December 2022
Confluence Parkway
Wenatchee, Washington

Confluence Parkway Environmental Assessment

Confluence Parkway Project

Wenatchee, Chelan County, Washington

Environmental Assessment:

Submitted pursuant to Section 42 U.S.C. 4332(2)(c) and 23 CFR Part 771 by the City of Wenatchee, U.S. Department of Transportation, Federal Highway Administration, Washington Division, and the Washington State Department of Transportation.

Cooperating Agencies:

U.S. Army Corps of Engineers
Chelan County Public Utilities District
Chelan-Douglas Transportation Council
Link Transit

12/6/2022
(Date of Approval)

Frank Kuntz, Mayor
Mayor of Wenatchee

WILLIAM S. WITUCKI Digitally signed by WILLIAM S. WITUCKI Date: 2022.12.06 09:35:20 -08'00'
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Federal Highway Administration
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In compliance with the National Environmental Policy Act, this Environmental Assessment describes the environmental consequences of the Confluence Parkway Project. The proposed Project consists of an approximately 2.4-mile, two-lane arterial street of which 1.4 miles will be new roadway and the remaining 1 mile is comprised of upgrades to existing City streets. The Project starts on Euclid Avenue just north of Penny Road, crosses the Wenatchee River on a new bridge, and continues south to Miller Street.

This Environmental Assessment is available electronically on the City of Wenatchee's website at Confluence Parkway Environmental Assessment Updates | Wenatchee, WA (wenatcheewa.gov)

A copy of this document may be purchased for $40.00, which does not exceed the cost of reproduction. A printed copy of the document may be viewed for free at the following locations:

Wenatchee City Hall
301 Yakima Street
Wenatchee, WA

Wenatchee Valley Museum and Cultural Center
127 South Mission Street
Wenatchee, WA

Wenatchee Public Library
16 North Columbia Street
Wenatchee, WA

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

An open house on this Environmental Assessment will be held on December 13, 2022, at the Wenatchee City Hall from 5:00 p.m. to 7:00 p.m. A public hearing will also be held at the Wenatchee City Hall during the Wenatchee City Council meeting on January 12, 2023, starting at 5:15 p.m.

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Este material es disponible en un formato alternativo enviando un email/correo electrónico a la Comisión Estadounidense de Igualdad de Oportunidades en el Empleo wsdotada@wsdot.wa.gov o llamando gratis al 855-362-4ADA (4232). Personas sordas o con discapacidad auditiva pueden solicitar llamando Washington State Relay al 711.

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ABBREVIATIONS

ADA	Americans with Disabilities Act
APE	Area of Potential Effects
BA	biological assessment
BMP	best management practice
BNSF	Burlington Northern Santa Fe
CDTC	Chelan-Douglas Transportation Council
CFR	Code of Federal Regulations
Chelan PUD	Public Utility District No. 1 of Chelan County
DDE	dichlorodiphenyldichloroethylene
EA	environmental assessment
Ecology	Washington State Department of Ecology
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
FERC	Federal Energy Regulatory Commission
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impacts
GHG	greenhouse gas
INFRA	Infrastructure for Rebuilding America
MOA	Memorandum of Agreement
MTCA	Washington State Model Toxics Control Act
NAC	noise abatement criteria
NEPA	National Environmental Policy Act
NOAA Fisheries	National Oceanic and Atmospheric Administration Fisheries
NRHP	National Register of Historic Places
OHWM	ordinary high water mark
PCB	polychlorinated biphenyl
PGIS	pollution-generating impervious surface
SEPA	State Environmental Policy Act
SHPO	State Historic Preservation Officer
SPCC	Spill Prevention, Control, and Countermeasures
SWMMEW	Stormwater Management Manual for Eastern Washington
TCP	traffic control plan
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
WSDOT	Washington State Department of Transportation

Executive Summary

This Environmental Assessment (EA) has been prepared on behalf of the Federal Highway Administration (FHWA) and the Washington State Department of Transportation (WSDOT) to evaluate the impacts associated with the Confluence Parkway Project (Project). The Project would be funded in part by FHWA. The EA will also support the Public Utility District No. 1 of Chelan County's (Chelan PUD's) request to the Federal Energy Regulatory Commission (FERC) for a license amendment for the Rock Island Hydroelectric Project (FERC No. 943). An amendment is needed to gain Commission approval to change the FERC-licensed Project Boundary with respect to: (1) lands needed for the roadway alignment, as well as lands needed to mitigate for the loss of these lands; and (2) amend the Recreation Plan to reflect changes to park lands and infrastructure. Additionally, a future FERC submittal is also required with respect to the in-water work for bridge and pier work that will occur in the Wenatchee River and within the FERC Project Boundary. This is a future filing with FERC once all regulatory permits have been acquired.

Project Location

Confluence Parkway is located in the City of Wenatchee (City) in Chelan County (Figure ES-1). Wenatchee is located in central Washington at the confluence of the Columbia and Wenatchee rivers. Currently, Wenatchee is the largest city in north central Washington, and is an urban hub for north-central Washington. The City experienced its largest population increase between 1990 and 2000, growing by more than 6,000 to a population of 27,856. The current population of Wenatchee is 31,925 (U.S. Census Bureau 2019).

Purpose and Need Summary

The City, in conjunction with FHWA, WSDOT, the Chelan-Douglas Transportation Council (CDTC), and Link Transit, articulated the purpose and need for the Project. This was shared with community members and other interested parties through the transportation planning process and Project-specific outreach. Seven key elements of purpose and need were identified:

- Provide congestion relief and capacity for future demand.
- Improve connectivity for all modes along and crossing SR 285.
- Provide third access/evacuation route.
- Improve transit operations and pedestrian access to transit.
- Support the North Wenatchee business district.
- Improve roadway/railway user interactions and safety.
- Improve bicycle and pedestrian safety and access along the waterfront.

The complete statement of purpose and need is included in Chapter 1.

Alternatives Considered

Over the past 10 years, transportation planners from the CDTC and the City have been analyzing the transportation bottlenecks along North Wenatchee Avenue. Several alternatives were developed in an effort to find the most effective way to manage the existing transportation challenges while also preparing for anticipated growth in the region. The alternatives fall into three categories: 1) Initial Concept Alternatives, 2) Bypass Alternatives, and 3) Additional 2020 Bypass Alternatives. The alternatives are shown in Figure ES-2. Each alternative was evaluated against the Project's purpose and need. The results are presented in Table ES-1.

Figure ES-1
Project Vicinity

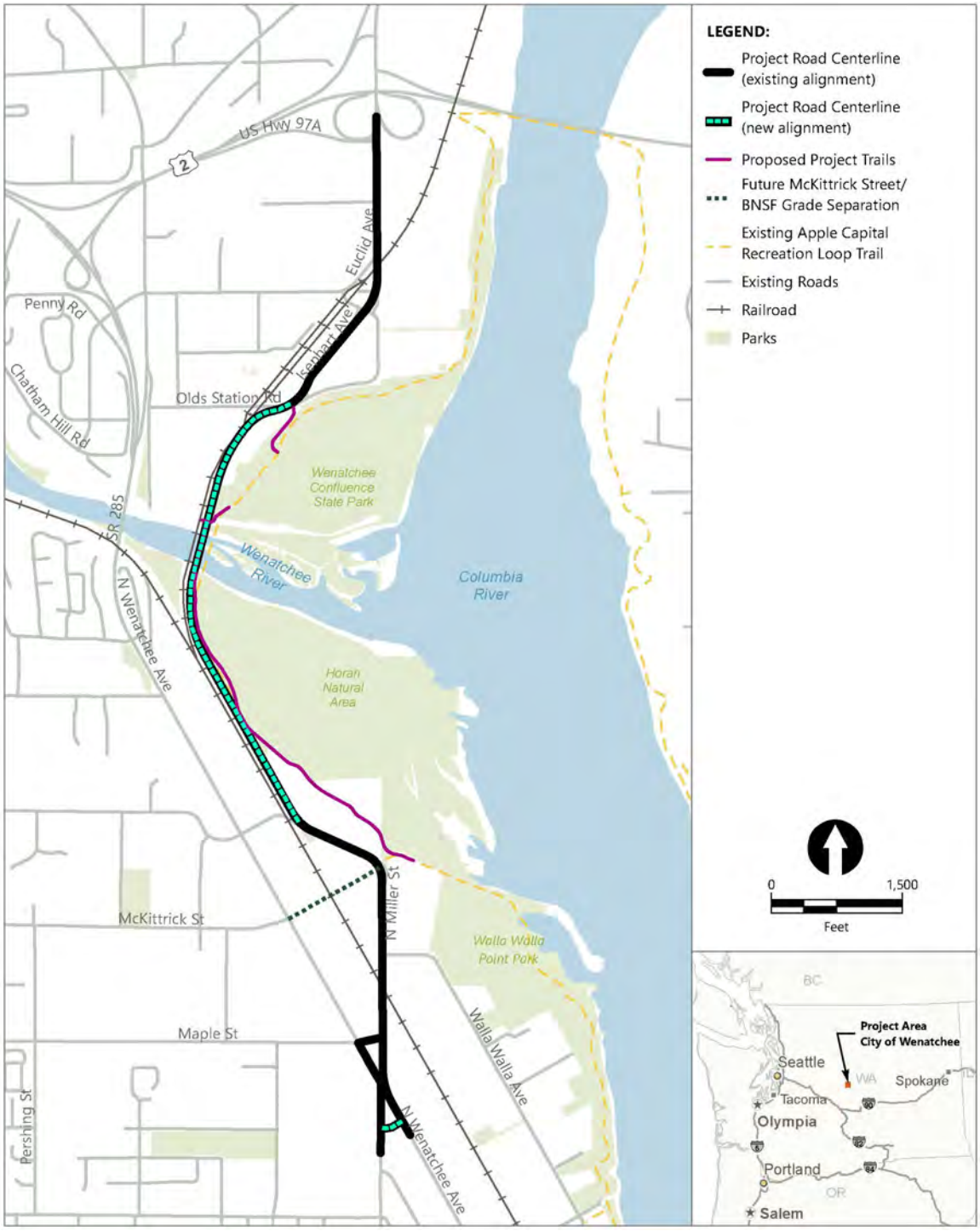


Figure ES-2
Alternatives Considered

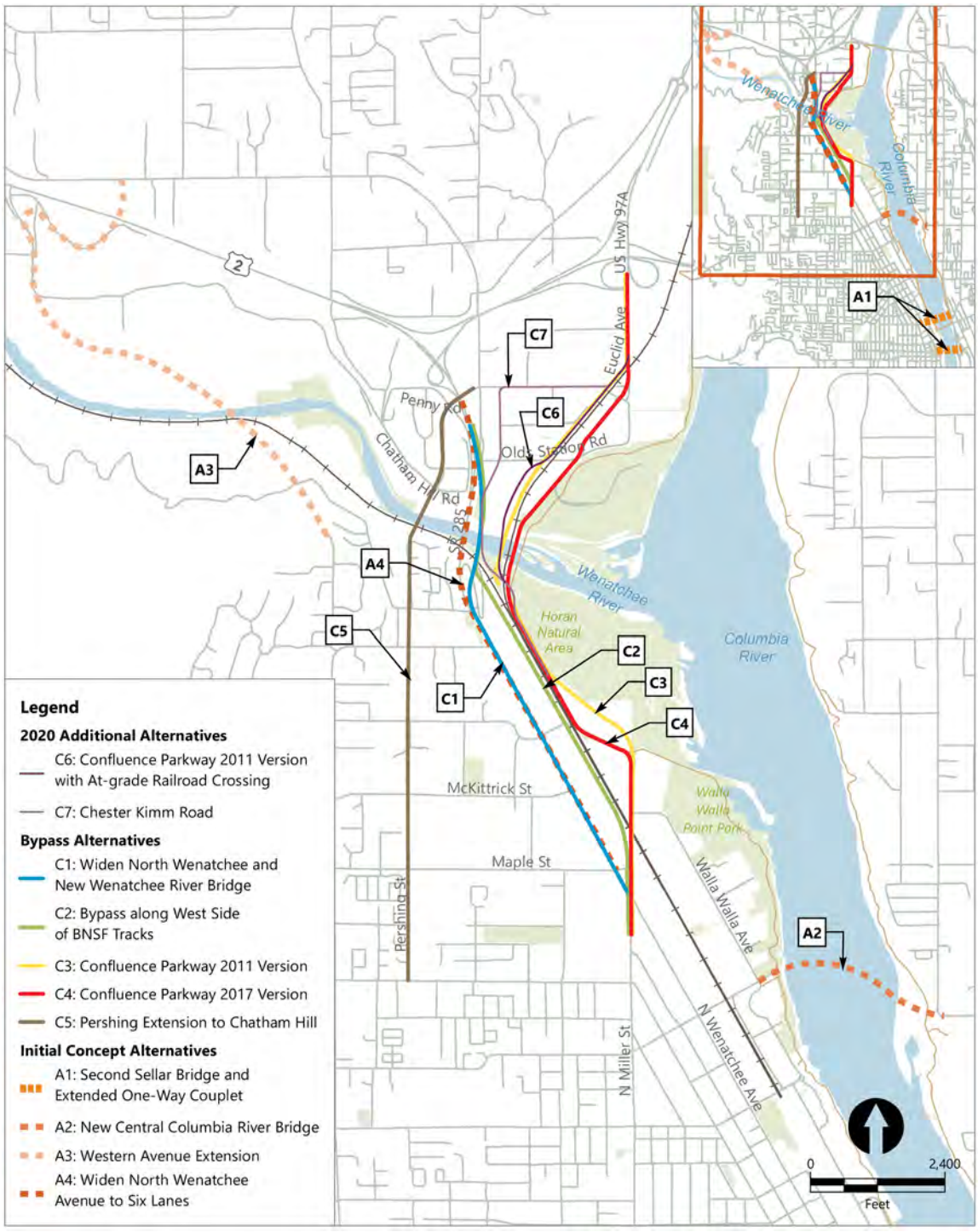


Table ES-1
Summary of Alternatives Evaluated

Brief Description	Does the Alternative Meet Key Elements of the Project's Purpose and Need?							Basis for No Further Consideration
	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 Roadway/ Railway User Interactions and Safety	Improve Bicycle and Pedestrian Safety and Access Along Waterfront	
Initial Concept Alternatives								
Second Sellar Bridge and Extended One-Way Couplet (A1)	No	No	Yes	No	No	No	No	Does not meet Purpose and Need
New Central Columbia River Bridge (A2)	No	No	Yes	No	No	No	No	Does not meet Purpose and Need
Western Avenue Extension (A3)	No	No	Yes	No	No	No	No	Does not meet Purpose and Need
Widen North Wenatchee Avenue to 6 lanes (A4)	Partially	Partially	Partially	Partially	No	No	No	Does not meet Purpose and Need
Bypass Alternatives with New Bridges over Wenatchee River								
Widen North Wenatchee Avenue to 7 lanes (C1)	Partially	Partially	Partially	Partially	No	No	No	Does not meet Purpose and Need
Bypass Along West Side of BNSF Tracks (C2)	Partially	Yes	Partially	Partially	No	No	No	Does not meet Purpose and Need
Confluence Parkway 2011 Version (C3)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Cannot meet road grade standards
Confluence Parkway 2017 Version (C4)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	This is the preferred alternative

Brief Description	Does the Alternative Meet Key Elements of the Project's Purpose and Need?							Basis for No Further Consideration
	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 Roadway/ Railway User Interactions and Safety	Improve Bicycle and Pedestrian Safety and Access Along Waterfront	
Pershing Extension to Chatham Hill (C5)	Partially	Yes	Partially	Partially	Yes	No	No	Does not meet Purpose and Need, inconsistent with City's Comprehensive Plan
Confluence Parkway 2011 with At-Grade Crossing (C6)	Yes	Yes	Yes	Yes	Yes	No	Yes	Fails to meet one key element of the Purpose and Need, and safety concerns related to a new at-grade railroad crossing south of new bridge
Confluence Parkway 2011 with Alternate Chester Kimm Road Alignment (C7)	Partially	Yes	Partially	Partially	Yes	No	Yes	Does not meet Purpose and Need, and safety concerns related to new at-grade railroad crossing south of new bridge

Description of Project

Roadway Alignment

Confluence Parkway would be a new two-lane arterial street that would begin at the existing U.S. 2/ Euclid Avenue interchange, cross the Wenatchee River on a new bridge, and extend south to the intersection of North Miller Street and SR 285/North Wenatchee Avenue. The corridor would have one vehicle travel lane and bicycle lane in each direction. Two-way left turn lanes would be included between Wenatchee Confluence State Park and the U.S. 2/Euclid Avenue interchange as well as south of the junction of Hawley Street and North Miller Street, where the Project consists of upgrading existing City streets. All Project elements would meet current design standards, including compliance with the Americans with Disabilities Act of 1990 (ADA), where applicable. New traffic signals, illumination upgrades, and safety measures for at-grade railroad crossings would be part of the Confluence Parkway.

