



Confluence Parkway Open House

WENATCHEE CITY HALL

DECEMBER 13, 2022

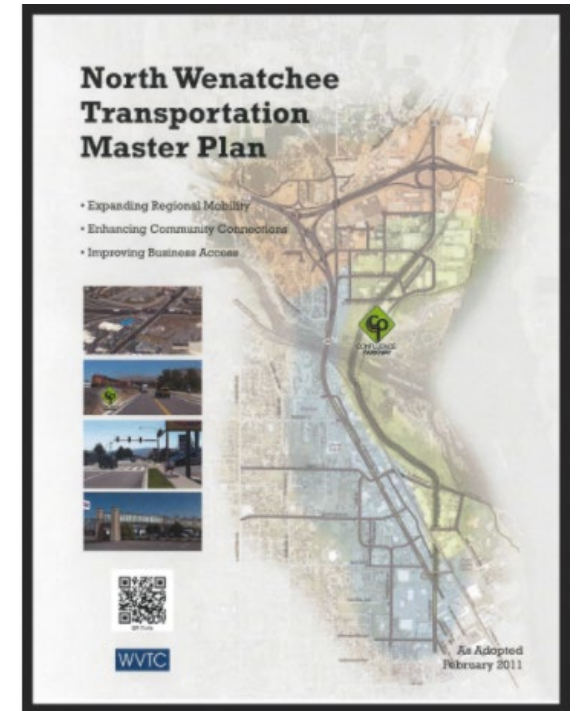
Welcome!

- ❖ History of the Confluence Parkway project
- ❖ Review of assessment process to date
- ❖ **Invitation to review and comment on:**
 - ❖ **Environmental Assessment**
 - ❖ **Draft Individual Section 4(f) Evaluation**

