,000 persons. The Existing Land Use is projected to be dominated by the residential use by over 60% followed by the second largest sector of commercial sector at 10.5%. Not only can Wenatchee Express and The Pioneer Title Company be part of this growth, but they can also serve and facilitate the residential-use growth as a Title Company and a self-storage.

The Urban Area Comprehensive plan confirms that Western Ave is an Arterial corridor linking elements of the City. Where the corridor *"provide mobility to citizens between and within districts. Corridors provide connections between different areas and destinations within Wenatchee, as well as to places beyond. These corridors carry the largest volume of traffic. There are two types of corridors: commercial corridors and residential corridors. In commercial areas along such corridors, the development has been predominately auto-oriented. Where these arterials bisect traditionally residential areas, many non-residential uses, such as schools, churches, public facilities and some businesses have already located."*

As a business and business office location established in 1980's The Fair Office building has grandfathered itself within this residential corridor and would be best suited to change to a Neighborhood Commercial District as proposed. Similarly the Wenatchee Express mini-storage has done the same since 2013 and would also be best suited to change to a Neighborhood Commercial District as proposed.

Under roads and transportation, The Urban Area Comprehensive Plan outlines the need for more parking and N Western Ave falls in the Priority Projects for transportation. This proposed change for The Pioneer Title Company in the Fair Office building as a Neighborhood Commercial Zone would supply its own existing parking and would also allow for parking and sidewalk improvement that's consistent with the Plan goals. Similarly Wenatchee Express would also continue to supply its own facility parking.

Under Economic Development, The Urban Area Comprehensive Plan outlines that an Economic Development chapter is not yet a requirement of the Growth Management Act (GMA). However, it does support the City's own goals encouraging economic development. The Pioneer Title Company in The Fair Office Building would enhance the area's quality of life based on the services they provide and because it builds on the areas existing resources and strengths as a local business that serves the community since the 1900's and an office building that has served the local community since the 1980's. Similarly Wenatchee Express has also served the local community with all their storage needs since 1993.

Under Community Design, The Urban Area Comprehensive Plan defines Urban Design, or community design, as the purposeful manipulation of the built or natural environment to achieve public goals of form and function. The community design also recognizes that transitioning arterial streets such as Western Ave provide opportunities for corridor improvements. *"To help mitigate traffic and aesthetic impacts of more intense land uses, major corridors such as 5th Street, Western, Miller and Maple could be targeted for enhancements."* The Pioneer Title Company in The Fair Office Building addition would be a corridor improvement that would be tastefully designed to serve the community *and look at the sum of all parts* to achieve a cohesive appearance consistent with its environment, appearance of the existing building, and its neighboring residential neighborhood appearance in terms of scale, orientation, and building materials. The Wenatchee Express would continue to operate in its current space and scale.

**Additionally, please include as part of the narrative: 1) a detailed statement explaining how the site is more consistent with the proposed land use designation than with the existing land use designation; 2) a statement explaining how the site is suitable for the proposed designation and that there is a lack of appropriately designated alternative sites in the vicinity; and 3) are public facilities, infrastructure and transportation systems present to serve the intended amendment or have provisions been made in accordance with the Wenatchee City Code to provide necessary facilities.**

- 1) The Fair Office building and Wenatchee Express Self-Storage is more consistent with the proposed land use designation of a Neighborhood Commercial Zone rather than with the existing land use designation of Mixed Residential Corridor because it has been built, operated and established as a Neighborhood Commercial building since 1985 & 1993. The current zoning would require Fair to add an equal amount of residential space for every square foot of commercial space added. To our knowledge, there is no parcel in the vicinity that provides a mix of commercial and residential accommodations inside that same parcel. True, there is a daycare facility operating out of a home nearby, but daycare facilities are almost always

operated out of a home. The site is also best suited as a Neighborhood Commercial Zoned building because its neighbor is Self-Storage Facility on 1730 McKittrick Street, which under the current zone is a prohibited use, as well as the city cemetery located at 1804 N Western Ave. Should the proposed change in zoning be disallowed, Mr. Fair would be forced to incur the transaction costs to sell the property, move to another location, or to build or improve an office building. The new owner, likely wanting to maximize the square footage of the lot, would likely have to build out the maximum high density residential units possible. While this may not be a bad fit across Western Avenue, the lots to the East of Fair's parcel are large low density (greater than an acre) with livestock (horses). Mr. Fair does not believe a high-density development would fit with these neighbors, as opposed to a professional office space that operated from 8-5 M-F, that is not taxing on the neighborhood's peaceful living.

- 2) The site is suitable for the proposed designation because it would allow for continued commercial use of the Wenatchee Express and the expansion for the Pioneer Title Company at the Fair Office Building. The Fair provides just the right amount of square footage that with a small addition, will be the perfect size for the operations, and not force Mr. Fair to instead purchase a parcel that forces him to buy more land than he needs, and incur transaction costs. There is a lack of appropriately designated alternative sites in the vicinity because this existing site and building has been purchased and operated as a commercial business since 2015 and earlier by previous owner and under the current MRC classification does not allow for alterations or upgrade of its existing use. There has never been a residential component to this site as required under its current MRC zoning and is considered non-Conforming as result.
- 3) Due to the existing use of the building along with public facilities such as daycares, churches, and the cemetery infrastructure and transportation system are already present to serve the intended amendment. Other provisions include improvement of the sidewalks, the proposed addition and entry to be street facing in accordance with the Wenatchee City Code to provide necessary facilities.

**If a map amendment is being proposed, please also include the following information: current use of the site and the adjacent land uses and comprehensive plan designations.**

**An environmental checklist prepared pursuant to the State Environmental Policy Act (SEPA) is required to be submitted as part of this request. The submittal of this application will docket the requested change(s) for consideration during the annual amendment process. This office will compile and maintain a list of requested changes for consideration during the next available annual amendment of the comprehensive plan pursuant to the procedures described in the Wenatchee Zoning Code Chapter 10.05. Applications submitted after the close of business on April 1st of each calendar you are generally processed in the following year's amendment process.**