Traffic signals would be installed at, and other modifications made to, the existing U.S. 2/Euclid Avenue interchange to accommodate the additional traffic associated with Confluence Parkway (Figure ES-3a). The new roadway would continue southwest along the existing Euclid Road alignment, cross the railroad tracks on a new at-grade railroad crossing at Euclid Avenue, and follow along the existing Isenhart Avenue alignment. The existing at-grade crossing at Euclid Avenue would remain and the intersection of Confluence Parkway with Euclid Avenue would be upgraded from a three-leg to four-leg intersection to accommodate the through movement on Confluence Parkway. From there, the new roadway would continue south along the current alignment of Isenhart Avenue to Olds Station Road (Figure ES-3b). Olds Station Road would end on the west side of the railroad in a cul-de-sac and the at-grade railroad crossing would be removed.

South of Isenhart Avenue, the new road would turn slightly west and continue through the west side of the existing McDougall & Sons warehouses. The existing Wenatchee Confluence State Park entrance would remain in its current location. Modifications would be required to the southwestern portion of the park for the roadway. The existing Wenatchee Confluence State Park staff housing would be removed and replaced with a new housing facility within the park.

Confluence Parkway would cross the Wenatchee River on a new bridge approximately midway between the existing BNSF rail bridge and the Apple Capital Recreation Loop Trail pedestrian/bicycle bridge (Figure ES-3c). The bridge would be a combined two-level vehicle and pedestrian bridge. The top level would consist of a vehicle travel lane and bike lane in each direction, and the bottom level would consist of a shared use bicycle and pedestrian facility that replaces the existing narrow and aging pedestrian bridge. The new bridge would include three piers in the water, which would likely be in the same alignment as those on the existing railroad bridge. The existing pedestrian bridge would be removed after the new bridge is open.

Figure ES-3a
Euclid Avenue/SR 2 Interchange to North Wenatchee Confluence State Park

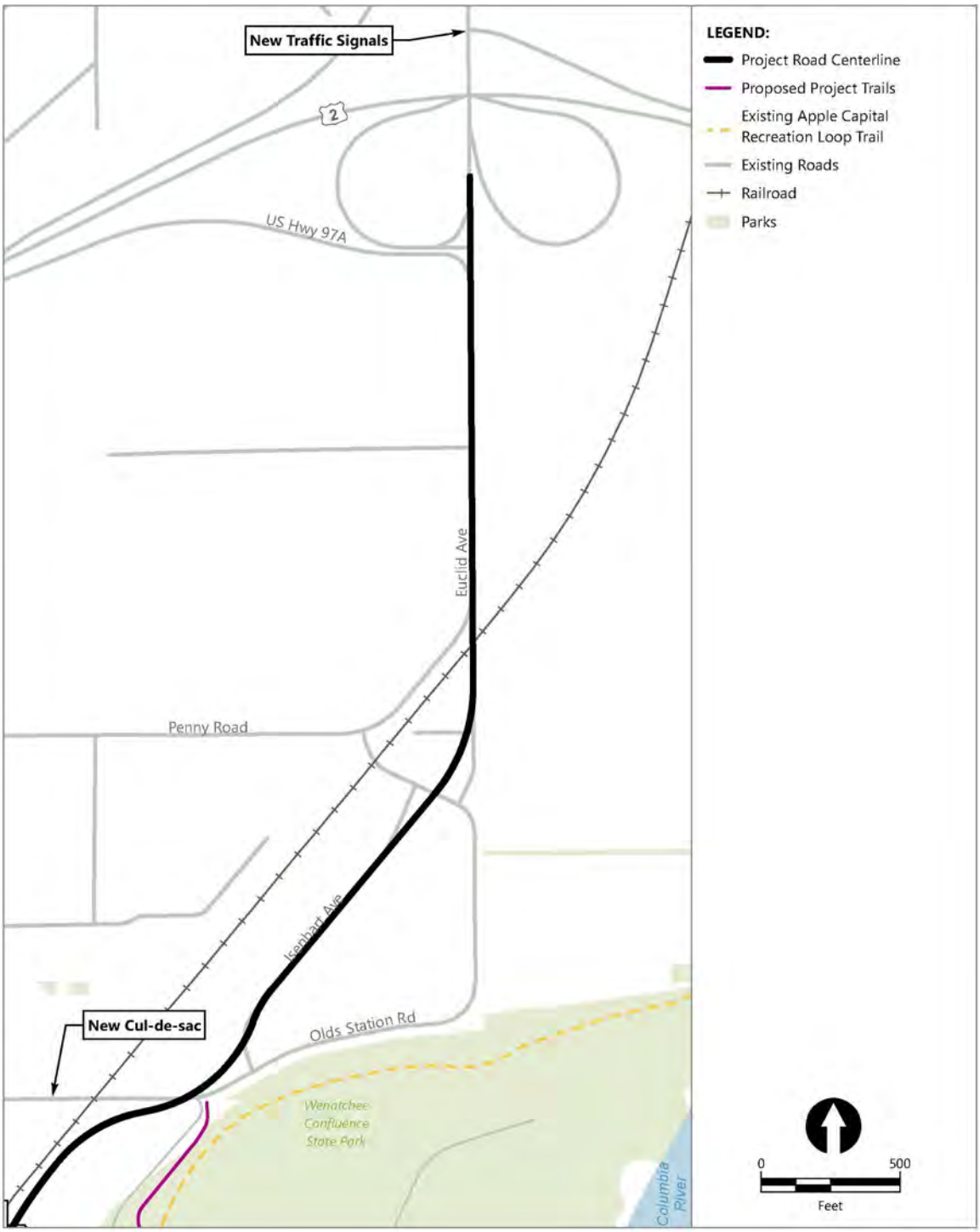
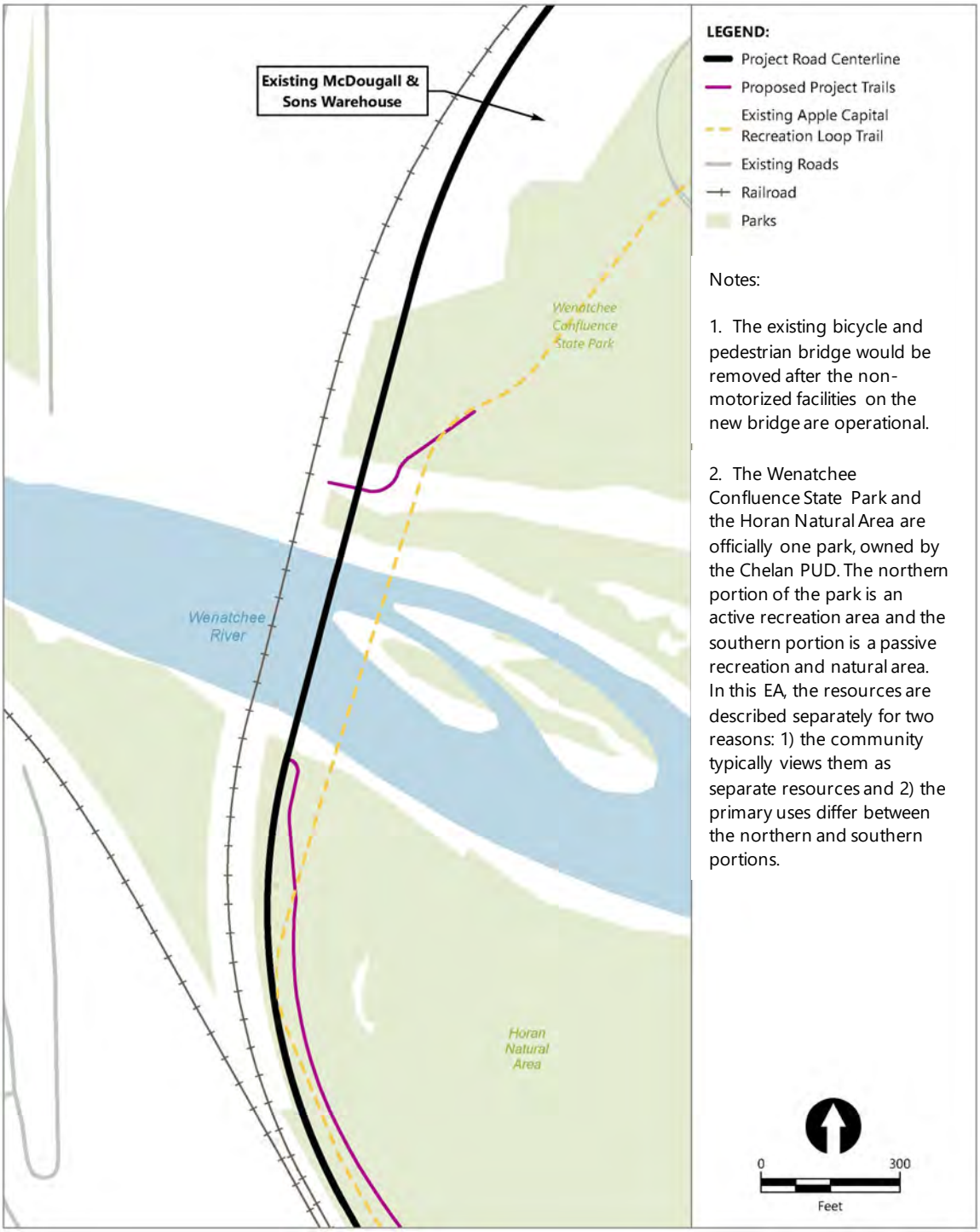


Figure ES-3b
Wenatchee Confluence State Park Vicinity

Figure ES-3c
Wenatchee River Crossing



From the river crossing south to Hawley Street, Confluence Parkway would create a new roadway along the east side of the BNSF railroad tracks, which are east of and parallel to the existing alignment of SR 285/North Wenatchee Avenue, requiring a portion of the western edge of the Horan Natural Area (Figure ES-3d). It would join the existing alignment of Hawley Street just south of where Hawley Street currently crosses the BNSF mainline at-grade. The at-grade crossing would be closed, with Hawley Street becoming a cul-de-sac west of the railroad tracks. The closure of the at-grade crossing at Hawley Street is a part of the McKittrick Street/BNSF Grade Separation Project, which is described in Section 2.2.6.

Confluence Parkway would continue along the Hawley Street alignment and connect to a new future intersection that would be constructed by the planned McKittrick Street underpass (Figure ES-3e). The existing North Miller Street at-grade railroad crossing would be replaced with a new railroad underpass. New signals would be installed at the Walla Walla Avenue and Maple Street intersections. The existing SR 285/North Wenatchee Avenue and Miller Street intersection would be reconfigured to accommodate the new traffic volumes associated with Confluence Parkway. Approximately 450 feet south of that intersection, a new street would connect Miller Street and North Wenatchee Avenue with traffic signals at each intersection. These improvements in the vicinity of the existing Miller Street/North Wenatchee Avenue intersection represent the southern end of Confluence Parkway.

Bicycle and Pedestrian Facilities

Confluence Parkway would include bicycle lanes in each direction along its entirety. Bike lane buffers would be provided in the more developed areas of the Project to the south of the existing Hawley Street railroad crossing.

Between the north end of the Project and the Wenatchee Confluence State Park entrance, there would generally be a planted buffer and sidewalk on both sides of the roadway. The Project does not propose sidewalks between the Wenatchee Confluence State Park entrance on the north and Hawley Street on the south because pedestrians would use the parallel Apple Capital Recreation Loop Trail along this stretch of roadway and there are no business or residential properties to generate a need for pedestrian access at the street. The sidewalk and planted buffer would continue between approximately Hawley Street and the southern extent of the Project at North Miller Street and SR 285/North Wenatchee Avenue.

Connections would be provided between the roadway pedestrian and bicycle facilities and the Apple Capital Recreation Loop Trail at both Walla Walla Point Park and Wenatchee Confluence State Park. North of the Wenatchee River, pedestrians would connect from the sidewalk to the existing Apple Capital Recreation Loop Trail and would use the new combined vehicle and pedestrian bridge to cross the river.