History

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

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

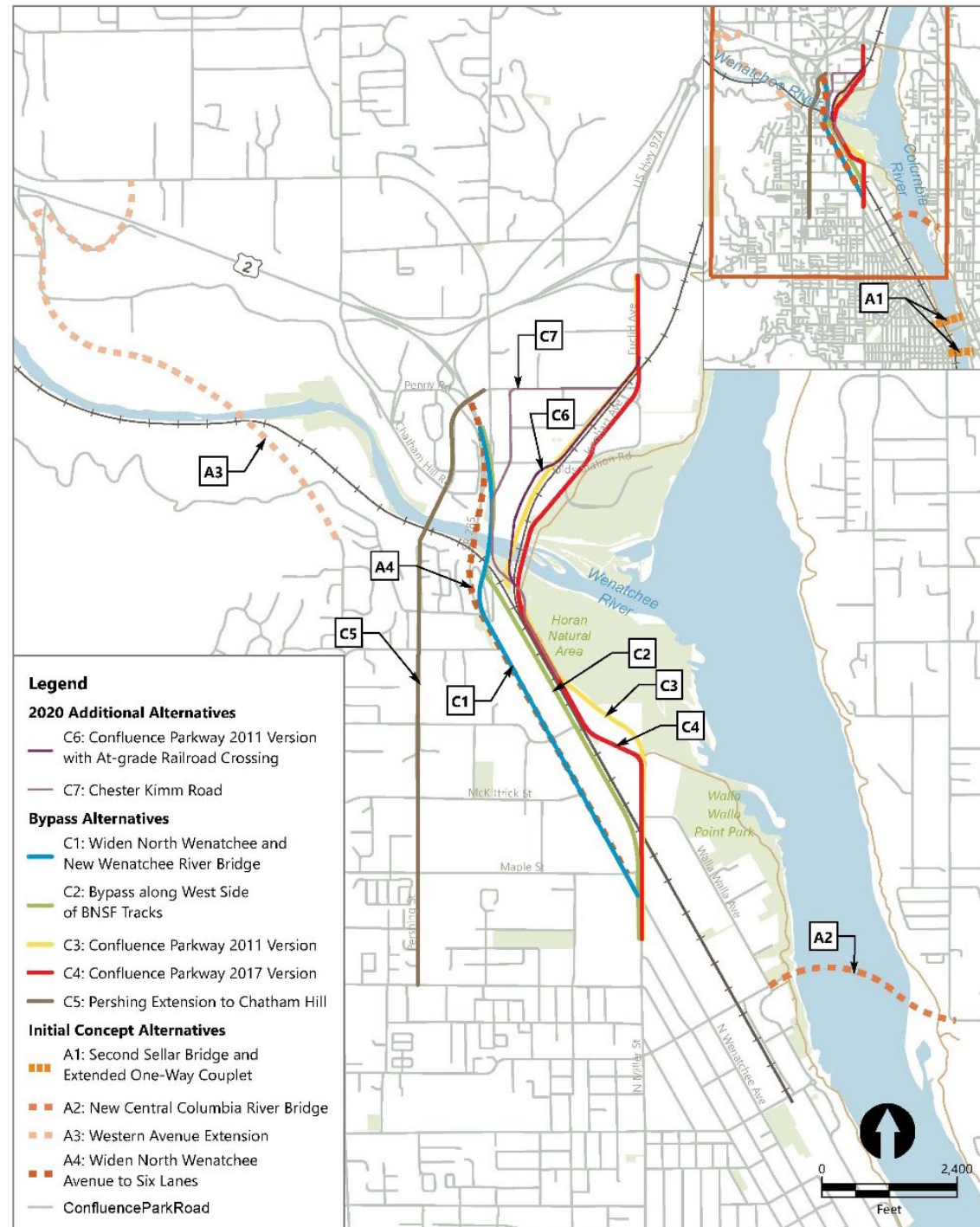


Project Purpose & Need

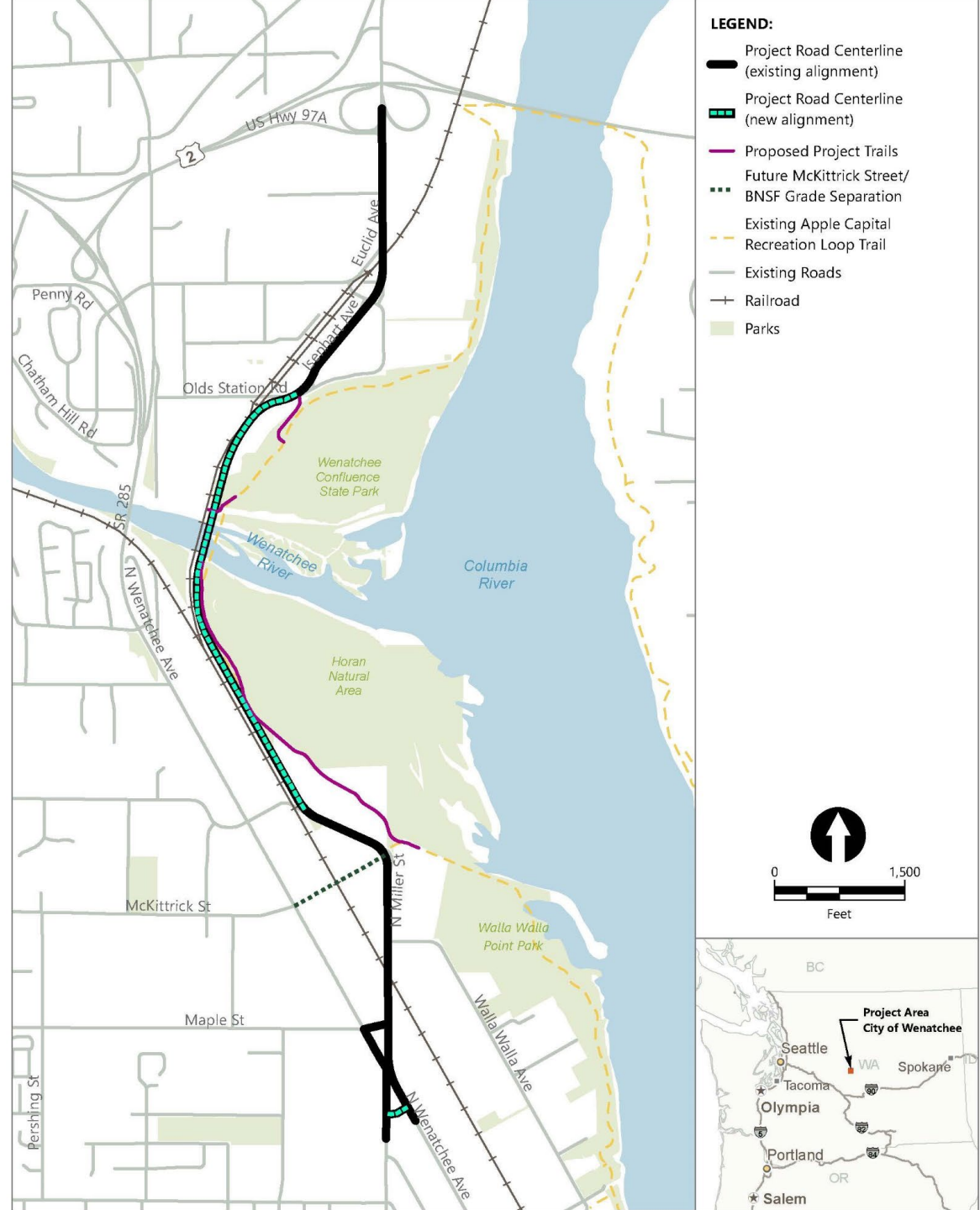
- Congestion relief and capacity for future demand
- Improve connectivity for all modes along and crossing SR 285
- Provide 3rd access/evacuation route
- Improve transit operations and pedestrian access to transit
- Support North Wenatchee business district
- Improve bicycle and pedestrian safety and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