Figure ES-3d
Horan Natural Area Vicinity

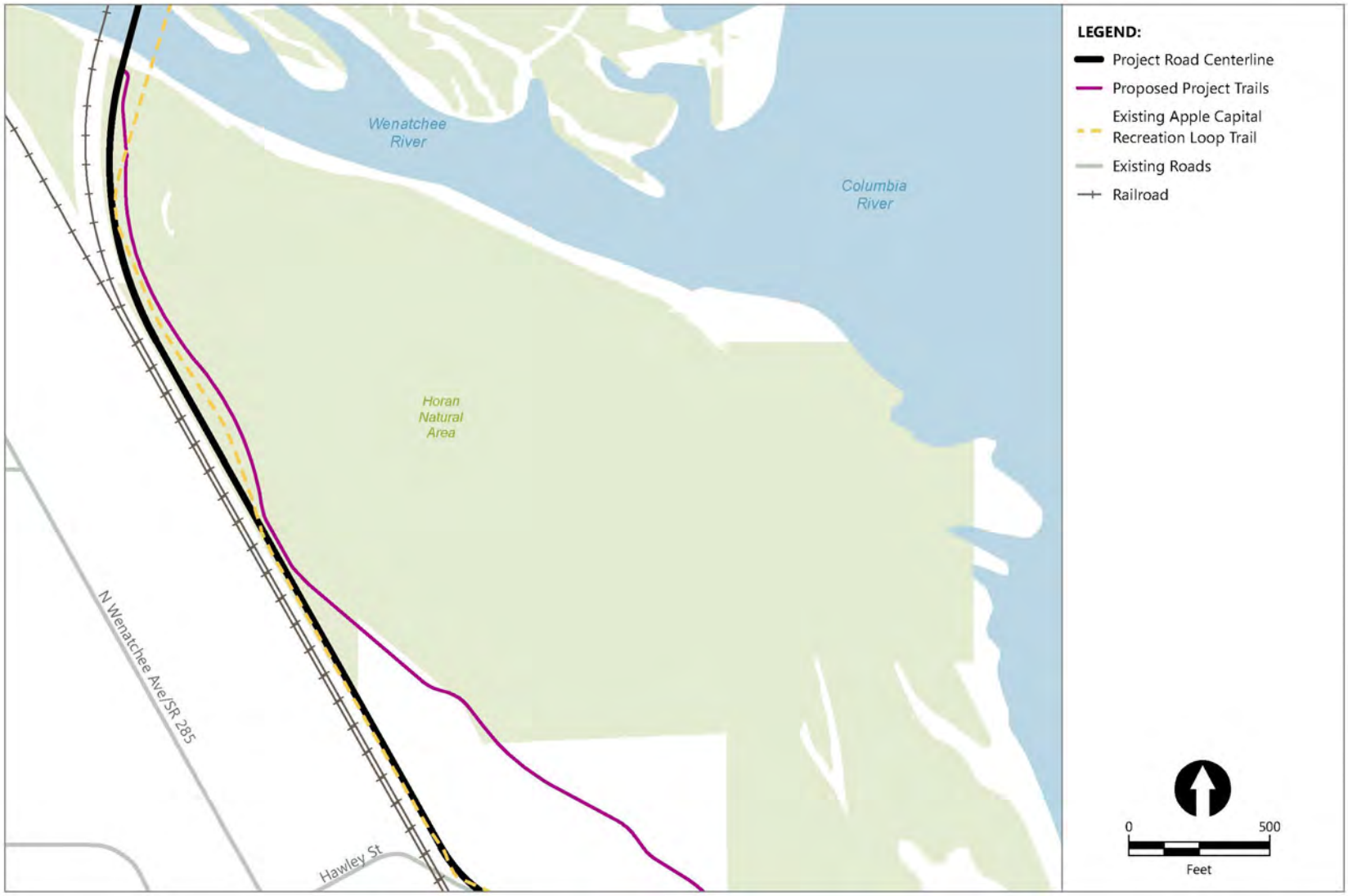
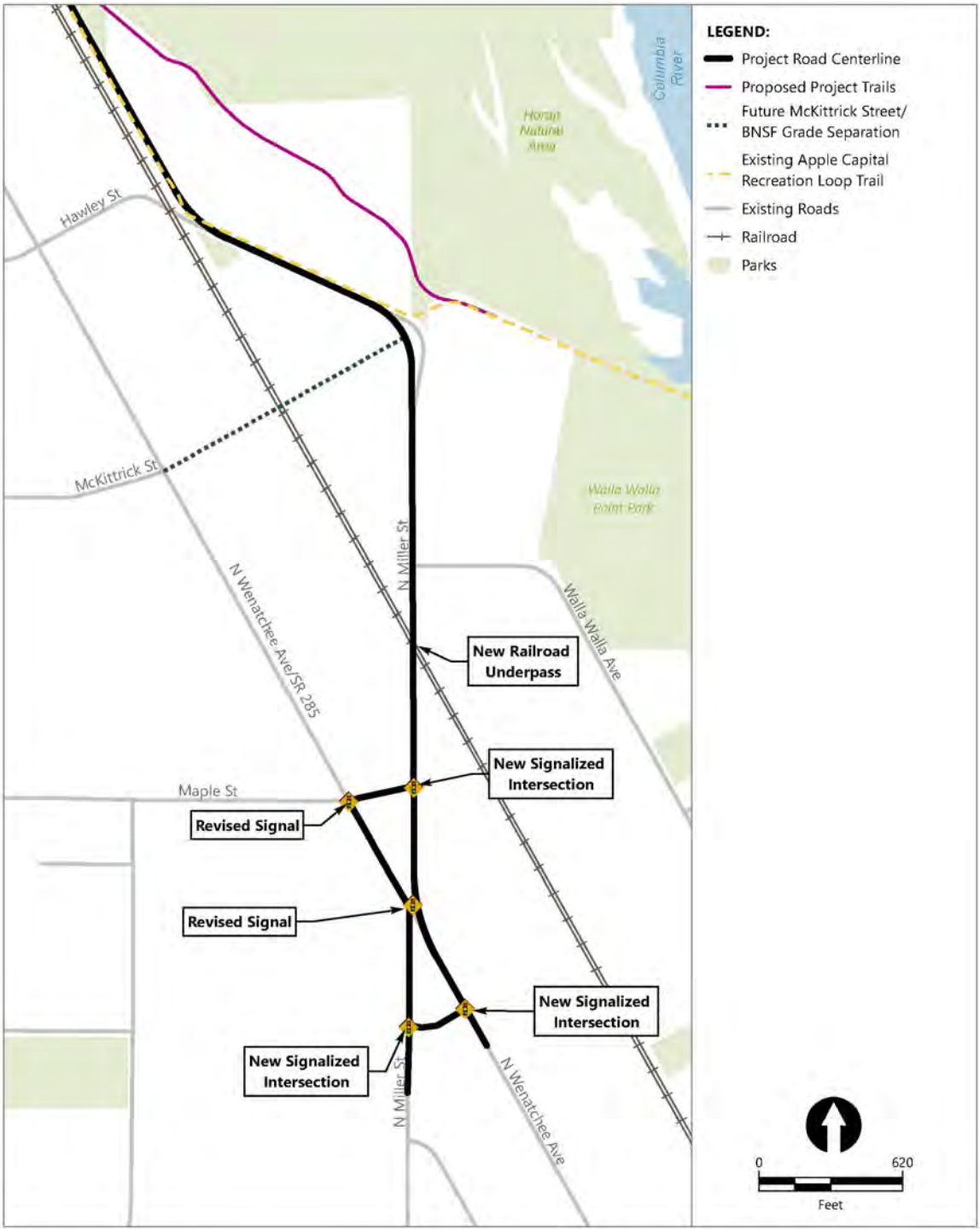


Figure ES-3e
McKittrick Street to North Miller Street



On the north side of the Wenatchee River, the Apple Capital Recreation Loop Trail would largely remain in its current configuration. The trail would be rerouted slightly to align with the new combined vehicle and pedestrian bridge. A new connection from the street level to the trail would also be provided at the Wenatchee Confluence State Park entrance in order to separate non-motorized trail users from vehicular access to the park.

The trail would cross the Wenatchee River on a new combined vehicle and pedestrian bridge, with vehicle travel lanes and bike lanes on the top deck and a shared bicycle and pedestrian facility below. On the south side of the Wenatchee River, the trail would converge with the roadway, running parallel on its east side with a vegetated berm separating the trail from vehicle traffic. Retaining walls would also be installed in this area where necessary to minimize impacts to the Horan Natural Area. At the north end of the Chelan PUD maintenance yard, located between Hawley Street and Wenatchee Confluence State Park, the trail would diverge from the road alignment, continuing to the south between the Chelan PUD property and the Horan Natural Area. It would converge back with the existing trail near the intersection of Hawley Street and Miller Street and Walla Walla Point Park. This approximately 0.5-mile section of trail relocation is considered a betterment over keeping the trail adjacent to the existing and proposed new roadway alignment. This relocation was included in the early planning of Confluence Parkway.

Timing for Construction

Construction is anticipated to begin in 2025, depending on availability of funding, and would span multiple years. In-water work would be performed within the allowable in-water work windows established by regulatory agencies to minimize potential disturbance of sensitive fish and wildlife species. It is anticipated that the in-water work window would be from July 15 to September 30 of each year. The temporary work access trestle would remain in the water for a period of up to three in-water work windows.

Outreach and Consultation Summary

The City planned four agency and public events to occur during the National Environmental Policy Act (NEPA) process. The first three occurred in 2019, 2020, and 2021. The fourth outreach event will occur during the public review and comment period for this EA and the associated Draft Individual Section 4(f) Evaluation. Between 50 and 75 individuals attended each meeting, with agencies such as the Chelan PUD, Washington Department of Fish and Wildlife, Department of Archaeology and History Preservation, and Washington State Parks in attendance.

In addition, the City's coordination with the Chelan PUD began prior to the start of the NEPA process and has continued on a regular basis throughout that process. Between January 2018 and publication of this EA, the City and Chelan PUD had over 30 meetings, including site visits, and

routinely coordinated via email and phone throughout that period. Some meetings were general Project updates, while others focused on design elements, impacts, and mitigation. Through this regular and robust coordination, minimization and mitigation measures were identified and have been incorporated in the Project's design. The City is continuing to coordinate with Chelan PUD through the remainder of the NEPA process regarding design and impacts, and to further refine the minimization and mitigation measures.

To support and inform Project development, the City convened a Core Team, made up of FHWA, WSDOT, the Chelan PUD, the CDTC, and Link Transit. The Core Team has met several times a year since 2018.

The City, WSDOT, and FHWA consulted under Section 106 of the National Historic Preservation Act with the State Historic Preservation Officer (SHPO), the Confederated Tribes of the Colville Reservation, and the Confederated Tribes and Bands of the Yakama Nation. That consultation resulted in a finding of adverse effects to historic properties.

FHWA, supported by WSDOT and the City, engaged in formal consultation with the National Oceanic and Atmospheric Administration Fisheries (NOAA Fisheries) and the U.S. Fish and Wildlife Service (USFWS) under the Endangered Species Act. That consultation resulted in biological opinions that found the Project was likely to adversely affect Chinook salmon, steelhead, and bull trout. (*Note to reviewers—this language will be confirmed at the conclusion of ESA consultation.)*

Effects and Mitigation

The Project team evaluated the Project's likelihood to impact the natural and built environment in the following categories: transportation, land use, noise, parks and recreation, cultural resources, social and community resources, environmental justice, visual impacts, ecosystems, water resources, hazardous materials, air quality, and climate resiliency.

Transportation

New roadway in the north portion of the Project would be built away from existing arterial and highway routes and impacts are anticipated to be minor. The south portion of the Project would have impacts during construction including the BNSF undercrossing of Miller Street, and in the vicinity of the Miller Street/North Wenatchee Avenue intersection. Mitigation would be necessary during construction and would require coordination between the City, WSDOT, BNSF, and Link Transit to plan for detour routes, construction phasing, and temporary traffic control. A traffic control plan would be developed to identify temporary mitigation measures required during each phase of construction.

The Project creates new north-south capacity that may attract vehicle trips from parallel routes such as Western Avenue and SR 28 in East Wenatchee, reducing volumes and improving operations on those corridors. On North Wenatchee Avenue, newly diverted trips would be added to the mainline volumes with potentially reduced side-street traffic at intersections, which could improve intersection operations at Horse Lake Road and Maiden Lane.

Regional transit routes that currently use North Wenatchee Avenue would be diverted to Confluence Parkway as the main regional bus route. This will allow regional buses to travel more rapidly through the corridor. The addition of Confluence Parkway would increase Link Transit's flexibility to route buses and improve transit service to areas east of the BNSF tracks. Local routes are expected to continue to serve North Wenatchee Avenue and connect with regional transit services at designated transit centers and transfer points.

The Confluence Parkway would improve transportation for bicycles and pedestrians. North of Olds Station Road, Confluence Parkway (Euclid Avenue) would add bicycle lanes and ADA-compliant sidewalks. Between Hawley Street and Olds Station Road, pedestrians and cyclists would use the relocated and widened Apple Capital Recreation Loop Trail. The trail would cross the Wenatchee River on a new combined vehicle and pedestrian bridge, with travel lanes in each direction for vehicles and bicycles on the main deck and a shared bicycle and pedestrian facility on the lower deck. South of Hawley Street, Confluence Parkway would have both sidewalks and bicycle lanes connecting to existing and planned bicycle facilities on Maple Street and McKittrick Street. On Miller Street, the Project would also construct a railroad underpass that would include sidewalks and bicycle lanes. At the south end of Confluence Parkway, the new connecting road between Wenatchee Avenue and Miller Street would add two new signals with marked pedestrian crossings.

As a transportation project designed to alleviate congestion and improve safety, no mitigation is required for Project operation.

Land Use

The Project is consistent with applicable land use plans and policies, and no impacts to the viability of land use plan goals or policies are expected.

Noise

Construction of the Project would cause temporary noise impacts. This would be mitigated through a variety of actions, including limiting the noisiest activities to the times of day the least likely to cause disruption, inspecting and maintaining equipment, locating stationary equipment as far from noise-sensitive properties as possible, and minimizing idle time for equipment.

Operationally, traffic noise impacts are anticipated at 10 locations, including the following:

- The proposed location for the replaced Wenatchee Confluence State Park staff housing
- Three residences at the Monterey Senior Community
- Six locations along the Apple Capital Recreation Loop Trail, within the current boundaries of the Horan Natural Area

The Project includes the following elements to mitigate for noise impacts:

- On the north side of the Wenatchee River, the alignment was adjusted to the west to be farther from the Wenatchee Confluence State Park.
- The new Confluence Parkway bridge would include a 42-inch safety barrier that would also reduce tire-roadway noise.
- 4-foot-tall vegetated earthen berms would be built in two locations. One berm would be between the relocated Apple Capital Recreation Loop Trail and Confluence Parkway, starting adjacent to the northern portion of the Chelan PUD maintenance yard and continuing to just south of the new Confluence Parkway bridge. There would be a short break in the berm due to topography near the Valley Academy of Learning. The second berm would be north of the new Confluence Parkway bridge near the proposed relocated park staff housing. As physical barriers, the berms would deflect a portion of the roadway noise, and the vegetation would help to reduce the perception of noise by shielding the noise source from view.

Parks and Recreation

The Project requires the acquisition of approximately 1 acre of property from the Wenatchee Confluence State Park and 4.7 acres of property from the utility corridor between the railroad tracks and the western edge of the Horan Natural Area. Replacement property would be provided for park and recreational land acquired for the Project's necessary transportation right of way at a ratio of 1:1, at the same quality or better.

Approximately 3,000 linear feet of the Apple Capital Recreation Loop Trail would also be impacted. To offset these impacts, the Project proposes relocating approximately 5,100 linear feet of trail in the vicinity of the Horan Natural Area and a small portion within the Wenatchee Confluence State Park. This would result in an improved user experience.

Due to the physical incorporation of park land, a Draft Individual Section 4(f) Evaluation has been prepared. In addition to the physical impacts, the Project would result in increased traffic noise, which would be minimized through context-sensitive design, including vegetated earthen berms to deflect noise and screen views.

Cultural Resources

The Wenatchee Flats Site (45CH209) will be adversely impacted by the Project. The project is located within the recorded boundaries of the archaeological site, which has traditional cultural value to the affected Indian Tribes. Although no archaeological materials associated with the site have been identified in the Project's area of ground disturbance, the site extent and contents are not well understood and there is some potential for construction to impact undiscovered materials.

The historic Denny's restaurant would be demolished as part of the Project, which represents an adverse impact. The Michelsen Warehouse may experience temporary construction noise; however, this is not expected to impact the use or viability of the building and would have no adverse impacts. Further information on these properties can be found in Appendix E: Cultural Resources Technical Study.

Mitigation measures for adverse impacts to the Denny's restaurant and potential adverse impacts to the Wenatchee Flats Site (45CH209) have been developed in consultation between FHWA, WSDOT, SHPO, Native American Tribes, Chelan PUD, and Washington State Parks. Mitigation will be implemented as detailed in the Section 106 agreement document. The Project has been developed to avoid and minimize impacts to cultural resources where possible. This includes using existing roadways for the alignment where possible, building on existing fill deposits, and placing the new road alignment alongside the railroad corridor rather than in undisturbed portions of the Horan Natural Area and Wenatchee Confluence State Park.

Social and Community Resources, and Environmental Justice

Construction of the Project could have temporary effects on people, social resources, and communities in the study area. A beneficial impact of the Project is that it could create jobs in construction and associated fields that could result in increased employment in the study area throughout construction. Other construction impacts could include noise and visual impacts; road, sidewalk, recreation trail, and transit closures or detours; lights and glare; a reduction of on-street parking; localized dust and odors; and a potential to uncover contaminated soil or hazardous materials. The construction-related effects would be felt primarily by those closest to the construction areas. These effects would generally be short-term and temporary. Construction impacts such as increased noise, increased dust, changes to visual quality, and building demolition would occur throughout the Project footprint including within block groups that do and do not contain environmental justice populations; therefore, disproportionate impacts to environmental justice populations (low-income and minority populations) are not anticipated.

Communities served by the new Confluence Parkway would benefit from increased connectivity and safety. This would include improved connectivity and safety for all modes of travel, improved transit operations and pedestrian access to transit stops, safety improvements in high-collision locations,

and a second bridge crossing that would provide redundancy and improve access for emergency vehicles by providing an alternative and potentially more direct response route. These connectivity and safety changes would provide an overall benefit to social resources and communities and to people living or working within the study area. Because these benefits would occur throughout the Project corridor, in block groups that do and do not contain environmental justice populations, the benefits are not anticipated to be disproportionately distributed.

Overall, the analysis found that the impacts and benefits of the Project are not anticipated to be disproportionately distributed. As such, no mitigation specific to low-income and minority populations is necessary. Measures to minimize and mitigate Project-related impacts to other areas of analysis in this EA would also reduce impacts to these populations.

Visual Impacts

Construction activities would result in temporary impacts on aesthetics within the study area. Construction activities would be visible from parts of the viewshed and would temporarily modify the visual character of the area. Visual quality would be degraded by construction because the following elements would be visible to viewers in the area:

- Creation of staging areas and material and soil stockpiles, primarily within the right-of-way
- Presence of construction equipment and vehicles (e.g., cranes, backhoes, excavators, front loaders, pavement grinders, jack hammers, drilling rigs, pile drivers, trucks, and concrete pumping equipment)
- Construction of new bridges and roadways (e.g., vegetation clearing, grading, and pile-supported work trestle for bridge demolition and construction)
- Implementation of short-term local detours
- Presence of increased dust
- Creation of light and glare from construction equipment

Construction sequencing would result in only segments of the Project being constructed at any given time. Therefore, certain areas of each landscape unit would experience a change in visual quality at one time, whereas others would not. This means that views in each landscape unit would be affected for only a portion of the overall construction period.

Operational impacts would generally result from changes in visual character caused by the new roadway and bridge, and associated elements. Elements that would enhance visual quality would include landscaping and vegetated stormwater treatment ponds. Overall, operational impacts to aesthetics would be low to medium because visual quality in each landscape unit would be generally maintained. Low impacts are associated with no or few physical changes, important views that are not affected, and where viewers are not likely to notice visual changes. Medium impacts are associated with changes in

qualities of natural harmony, cultural order, and Project coherence; important views that may be affected but are still available; and viewers that are aware of visual changes.

The Project will be designed following the WSDOT Roadside Policy Manual, which provides practical roadside restoration policies and guidance, to minimize impacts on visual quality. In addition, a Context Sensitive Design model will be applied to make the Project in harmony with the community and to preserve the scenic and aesthetic value of the area.

Ecosystems

Potential construction impacts on wildlife habitat and species include temporary and permanent removal or disturbance of vegetation or habitats during construction activities. Permanent impacts include vegetation removal during Project construction activities including the construction of permanent Project features. Most construction impacts would be minimized with conservation measures and best management practices (BMPs). Temporarily disturbed riparian and wetland buffer habitats would be replanted with native species following construction.

Construction of the new bridge would include riparian vegetation clearing and fill on both sides of the Wenatchee River as well as between the BNSF right-of-way and the top of the portion of roadway that borders the west edge of Wetland A. Approximately 0.91 acre of Wenatchee River riparian habitat would be permanently impacted by the Project, and approximately 1.15 acres would be temporarily impacted.

Clearing native vegetation for construction would eliminate and modify existing wildlife habitat of native wildlife species that use these areas, which could displace or eliminate wildlife that currently depend on this vegetation. Wildlife habitat within the Project footprint is located within a developed and populated area of Wenatchee. Most wildlife species (e.g., birds, raccoons, and coyotes) are able to move away from areas of disturbance. Displaced animals with portions of their habitat cleared could potentially perish if nearby undisturbed habitats are at carrying capacity or suitable alternative habitat is unavailable. Small mammals, amphibians, and reptiles, however, could be directly affected by construction because of their limited mobility.

Potential direct construction impacts to aquatic habitat and species could occur from noise disturbance from pile installation and removal and other construction activities below the ordinary high water mark, including turbidity, loss of food resources and habitat, stormwater runoff, fish exclusion, and disturbance. Construction of the bridge would include permanent bridge foundations below the ordinary high water mark of the Wenatchee River. Potential indirect impacts could result from leaks or spills of hazardous material storage or use from construction machinery, which could travel downstream in the Wenatchee and Columbia rivers and could potentially impact aquatic habitats and

species. In-water construction would occur during the times of year allowed by regulatory agencies for the protection of endangered fish species.

Potential operational impacts on wildlife habitat and species associated with the Project would be related principally to ambient noise levels associated with vehicle use of the new roadway and bridge. Wildlife species in the Horan Natural Area that are sensitive to increased traffic may avoid areas near the new bridge and roadway; however, noise levels after construction are expected to be generally consistent with current ambient noise levels.

For aquatic habitats and species, the quantity and quality of stormwater runoff could be affected by operation of the proposed Project because of the increase in impervious surfaces. There may be minor increases in peak flows due to an increase in approximately 7.5 acres of impervious area that drain to the Wenatchee River, the Columbia River, or the Horan Natural Area, but these flows are likely minor relative to the flow in the rivers. Stormwater runoff management measures would include infiltration, treatment, and flow control. Infiltration facilities would collect stormwater runoff that does not discharge to the Columbia or Wenatchee rivers. Stormwater runoff could also potentially enter surface waters and cause deleterious effects on aquatic species. These impacts would be minimized through the construction of new stormwater treatment facilities. Treated stormwater would be discharged to the Columbia and Wenatchee rivers and the Horan Natural Area. Incorporating water quality treatment measures at existing outfalls would likely have a positive overall effect on stormwater treatment because currently untreated surface water would be treated in these facilities.

Overwater shading would also result from the new bridge itself. This includes approximately 17,850 square feet of temporary overwater shading from the work trestle and approximately 16,800 square feet of permanent overwater shading from the new bridge. Overwater shading could discourage migrating juvenile fish from using shallow-water areas and promote refuges for piscivorous predators. Shading can also discourage benthic and epibenthic prey productivity, decreasing prey availability for juvenile fish. However, the reach of the Wenatchee River where the new bridge would be located is swiftly flowing river habitat with limited pool habitat for predators to have the opportunity to prey on juvenile fish, which generally migrate quickly through the Project area.

Although the greatest impacts will occur during the time of year when the Endangered Species Act (ESA)-listed aquatic species Chinook salmon, steelhead, and bull trout are largely absent from the Project area, there could still be late migrating juveniles rearing in areas and adult fish present in the Columbia River. The biological assessment (BA) determined that elevated underwater sound pressure levels during in-water pile installation and removal construction activities could result in behavioral disturbances or injury to these ESA-listed aquatic species. The proposed Project effect determination

for the aquatic species addressed in the BA is that this Project may affect, and is likely to adversely affect, Chinook salmon, steelhead, and bull trout as well as their critical habitat.

Water Resources

Impacts to water resources, including surface water, shorelines, floodplains and floodways, and groundwater quality are anticipated to be medium to low for construction and operation.

Generally, a low impact to water resources is associated with impacts that can be mitigated such that there is no measurable difference. Medium impacts are those for which practical mitigation measures can reduce the impact. High impacts are those that cannot be addressed with practical mitigation measures.

During construction, water quantity is not expected to significantly change due to the Project. There may be minor increases in peak flows due to an increase in impervious area that may drain to the Wenatchee and Columbia rivers and Horan Natural Area. For water quality, construction work can cause an increase in contaminants to the Wenatchee and Columbia rivers due to a potential for hazardous material leaks or spills. Tree clearing in the construction area near the Wenatchee River may cause an increase in water temperature due to reduced shading. Increased turbidity could also occur during in-water work. These impacts can be reduced through the implementation of standard construction BMPs and measures required by the City and the Washington State Department of Ecology. During construction, two Chelan PUD irrigation wells will need to be decommissioned and replaced with new wells, likely to the east of their current location and closer to the Columbia River.

Operational impacts to surface water, shorelines and groundwater are anticipated to be low due to impact minimization measures that are designed into the Project, such as stormwater treatment and replanting vegetated areas cleared or impacted for construction. Impacts to floodways are also expected to be low due to the size of the in-water bridge supports relative to the overall floodway volume. If necessary, additional floodway could be created to offset the reduction in capacity.

Hazardous Materials

Potential construction impacts could result from existing soil or groundwater contamination encountered during construction activities. Contamination may be found on or adjacent to known contaminated sites or within rights-of-way and utility corridors. Grading, excavation, and utility construction could encounter contaminated groundwater and soil that could expose workers or the public. If contaminated soil is uncovered, it could require treatment or special disposal. Dewatering during construction could also generate contaminated groundwater that would require treatment or special disposal. Construction activities could also encounter the following materials that could require special disposal:

- Underground or aboveground storage tanks containing hazardous materials

- Creosote or arsenic-treated wood, railroad ties, telephone poles, or piles
- Asbestos or lead as a result of building demolition

Prior to acquisition or construction, a Phase I Environmental Site Assessment would be completed for properties that would be acquired or that could have a substantial risk to the Project during construction activities. A subsequent Phase II Environmental Site Assessment may be necessary for sites where contamination has been identified or is suspected. This would minimize risk and allow the City and the contractor to take any necessary protective measures.

During operation, spills resulting from vehicular accidents and long-term ongoing vehicular use and road maintenance may contaminate adjacent soils and surface water. Hazardous materials associated with accident spills, vehicular use, and roadway maintenance typically include petroleum products and metals. Improved traffic flow from the Project would likely reduce vehicle accidents, traffic, and the amount of hazardous materials leaked from vehicles while in traffic and spilled during vehicle accidents. However, the Project would also move traffic closer to parks and other recreational resources, which could introduce contaminants associated with accidental spills to these areas. Stormwater treatment BMPs and adherence to the Washington State Department of Ecology's Stormwater Management Manual for Eastern Washington would minimize the potential for these materials to be released to surface water.

Air Quality

Effects on air quality are expected to be minor from construction. Direct impacts from construction would occur through use of construction equipment and trucks. Construction activities would follow standard environmental controls and practices, which are the responsibility of the contractors doing the work. Examples of these practices include dust control measures, and use of equipment meeting all applicable federal and state requirements. Because the study area is in attainment for criteria pollutants, construction emissions from both direct and indirect sources would not affect regional air quality.

As detailed in the traffic study completed for the Project, the addition of Confluence Parkway would result in lower 2040 traffic levels on North Wenatchee Avenue, resulting in lower levels of congestion and improved operations along the North Wenatchee Avenue corridor. Because the Project would improve operations of a congested highway corridor , the proposed Project would improve overall air quality in the region. The vegetated buffers that would be established between the new roadway and recreational areas would also help to mitigate operational impacts by absorbing and removing air pollutants.

Climate Resiliency

Vehicles and construction equipment are a significant source of greenhouse gas (GHG) emissions and contribute to climate change primarily through the burning of gasoline and diesel fuels. The transportation sector is Washington State's most significant contributor of GHG. Using the FHWA's Infrastructure Carbon Estimator spreadsheet tool, it is estimated that the Project would result in 75 metric tons of CO2 per year. Project-related reduction in congestion and an increase in bike and pedestrian capacity would help achieve state climate goals to reduce GHG emissions and increase alternative modes of transportation. In addition, by providing a secondary transportation corridor, the Project would improve area transportation resiliency in case of road closures due to flooding or fires, thereby increasing climate resiliency. No mitigation measures are required.

Next Steps for Project

After receiving and considering public comment on this EA, FHWA will determine whether the Project is likely to have significant impacts or not. If appropriate, FHWA will issue a Finding of No Significant Impact (FONSI). If FHWA determines a FONSI is not appropriate because significant environmental impacts are identified, an Environmental Impact Statement would be required for the Project.

Because this Project requires changes to both the FERC Project Boundary and recreation lands and infrastructure that are part of Chelan PUD's FERC license for the Rock Island Hydroelectric Project, a license amendment from FERC will be necessary prior to property transfer. Chelan PUD is anticipated to submit the license amendment application to FERC shortly after the conclusion of this NEPA process. Additionally, a future FERC submittal will be required with respect to the in-water work for bridge and pier work that will occur in the Wenatchee River and within the FERC Project Boundary. This is a future filing with FERC once all regulatory permits have been acquired.

Organization of the Environmental Assessment

- Chapter 1, Introduction: Explains what the Project is intended to accomplish and why the Project is needed.
- Chapter 2, Project Description: Describes key features of the proposed Project.
- Chapter 3, Environmental Review: Discusses potential effects by resource area.
- Chapter 4, Cumulative Impacts: Discusses impacts from the Project in combination with other planned projects in the area.
- Chapter 5, Agency and Public Involvement: Describes outreach efforts.
- Chapter 6, Next Steps and Schedule: Provides information on future Project-related actions.