Alternatives Considered

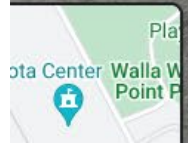
- Confluence Parkway 2017 Version (C4) is the only alternative that meets the project purpose and need.
- Only other scenario is “No Build”



Confluence Parkway Version C4







Google



Confluence Parkway

Construction of New Roadway



Confluence Parkway

Construction of New Roadway



Confluence Parkway



Confluence Parkway



Confluence Parkway



Confluence Parkway



Confluence Parkway

Construction of New Roadway
Conceptual Video



National Environmental Policy Act (NEPA)

The National Environmental Policy Act (NEPA) for the Confluence Parkway project was formally initiated on July 19, 2019, after extensive consultation with the Federal Highway Administration (FHWA) and Washington State Department of Transportation (WSDOT).

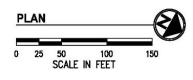
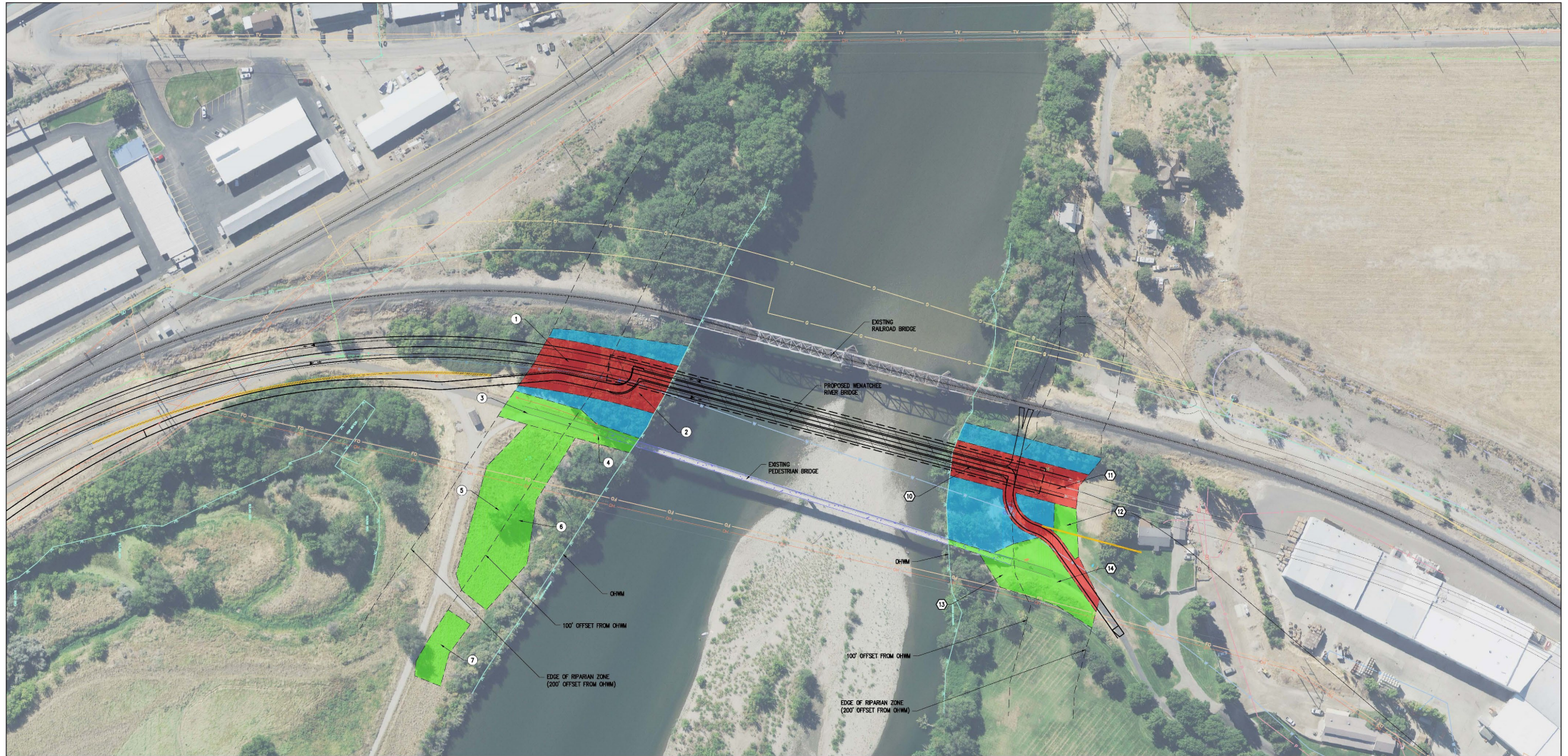
Because federal funds through FHWA have been awarded for this Project, **FHWA serves as the lead federal agency.**

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

- ❖ The purpose and need for the proposed action
- ❖ Alternatives (as required by section 102(2)(E) of NEPA)
- ❖ The environmental impacts of the proposed action and alternatives
- ❖ A listing of agencies and persons consulted

Endangered Species Act

Per Section 7(c), it analyzes potential effects on federally listed fish, wildlife, and plant species and their critical habitats as a result of the Confluence Parkway Project.



| RIPARIAN ZONE PERMANENT IMPACT AREAS | |
|--------------------------------------|--------------|
| AREA NO. | AREA (ACRES) |
| 1 | 0.20 |
| 2 | 0.19 |
| 10 | 0.14 |
| 11 | 0.23 |
| TOTAL | 0.76 |

| RIPARIAN ZONE POTENTIAL MITIGATION AREAS | |
|------------------------------------------|--------------|
| AREA NO. | AREA (ACRES) |
| 3 | 0.11 |
| 4 | 0.07 |
| 5 | 0.32 |
| 6 | 0.25 |
| 7 | 0.11 |
| 12 | 0.05 |
| 13 | 0.07 |
| 14 | 0.29 |
| TOTAL | 1.18 |

- LEGEND**
- RIPARIAN ZONE PERMANENT IMPACT AREA
 - RIPARIAN ZONE TEMPORARY IMPACT AREA
 - RIPARIAN ZONE POTENTIAL MITIGATION AREA

DRAFT

National Historic Preservation Act

Section 106

Section 106 requires federal agencies to take into account the effects of their undertakings on historic properties, and afford the State Historic Preservation Officer (SHPO), Native American Tribes, and other interested parties an opportunity to comment.

According to the Section 106 implementing regulations at 36 CFR 800.16, a historic property is a prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP).

A historic property may also be further identified as a Cultural Landscape (CL) or Traditional Cultural Property (TCP) if it meets specific requirements in NRHP guidance. When evaluating resources, the NRHP criteria for evaluation of significance of cultural resources properties must be applied.

Section 4(f) Requirements

Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966 which provided for consideration of park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development.

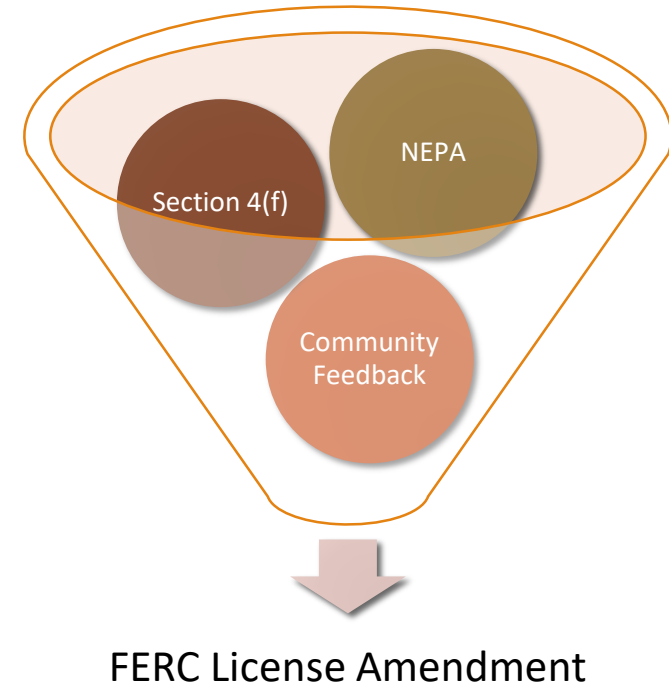
law prohibits the Federal Highway Administration (FHWA) from approving a transportation project that uses land from a significant public park, recreation area, wildlife or waterfowl refuge, or land from a historic site of national, state, or local significance, **unless there is no feasible and prudent alternative, and the project includes all possible planning to minimize harm to the property.**

- Confluence State Park
- Horan Natural Area
- Apple Capital Loop Recreation Trail