LIST OF ANTICIPATED PERMITS

Table ES-2 includes a list of anticipated permits and approvals that are expected to be required for the Project.

Table ES-2
Anticipated Environmental Permits and Approvals

Permit	Agency
Federal Permits and Approvals	
Endangered Species Act (ESA) Consultation	National Marine Fisheries Service and U.S. Fish and Wildlife Service
Magnuson-Stevens Fishery Conservation and Management Act, Section 305 Essential Fish Habitat Consultation	National Marine Fisheries Service
Section 10 of the Rivers and Harbors Act of 1899	U.S. Army Corps of Engineers
Section 404 of the Clean Water Act	U.S. Army Corps of Engineers
Section 106 of the National Historic Preservation Act (NHPA)	Federal Highway Administration, Washington Department of Archaeology and Historic Preservation
Section 4(f)[2] Determination	Federal Highway Administration, Department of Interior
Approval of Conveyance of Project Land Associated with Rock Island Hydroelectric Project License Amendment	Federal Energy Regulatory Commission
State Permits and Approvals	
Hydraulic Project Approval	Washington Department of Fish and Wildlife
Aquatic Lease or Use Authorization	Washington Department of Natural Resources
Section 401 Water Quality Certification	Washington State Department of Ecology
Clean Water Act Section 402, National Pollutant Discharge Elimination System Permit	Washington State Department of Ecology
Water Right Change Application	Washington State Department of Ecology
Local Permits and Approvals	
State Environmental Policy Act	City of Wenatchee
Shoreline Substantial Development Permit	City of Wenatchee
Shoreline Conditional Use Permit	City of Wenatchee
Critical Areas Compliance	City of Wenatchee
Noise Variance	City of Wenatchee

Notes:

1. Section 4(f) land in the Project area is owned by Chelan PUD and designated for recreational and natural habitat uses as part of the PUD's license from FERC. The Wenatchee Confluence State Park and the Horan Natural Area are operated by the Washington State Parks Department on behalf of Chelan PUD.

1 Introduction

The Confluence Parkway Project (Project) is a proposed 2.5-mile bypass corridor that is intended to reduce congestion on SR 285/North Wenatchee Avenue. The Project is a part of a larger effort known as the Apple Capital Loop Project, which is a network of projects that, together, will complete an integrated highway, transit, and non-motorized trail loop that functions as the backbone of the Wenatchee Valley's transportation system. The Project would provide relief from the current North Wenatchee Avenue Bridge bottleneck and alleviate congestion in this area.

Known as the **Apple Capital of the World,** Wenatchee is the second largest city in north-central Washington, and is an urban hub for north-central Washington.

The Project connects the central downtown areas with the U.S. 2/Euclid Avenue interchange on the north end of Wenatchee. The Project area is primarily to the east of the Burlington Northern Santa Fe (BNSF) railroad tracks and portions of the Project are within the current boundaries of the Wenatchee Confluence State Park and the Horan Natural Area. The sections that follow provide a description of key Project elements and construction methods.

This Environmental Assessment (EA) is being prepared for this Project under the National Environmental Policy Act (NEPA) because funding is anticipated from the Federal Highway Administration (FHWA). The Project will be partially funded through the U.S. Department of Transportation (USDOT) Infrastructure for Rebuilding America (INFRA) grant program, and state and local funds.

1.1 Location

The Project is located in the City of Wenatchee (City) in Chelan County (Figure 1). Wenatchee is in central Washington at the confluence of the Columbia and Wenatchee rivers. The City experienced its largest population increase between 1990 and 2000, growing by more than 6,000 to a population of 27,856. The current population of Wenatchee is 31,925 (U.S. Census Bureau 2019).

Figure 1
Project Vicinity

1.2 Purpose and Need

The purpose of the Project is to create a new bypass corridor to SR 285 (North Wenatchee Avenue) in Wenatchee, Washington. The new bypass corridor would provide needed capacity for general purpose, freight, non-motorized (pedestrian and bicycle), and public transit traffic in order to accomplish the following:

- Relieve existing congestion and address predicted travel demands for traffic entering and exiting the city to and from the north.
- Improve and sustain the viability of the transportation backbone of the valley. Improvements to North Wenatchee must work in conjunction with past investments and planned future investments included in the regional transportation plan, Transportation 2040.
- Improve connectivity and safety for people moving along and across SR 285 and adjacent roadways, trails, bikeways, and walkways in the north-end corridor, for all modes of travel.
- Provide a third access point to serve as an emergency evacuation route in the case of future wildfire disasters.
- Provide improved transit operations and pedestrian access to transit stops for both local routes and commuter routes serving outlying communities and reduce the potential for service delays.
- Support the viability of the business district on the North Wenatchee corridor and support economic growth and development in the North Wenatchee corridor and the region. This includes providing safe and improved non-motorized access to the redevelopment area identified in the 2016 North Wenatchee Master Plan while also increasing traffic capacity.
- Improve rail and roadway user interactions and safety. The BNSF Mainline is a barrier for access to the Wenatchee Waterfront.
- Provide safe and improved pedestrian and bicycle access for residents and visitors to residential, commercial, recreational, and cultural facilities along the Wenatchee Waterfront.

The Project need has been established in several planning studies including the 2011 North Wenatchee Transportation Master Plan and the 2016 North Wenatchee Master Plan. The Project is needed for the following reasons:

- Future travel demands along North Wenatchee Avenue would increase travel times, exacerbate existing access and safety issues, and hinder economic development throughout the region. Implementing the Project would improve north-south capacity for general purpose and freight traffic, support economic development by facilitating travel between regional employment centers, and improve conditions for the automobile-oriented businesses along North Wenatchee Avenue by alleviating congestion.
- North Wenatchee Avenue will experience significantly increased capacity constraints from 2030 to 2040 due to growth in regional population and employment, exacerbated by the lack

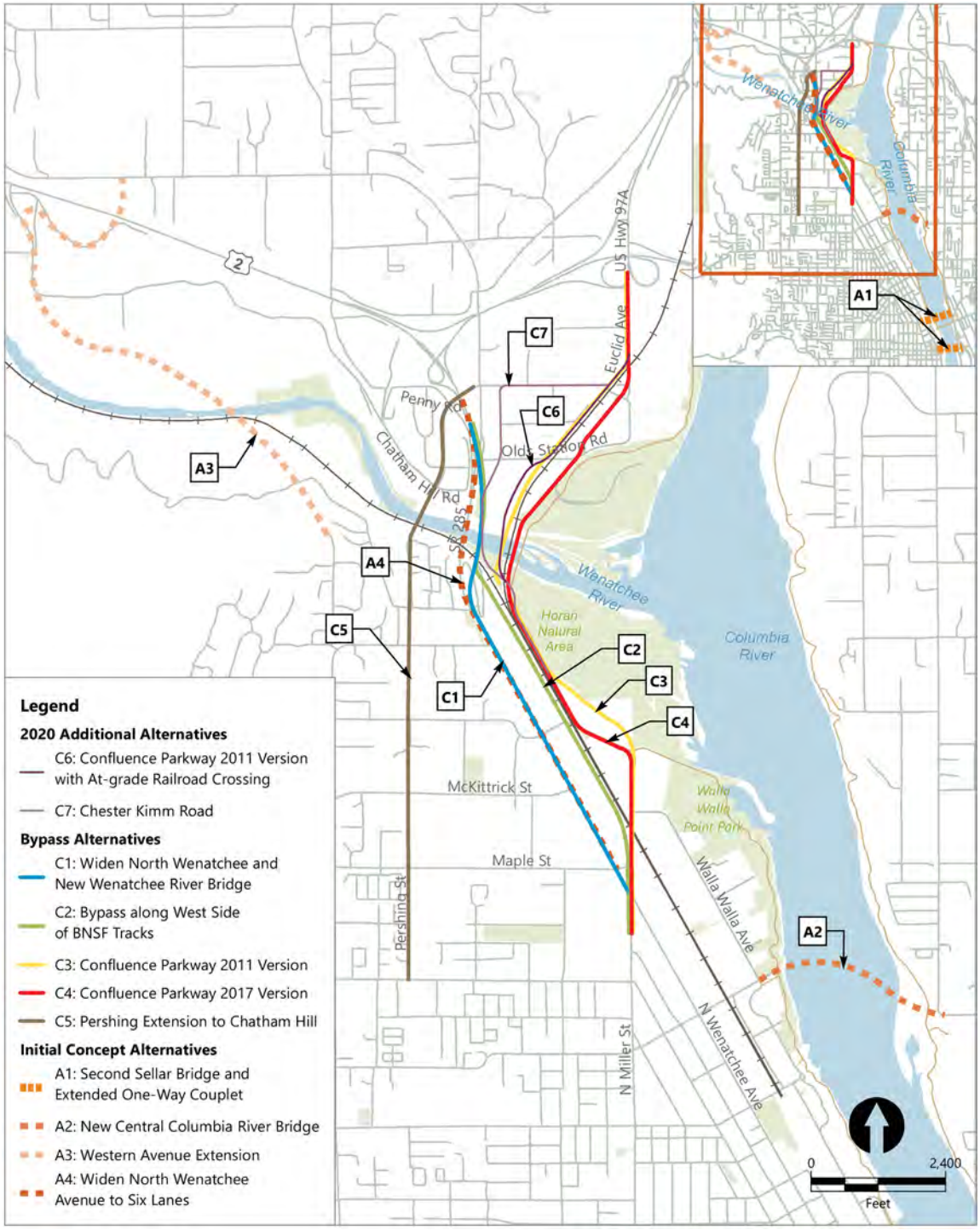
of any parallel roadways that cross the Wenatchee River. Adding roadway capacity in the North Wenatchee corridor would improve the level-of-service of North Wenatchee Avenue, resulting in fewer delays and reduced trip lengths while improving access to businesses along the corridor.

- Implementing the Project would improve pedestrian and cyclist accessibility along and across the corridor by providing upgraded or additional walkway and bikeway facilities, improving connectivity, addressing associated safety considerations, and providing for a better overall pedestrian and cyclist experience. Furthermore, improved walkability and non-motorized access is expected to enhance economic activity and future development in the North Wenatchee corridor and Wenatchee Waterfront.
- Demand for public transit in the Project area has increased rapidly in recent years because of population and employment growth, traffic congestion, and demographic trends, which has resulted in delays in transit service within the Project area. Maintaining transit service in the outlying areas is particularly important because there are fewer route options. Implementing the Project would reduce the potential for service delays or cuts in the future.
- The North Wenatchee Avenue corridor experiences a significant number of collisions each year. Implementing the Project would provide for a significantly safer experience for drivers and pedestrians by improving traffic flow and reducing potential automobile, pedestrian, and railroad conflicts.
- SR 285 forms the sole link across the Wenatchee River, and there is no alternative evacuation route for the north half of the City during routine life-saving emergency responses or citywide disasters or a significant flash flood event from the canyons. There is also no redundancy in the current roadway network should the existing SR 285 bridges require repairs. Implementing the Project would improve safety conditions and transportation redundancy in the Project area.

1.3 Project Background

For over 10 years, transportation planners from the Chelan-Douglas Transportation Council (CDTC) and the City of Wenatchee have been analyzing the transportation bottlenecks along North Wenatchee Avenue. There were three primary phases to the consideration of alternatives: the 2008 Initial Alternatives, the 2017 Bypass Alternatives, and the 2020 Additional Alternatives (Figure 2).

Figure 2
Alternatives Considered



In 2008, four initial concept alternatives were developed in an effort to resolve the transportation challenges along North Wenatchee Avenue:

- A1: Second Sellar Bridge and Extended One-Way Couplet
- A2: New Central Columbia River Bridge
- A3: Western Avenue Extension
- A4: Widen North Wenatchee Avenue to Six Lanes

Transportation planners and community stakeholders evaluated these alternatives and determined that the only solution to solving the transportation challenges along SR 285/North Wenatchee Avenue was to develop a parallel route, also known as a bypass route, to avoid the congestion along North Wenatchee Avenue. Five bypass alternative concepts were developed:

- C1: Widen North Wenatchee Avenue and New Wenatchee River Bridge
- C2: Bypass along West Side of BNSF Tracks
- C3: Confluence Parkway 2011 Version
- C4: Confluence Parkway 2017 Version
- C5: Pershing Extension to Chatham Hill

The bypass alternatives were evaluated against the Project's Purpose and Need. While most alternatives meet a portion of one or more elements of the Purpose and Need, only C3 and C4 meet all elements of the Purpose and Need. However, C3 is not geometrically feasible from an engineering perspective. C4: Confluence Parkway 2017 Version meets all of the key elements of the Purpose and Need and is feasible from an engineering perspective. It is the one that best meets the Purpose and Need, and therefore is the proposed alternative. Additional information on the evaluation of alternatives against the Purpose and Need is presented in Sections 6 of the Draft Individual Section 4(f) Evaluation, Appendix D.

In March 2020, the City hosted an open house that focused on the Project's environmental review. City staff revisited the Purpose and Need and the bypass alternatives, described the preferred alternative (C4: Confluence Parkway 2017 Version), and explained the environmental review that would be conducted. In addition, the City requested comments on the Project. Two additional alternatives resulted from that outreach, referred to here as the 2020 Additional Alternatives C6 and C7:

- C6: Confluence Parkway 2011 Version with At-grade Railroad Crossing
- C7: Chester Kimm Road

Both of these alternatives include an at-grade crossing of the BNSF railroad tracks on the south side of the Wenatchee River that was determined to be a safety-related fatal flaw.

In summary, the City has prepared conceptual designs for 11 alternatives. Of them, the Confluence Parkway 2017 Version is the one that best meets the Project's Purpose and Need. The City, in

coordination with CDTC, Public Utility District No. 1 of Chelan County (Chelan PUD), and Washington State Parks, refined the alignment to avoid and minimize impacts to parks, historic resources, and other elements of the environment, while optimizing the transportation benefit to all system users.

1.4 Regulatory Context

The purpose of this EA is to inform the public about environmental effects anticipated from the Project and to comply with NEPA. The information contained in the EA will also be used to demonstrate compliance with the State Environmental Policy Act (SEPA). The environmental analysis conducted as part of the EA will help decision-makers consider the potential environmental effects of the Project. The EA process provides the public, agencies, interested Tribes, and other stakeholders an opportunity to review potential Project effects and provide feedback that could help the City refine the Project design. Public comments are anticipated to be incorporated into a Finding of No Significant Impacts (FONSI). If FHWA issues a FONSI, the NEPA EA process would conclude. If FHWA determines a FONSI is not appropriate because significant environmental impacts are identified, an Environmental Impact Statement would be required for the Project.

This EA will also support an anticipated amendment to the Chelan PUD Rock Island Hydroelectric License from the Federal Energy Regulatory Commission (FERC) associated with lands within the Project boundary and the FERC-approved Recreation Plan.

2 Project Description

2.1 Existing Conditions

North Wenatchee Avenue is a convergence point for traffic within Chelan and Douglas counties. The existing SR 285 Wenatchee River Bridge is four lanes wide and forms one of the two roadway connections in and out of Wenatchee. The other is the Senator George Sellar Bridge (US Route 2) across the Columbia River at the south end of Wenatchee.