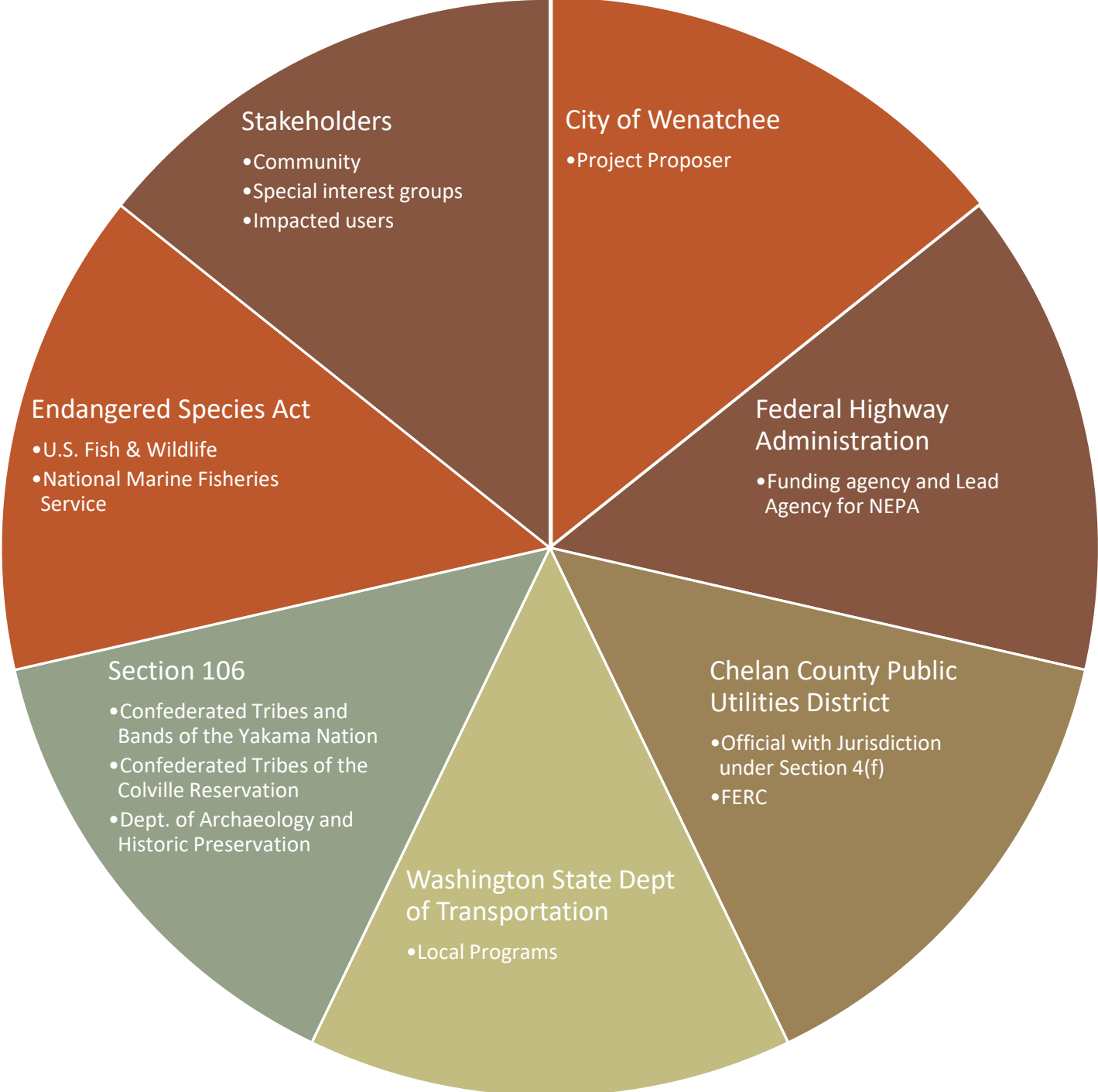
Chelan PUD's Role

Official with Jurisdiction under Section 4(f) of the Department of Transportation Act of 1966

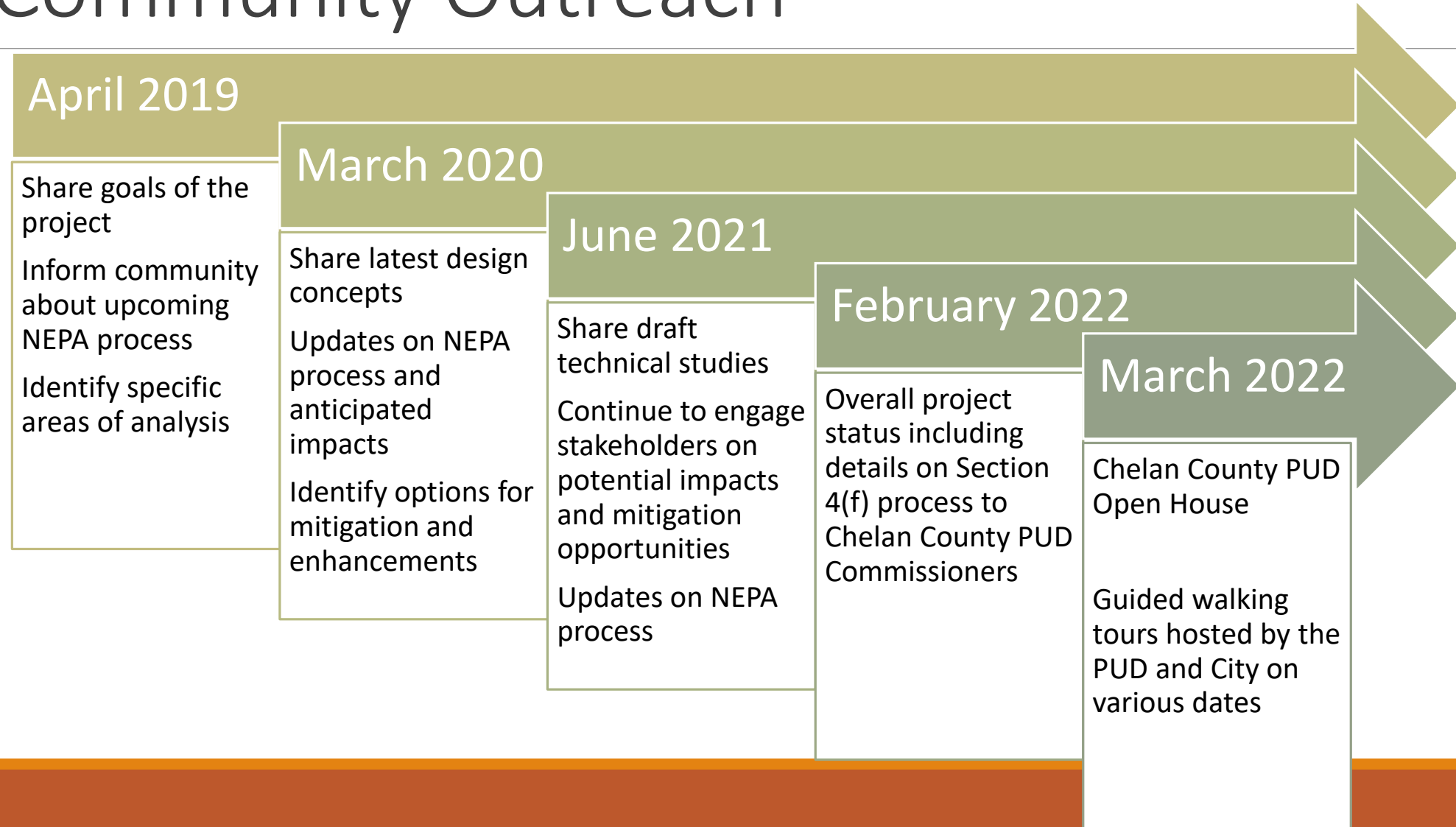
- ❖ As a FERC Licensee, Chelan PUD must determine that the proposed use of the lands is not inconsistent with the approved Exhibit R Recreation Plan or Environmental Reports and Plans associated with the Rock Island Project License.
- ❖ **Confluence State Park**
- ❖ **Horan Natural Area**
- ❖ **Apple Capital Loop Recreation Trail**



Agency Review & Coordination



Community Outreach



Ecosystems

THE PROJECT WILL INCLUDE PERMANENT AND TEMPORARY IMPACTS TO RIPARIAN HABITAT, RIPARIAN BUFFERS, WETLANDS, AND WETLAND BUFFERS.



RESTORATION ACTIVITIES SUCH AS PLANTING DISTURBED AREAS WITH NATIVE VEGETATION AND THE USE OF RETAINING WALLS INSTEAD OF FILL.