The North Wenatchee Avenue corridor is currently the region's primary traffic bottleneck affecting residents, businesses, and visitors throughout Chelan and Douglas counties. The North Wenatchee Avenue corridor serves, and will continue to serve, much of the travel demand for Wenatchee's growing economy. The Project area is in-filling with mixed-use development and expanded industrial and commercial uses as described in the 2016 North Wenatchee Master Plan, all of which are currently dependent on North Wenatchee Avenue as the sole route across the Wenatchee River and through the North Wenatchee area.

The Wenatchee Waterfront is redeveloping as described in the 2004 Wenatchee Waterfront Subarea Plan. This plan envisions a transition from industrial uses to a higher-intensity mix of uses along the waterfront, including expanded parks and recreational facilities and public spaces. The area includes

a mix of high-voltage distribution and transmission lines, fiber telecommunication infrastructure, portions of the Apple Capital Recreation Loop Trail, Wenatchee Confluence State Park and Horan Natural Area, and important cultural and environmental resources that all require a balanced approach for public access via both motorized and non-motorized modes.

2.2 Project Elements

The Confluence Parkway Project is shown in Figures 3a through 3e and described in the sections that follow.

Figure 3a
Euclid Avenue/SR 2 Interchange to North Wenatchee Confluence State Park

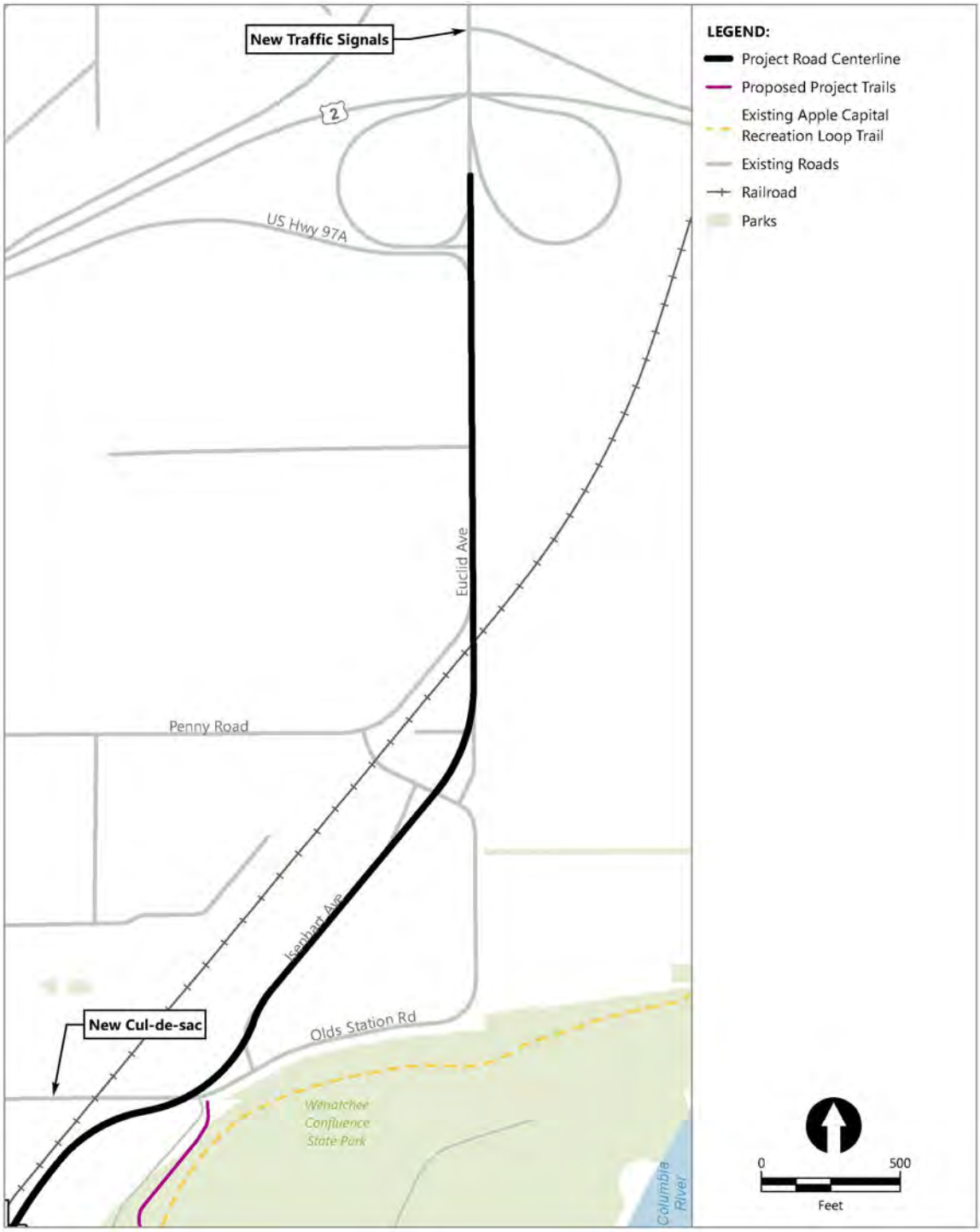


Figure 3b
Wenatchee Confluence State Park Vicinity

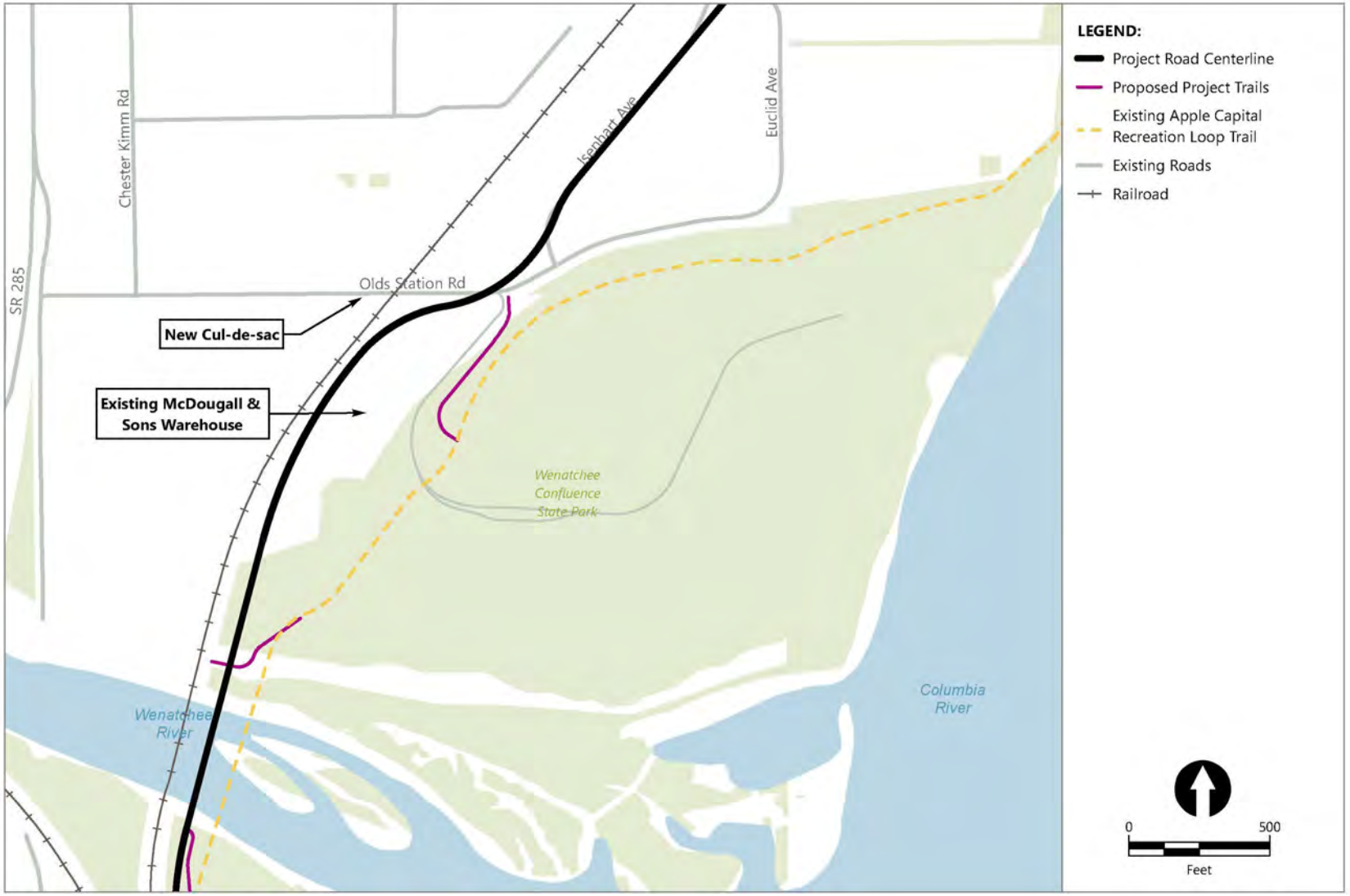


Figure 3c
Wenatchee River Crossing

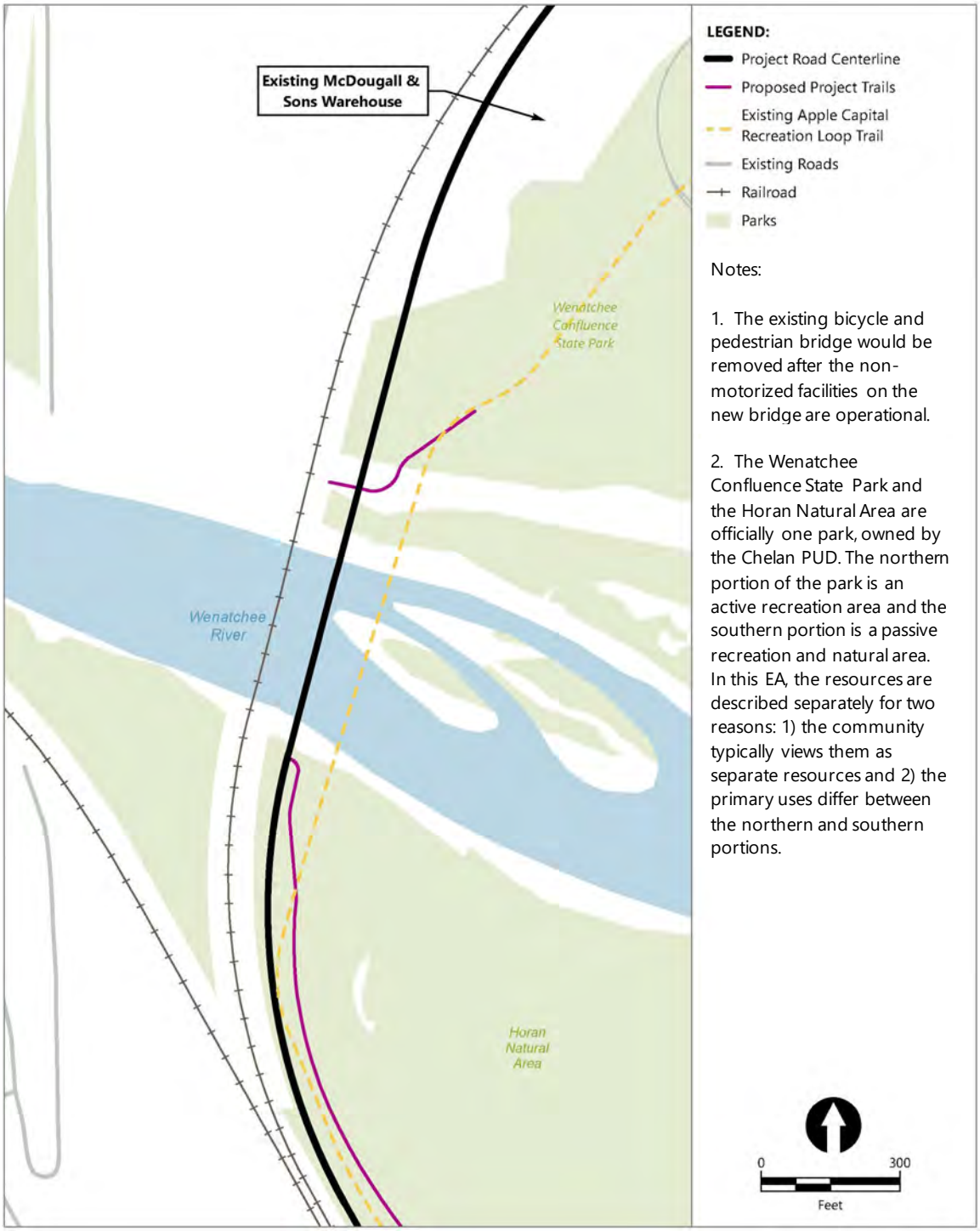


Figure 3d
Horan Natural Area Vicinity

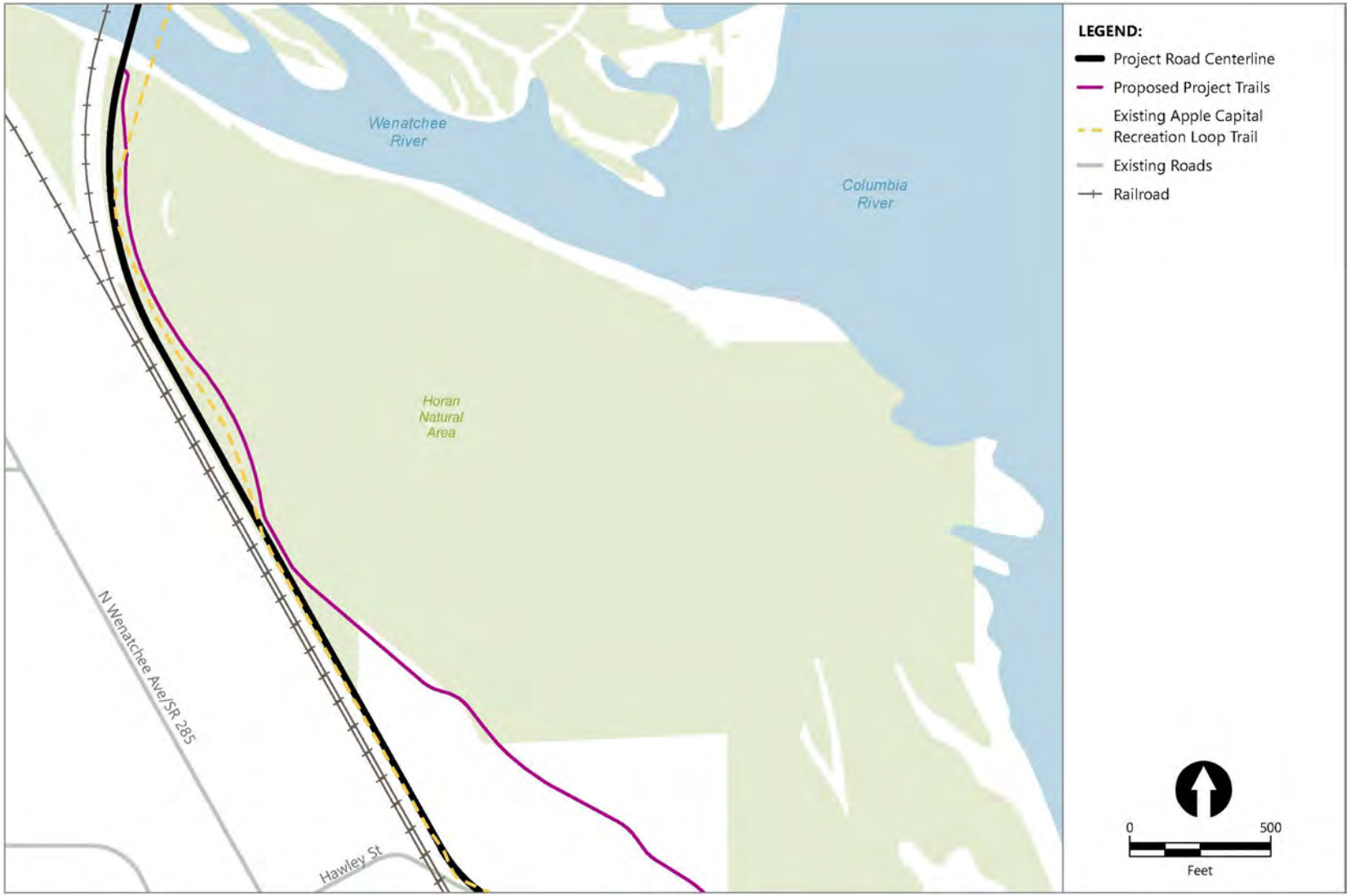
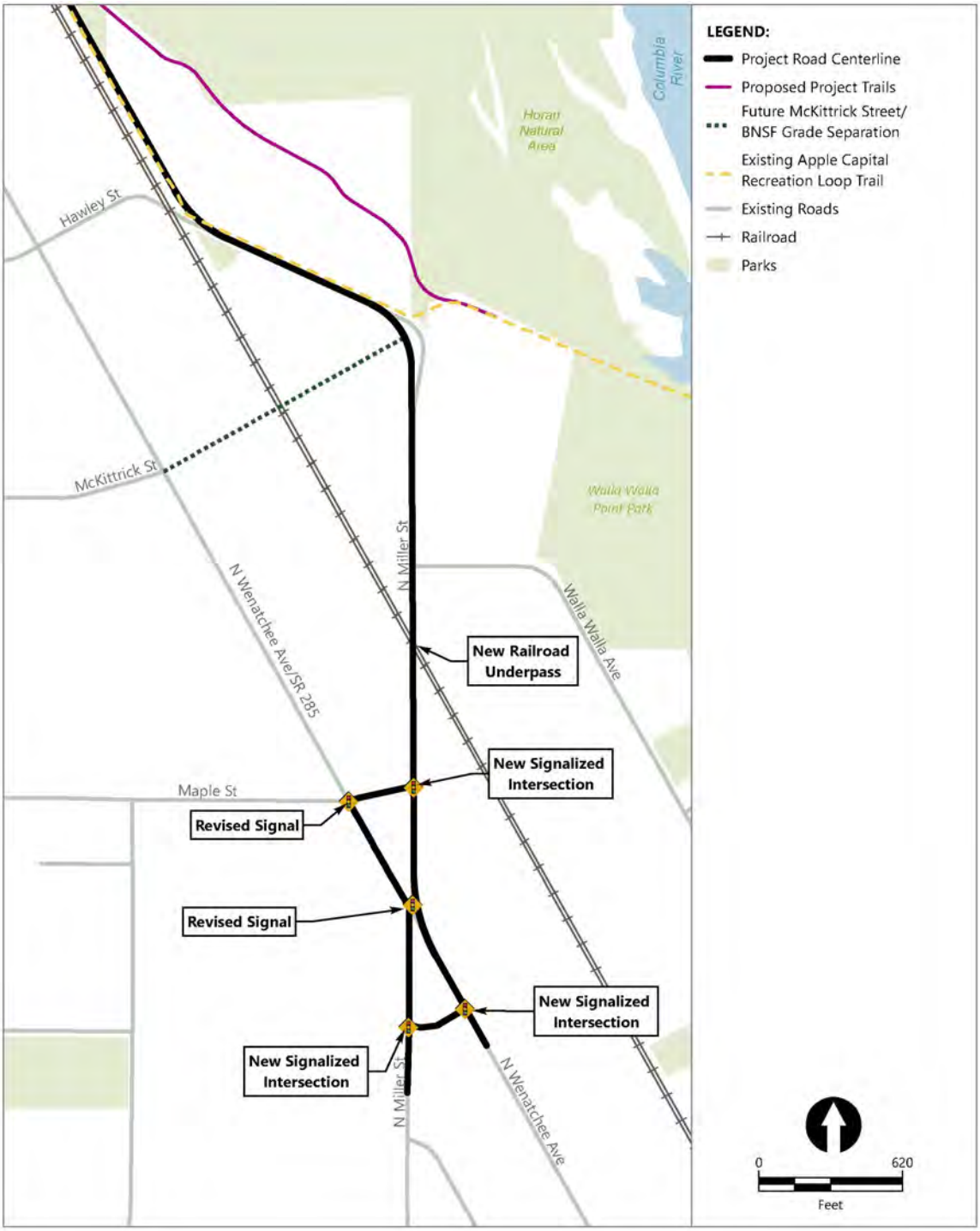


Figure 3e
McKittrick Street to North Miller Street



2.2.1 Roadway Alignment

Confluence Parkway would be a new two-lane arterial street that would begin at the existing U.S. 2/ Euclid Avenue interchange, cross the Wenatchee River on a new bridge, and extend south to the intersection of North Miller Street and SR 285/North Wenatchee Avenue. The corridor would have one vehicle travel lane and bicycle lane in each direction. Two-way left turn lanes would be included between Wenatchee Confluence State Park and the U.S. 2/Euclid Avenue interchange as well as south of the junction of Hawley Street and Miller Street. All Project elements would meet current design standards, including compliance with the Americans with Disabilities Act of 1990 (ADA), where applicable. New traffic signals, illumination upgrades, and safety measures for at-grade railroad crossings would be part of the Confluence Parkway.

Traffic signals would be installed at, and other modifications made to, the existing U.S. 2/Euclid Avenue interchange to accommodate the additional traffic associated with the Confluence Parkway (Figure 3a). The new roadway would continue southwest along the existing Euclid Road alignment, cross the railroad tracks on a new at-grade railroad crossing at Euclid Avenue, and follow along the existing Isenhart Avenue alignment. The existing at-grade railroad crossing at Euclid Avenue would remain and the intersection of Confluence Parkway with Euclid Avenue would be upgraded from a three-leg to a four-leg intersection to accommodate the through movement on Confluence Parkway. From there, the new roadway would continue south along the current alignment of Isenhart Avenue to Olds Station Road (Figure 3b). Olds Station Road would end on the west side of the railroad in a cul-de-sac and the at-grade railroad crossing would be removed.

South of Isenhart Avenue, the new road would turn slightly west and continue through the west side of the existing McDougall & Sons warehouses. The existing Wenatchee Confluence State Park entrance would remain in its current location. Modifications would be required to the southwestern portion of the park for the roadway. The existing Wenatchee Confluence State Park staff housing would be removed and replaced with a new housing facility within the park.

Confluence Parkway would cross the Wenatchee River on a new bridge approximately midway between the existing BNSF rail bridge and the Apple Capital Recreation Loop Trail pedestrian/bicycle bridge (Figure 3c). The bridge would be a combined two-level vehicle and pedestrian bridge. The top level would consist of a vehicle travel lane and bike lane in each direction, and the bottom level would consist of a shared use bicycle and pedestrian facility that replaces the existing narrow and aging pedestrian bridge. The bridge would include three piers in the water, which would likely be in the same alignment as those on the existing railroad bridge. The existing pedestrian bridge would be removed after the new bridge is open.

From the river crossing south to Hawley Street, Confluence Parkway would create a new roadway along the east side of the BNSF railroad tracks, which are east of and parallel to the existing alignment of