Study Areas

Air Quality

Climate Resiliency

Community and
Social Resources &
Environmental
Justice

Cultural Resources

Ecosystems

Hazardous
Materials

Noise

Transportation

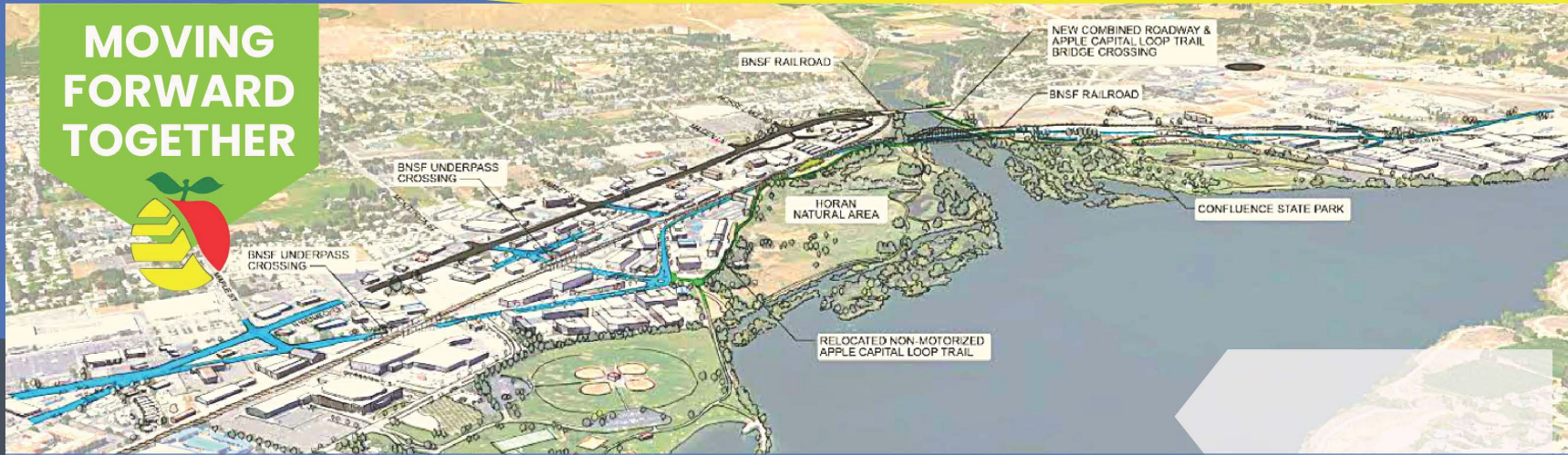
Stormwater

Visual

Parks and
Recreation

Water Resources

**MOVING
FORWARD
TOGETHER**



PUBLIC COMMENT PERIOD NOW OPEN

WRITTEN COMMENTS DUE BY 5PM (PST) ON JANUARY 31

THE COMMUNITY IS INVITED TO PROVIDE OFFICIAL COMMENTS REGARDING CONTENT IN THE CONFLUENCE PARKWAY ENVIRONMENTAL ASSESSMENT AND THE DRAFT INDIVIDUAL SECTION 4(F) EVALUATION.

COMMENTS PROVIDED OUTSIDE OF THE **PUBLIC HEARING** MUST BE SUBMITTED, IN WRITING, TO:

EMAIL: CPNEPA@WENATCHEEWA.GOV

MAIL: LAURA GLORIA, CITY OF WENATCHEE

PO BOX 519, WENATCHEE, WA 98807-0519

MORE INFO:

www.wenatcheewa.gov/confluenceparkway

THE ENVIRONMENTAL REVIEW INCLUDES:

- COMMUNITY & SOCIAL RESOURCES
- ENVIRONMENTAL JUSTICE
- HAZARDOUS MATERIALS
- CULTURAL RESOURCES
- PARKS & RECREATION
- CLIMATE RESILIENCY
- WATER RESOURCES
- TRANSPORTATION
- STORMWATER
- ECOSYSTEMS
- AIR QUALITY
- VISUAL
- NOISE

PUBLIC HEARING

JANUARY 12 ~ 5:15PM

WENATCHEE CITY HALL

301 YAKIMA STREET

Where can I access the information?

- www.wenatcheewa.gov/confluenceparkway
- A copy of the documents may be purchased for \$40.00, which does not exceed the cost of production.
- A printed copy of the document may be viewed for free at the following locations:
 - Wenatchee City Hall
 - Wenatchee Valley Museum and Cultural Center
 - Wenatchee Public Library

How do I provide comment?

- Comments must be submitted by **January 31, 2023, at 5:00 p.m.** Pacific Standard Time
 - Mail: Laura Gloria, City of Wenatchee
P.O. Box 519, Wenatchee WA 98807-0519
 - Email at cpnepa@wenatcheewa.gov

OR

- Public Hearing: Wenatchee City Hall during the Wenatchee City Council meeting on January 12, 2023, starting at 5:15 p.m.

Thank you!

FOR MORE INFORMATION ON CONFLUENCE PARKWAY:

WEBSITE: [CONFLUENCE PARKWAY](#)

EMAIL: CPNEPA@WENATCHEEWA.GOV