North Wenatchee Avenue, requiring a portion of the western edge of the Horan Natural Area (Figure 3d). It would join the existing alignment of Hawley Street just south of where Hawley Street currently crosses the BNSF mainline at-grade. The at-grade crossing would be closed, with Hawley Street becoming a cul-de-sac west of the railroad tracks. The closure of the at-grade crossing at Hawley Street is part of the McKittrick Street/BNSF Grade Separation Project, which is described in Section 2.2.6.

Confluence Parkway would continue along the Hawley Street alignment and connect to a new future intersection that would be constructed by the planned McKittrick Street underpass (Figure 3e). The existing North Miller Street at-grade railroad crossing would be replaced with a new railroad underpass. New signals would be installed at the Walla Walla Avenue and Maple Street intersections. The existing SR 285/North Wenatchee Avenue and Miller Street intersection would be reconfigured to accommodate the new traffic volumes associated with Confluence Parkway. Approximately 450 feet south of that intersection, a new street would connect Miller Street and North Wenatchee Avenue with traffic signals at each intersection. These improvements in the vicinity of the existing Miller Street/North Wenatchee Avenue intersection represent the southern end of Confluence Parkway.

2.2.2 Bicycle and Pedestrian Facilities

Confluence Parkway would include bicycle lanes in each direction along its entirety. Bike lane buffers would be provided in the more developed areas of the Project to the south of the existing Hawley Street railroad crossing.

Between the north end of the Project and the Wenatchee Confluence State Park entrance, there would generally be a planted buffer and sidewalk on both sides of the roadway. The Project does not propose sidewalks between the Wenatchee Confluence State Park entrance on the north and Hawley Street on the south because pedestrians would use the parallel Apple Capital Recreation Loop Trail along this stretch of roadway and there are no business or residential properties to generate a need for pedestrian access at the street. The sidewalk and planted buffer would continue between approximately Hawley Street and the southern extent of the Project at North Miller Street and North Wenatchee Avenue.

Connections would be provided between the roadway pedestrian and bicycle facilities and the Apple Capital Recreation Loop Trail at both Walla Walla Park and Wenatchee Confluence State Park. North of the Wenatchee River, pedestrians would connect from the sidewalk to the existing Apple Capital Recreation Loop Trail and would use the new combined vehicle and pedestrian bridge to cross the river.

On the north side of the Wenatchee River, the Apple Capital Recreation Loop Trail would largely remain in its current configuration. The trail would be rerouted slightly to align with the new combined vehicle and pedestrian bridge. A new connection from the street level to the trail will also be provided at the Wenatchee Confluence State Park entrance in order to separate non-motorized trail users from vehicular access to the park.

The trail would cross the Wenatchee River on a new combined vehicle and pedestrian bridge, with vehicle travel lanes and bike lanes on the top deck and a bicycle and pedestrian facility below. On the south side of the Wenatchee River, the trail would converge with the roadway, running parallel on its east side with a vegetated berm separating the trail from vehicle traffic. Retaining walls would also be installed in this area where necessary to minimize impacts to the Horan Natural Area. At the north end of the Chelan PUD maintenance yard, located between Hawley Street and Wenatchee Confluence State Park, the trail would diverge from the road alignment, continuing to the south between the Chelan PUD property and the Horan Natural Area. It would converge back with the existing trail near the intersection of Hawley Street and Miller Street and Walla Walla Point Park.

The existing pedestrian bridge would remain open to the extent possible during construction; however, portions of the trail may need to be temporarily closed or rerouted during some activities. The City of Wenatchee would provide notice to the bicycle commuters and recreational trail users in advance of trail closures or rerouting. Demolition of the pedestrian bridge is anticipated to occur after the new bridge is operational.

2.2.3 Property Acquisition

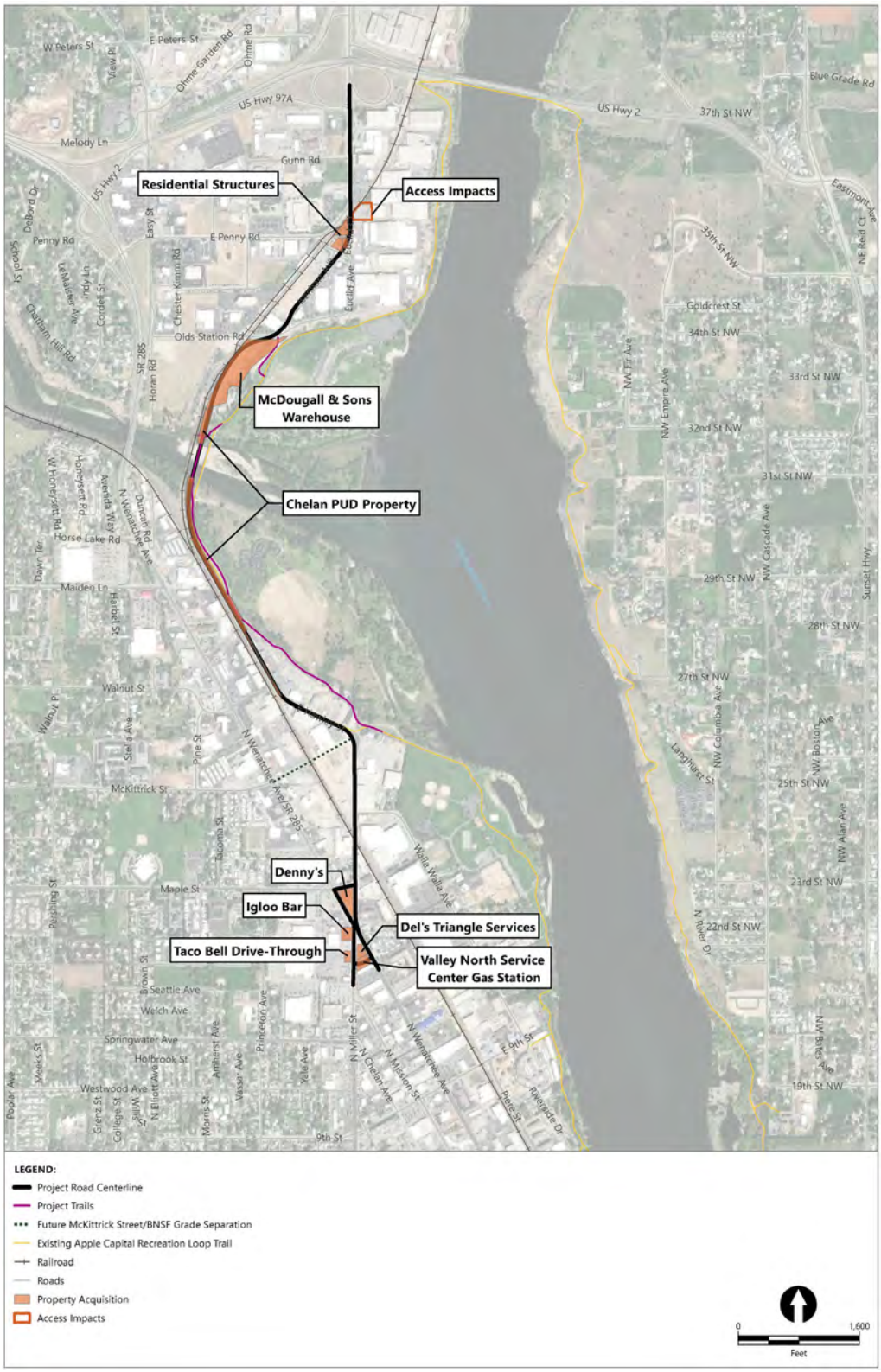
The Project would require property acquisition in several areas along the alignment (Figure 4). All acquisitions and relocations would be compliant with the federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970, the Revised Code of Washington 8.26, Relocation Assistance—Real Acquisition Policy, and Washington Administrative Code 468-100, Regulation for Uniform Relocation Assistance and Real Property Acquisition. A total of approximately 10 acres would be acquired. The acquisition process for most of these properties has not yet begun, except that the City has had preliminary conversations with the owners of the McDougall & Sons warehouses.

Key property acquisitions including those that require building demolition and/or relocations include the following:

- Three residential structures west of Euclid Court, which currently house commercial businesses, would be acquired and demolished to construct the upgrades to the Penny Road/Isenhart Avenue intersection. One additional residential structure in this area may need to be demolished, pending further design.
- The McDougall & Sons warehouses, which are used for apple packing, would be acquired, and most structures would be demolished. The existing office space on the north side of the property would be preserved.
- Approximately 1 acre of property from the Chelan PUD would be acquired within the Wenatchee Confluence State Park between the park entrance and the new Wenatchee River bridge. The existing park staff housing would be relocated. This property is currently part of Rock Island Hydroelectric Project license lands.

- Approximately 4.7 acres of property from the Chelan PUD would be acquired south of the Wenatchee River for the Confluence Parkway alignment and the relocated Apple Capital Recreation Loop Trail. Much of the property is along the railroad tracks and near the Chelan PUD maintenance yard, on the western edge of the Horan Natural Area. This property is currently part of Rock Island Hydroelectric Project license lands.
- The drive-through of the Taco Bell located on North Miller Street would be acquired. The property could be reconfigured with the drive-through located on a different part of the property. Business relocation is not anticipated.
- The following properties are anticipated to be acquired in their entirety. If the buildings need to be acquired and demolished for the Project, the businesses would be relocated.
  - The Igloo bar and restaurant located on North Miller Street
  - Denny's restaurant located on North Wenatchee Avenue
  - Valley North Service Center gas station located on North Miller Street
  - Del's Triangle Services located on North Wenatchee Avenue
- There is a possibility that other properties may be impacted by the Project. More details will be available as the design progresses.

Figure 4
Property Acquisitions



2.2.4 Utilities

Construction of the Confluence Parkway offers opportunities to consolidate utility corridors for sanitary sewer, water, electrical transmission and distribution, telecommunications service, and natural gas. Portions of existing utility infrastructure would require relocation in coordination with roadway construction.

The existing sanitary sewer force main beneath the existing SR 285 Wenatchee River Bridge may be relocated to the new Confluence Parkway Bridge. The force main extends from the existing Olds Station Lift Station to the approximate location of the existing at-grade railroad crossing at Hawley Street. The existing 30-inch regional waterline located beneath the Wenatchee River would remain in place. The new Confluence Parkway Bridge would be designed to accommodate a suspended water main if ever needed in the future. Aerial electrical transmission, distribution, and telecommunications lines would be relocated parallel to and adjacent to the new roadway. Electrical distribution and telecommunications would be installed underground within the roadway right-of-way where feasible. Natural gas relocations are anticipated at some locations where they would conflict with new gravity stormwater facilities. During construction, two Chelan PUD irrigation wells will need to be decommissioned and replaced with new wells, likely to the east of their current location and closer to the Columbia River.

2.2.5 Stormwater

New stormwater facilities would be installed along the entire Project corridor. Conveyance and treatment facilities would be designed to meet the requirements of the August 2019 Stormwater Management Manual for Eastern Washington (SWMMEW) and Wenatchee City Code Chapter 9.20, as described in the Project Preliminary Stormwater Report (Attachment I).

Stormwater collection and conveyance infrastructure consisting of inlets and pipes would be entirely within the footprint of the proposed roadway and existing stormwater facilities. Detention ponds providing flow control and infiltration ponds and swales and/or subgrade vault structures for treatment will be included in the project if the infiltration rate of the soils allow. Potential pond locations have been identified at the following locations:

1. Near the intersection of Olds Station Road and the Confluence Park entrance. The pond would be constructed in an area of the existing street.
2. Adjacent to and on the west side of the proposed roadway just north of the proposed new bridge. The pond would be constructed in the area of the existing park ranger residence and driveway.
3. Between the proposed roadway and the proposed trail realignment south of the proposed new bridge. The pond would be constructed in an area of the existing utility corridor and trail.

4. Between the proposed roadway and the proposed trail realignment on the north side of the Chelan PUD maintenance yard. The pond would be constructed in an area of the existing utility corridor.

Further detail is provided in the Project Preliminary Stormwater Report (Attachment I).

2.2.6 Relation to the McKittrick Street/BNSF Grade Separation

The McKittrick Street/BNSF Grade Separation is a planned project with independent utility and logical termini, located in the southern portion of the Confluence Parkway Project vicinity, at the intersection of Hawley and North Miller streets. McKittrick Street currently ends in a "T" intersection with North Wenatchee Avenue. It would be extended to the east as a grade-separated underpass of the railroad tracks. The extension would continue to a planned roundabout at the intersection of Hawley and North Miller streets. The portion of the McKittrick Street project west of the railroad tracks is funded and scheduled for construction beginning in 2022. The new McKittrick Street railroad crossing and Confluence Parkway, south of Hawley Street, received funding in 2021 as part of the USDOT Infrastructure for Rebuilding America (INFRA) grant program.

2.3 Construction Methods and Timing

2.3.1 Construction Methods

Confluence Parkway would include a combination of new road construction and upgrades to the existing roadway. The existing roadway would be preserved to the largest extent possible and would follow the existing alignment and profile. In many areas, construction would include grinding the roadway and placing asphalt in the travel lanes and constructing planters and sidewalks adjacent to the roadway. In other places, construction of the roadway would include the removal of existing asphalt and concrete surfaces, clearing and grading of adjacent areas, and placing subgrade material to form a stable roadbed. New road surfaces would be primarily asphalt and concrete.

Fill would be required on both sides of the new bridge and in the area where the roadway would be constructed on a new alignment. Fill would also be required between the BNSF right-of-way and the top of the portion of roadway that borders the west edge of the wetlands in the Horan Natural Area. All fill would come from existing off-site, permitted sources.

Construction equipment could include, but is not limited to, cranes, backhoes, excavators, front loaders, pavement grinders, jack hammers, drilling rigs, pile drivers, trucks, and concrete pumping equipment. Staging areas would be located within the right-of-way and adjacent City-owned parcels where possible to allow for parking, large equipment storage, and material stockpiles.

The new bridge across the Wenatchee River would be supported on drilled shaft foundations within the river. Drilled shafts are created by installing a steel casing, excavating the soil and sediment from within the casing, and placing steel and concrete within the excavated casing.

Construction of the bridge foundations, columns, pier caps, and girders would require the installation of a temporary, pile-supported work access trestle. The details would be developed as design progresses and would likely consist of driven steel pipe piles with steel framing that support timber decking. This trestle would allow for heavy equipment to access the foundation locations and for the delivery of construction materials. The existing pedestrian/bicycle bridge would remain open during construction of the new bridge.

A large portion of Confluence Parkway, including the new bridge structure, would be constructed without requiring road closures or detours as it would be along a new roadway alignment. It is anticipated that Miller Street would be closed during construction of the railroad underpass, with local access provided via Maple Street to the south and McKittrick Street or Hawley Street to the north. Detours, construction phasing, and temporary traffic control would be implemented as needed for improvements along existing roadways. The Apple Capital Recreation Loop Trail would be kept open to the extent possible during construction of the roadway and trail realignment.

2.3.2 Project Timing

Construction is anticipated to begin in 2025, depending on availability of funding, and would span multiple years. In-water work would be performed within the allowable in-water work windows established by regulatory agencies to minimize potential disturbance of sensitive fish and wildlife species. It is anticipated that the in-water work window would be from July 15 to September 30 of each year. The temporary work access trestle would remain in the water for a period up to three in-water work windows.

3 Environmental Review

This chapter summarizes the potential impacts that the Project could have on the following aspects of the built and natural environment: transportation, land use, noise, parks and recreation, cultural resources, social and community resources, environmental justice populations, visual characteristics, ecosystems, water resources, hazardous materials, air quality and climate resiliency. Supporting information is provided in the appended technical studies that were prepared for this Project.

3.1 Transportation

This section describes impacts, both beneficial and negative, to vehicular transportation, transit and non-motorized facilities, both during construction and when the Project is operational.

3.1.1 Existing Conditions

3.1.1.1 Vehicular Transportation

The study area is characterized by U.S. 2, SR 285/North Wenatchee Avenue, Easy Street and Euclid Avenue, associated interchanges, and the network of surface streets that primarily intersect with North Wenatchee Avenue south of the Wenatchee River. The intersections shown in Figure 5 and listed in Table 1 were the focus of the transportation analysis.

Figure 5
Study Area Intersections

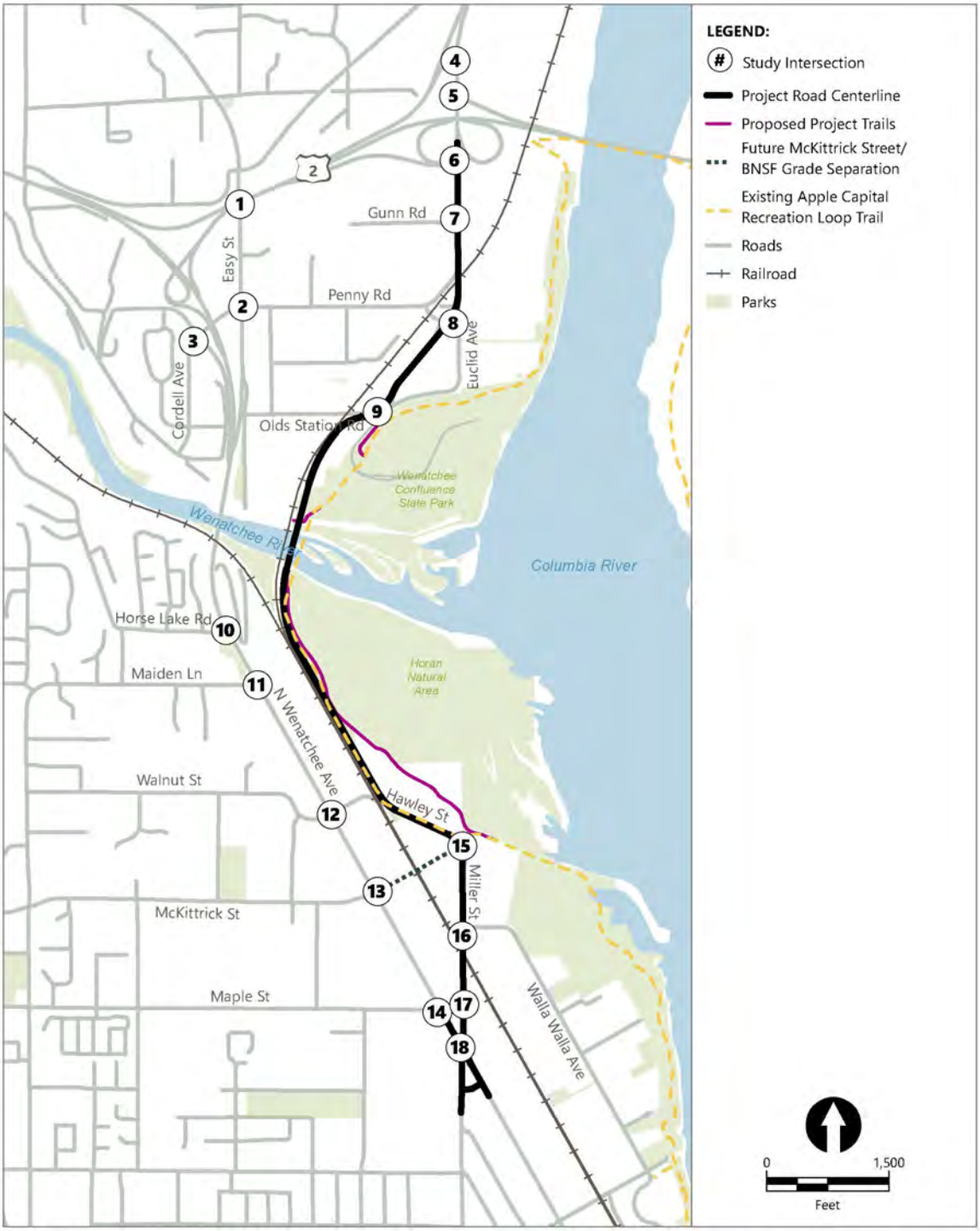


Table 1
Study Area Intersections

Intersection number	Intersection Location	Existing Type of Traffic Control
1	Easy Street/U.S. 2	Signal
2	Easy Street/Penny Road	Signal
3	SR 285 Southbound On-Ramp/Cordell Avenue	Signal
4	Euclid Avenue/U.S. 2 Westbound On-Ramp	Stop sign
5	Euclid Avenue/U.S. 2 Westbound Off-Ramp	Stop sign
6	Euclid Avenue/U.S. 2 Eastbound Ramps	Stop sign
7	Euclid Avenue/Gunn Road	Stop sign
8	Euclid Avenue/Penny Road	Stop sign
9 (future)	Confluence Parkway/Olds Station Road	Future flying-T*
10	North Wenatchee Avenue/Horse Lake Road-Duncan Road	Signal
11	North Wenatchee Avenue/Maiden Lane	Signal
12	North Wenatchee Avenue/Walnut Street-Hawley Street	Signal
13	North Wenatchee Avenue/McKittrick Street	Stop sign
14	North Wenatchee Avenue/Maple Street	Signal
15 (future)	North Miller Street/McKittrick Street	Future roundabout
16	North Miller Street/Walla Walla Avenue	Stop sign
17	North Miller Street/Maple Street	Stop sign
18	North Miller Street/North Wenatchee Avenue	Signal

Note:
*The Flying-T intersection: Olds Station Road runs east/west where it would cross the Confluence Parkway. The crossing of the railroad tracks would be eliminated. The remaining east leg would become a flying-T intersection that provides a center refuge for vehicles making left turns.

3.1.1.2 Transit Service

The Project area is also served by seven bus routes operated by Link Transit—8E, 8W, 20, 21, 22, 26, and 28. Under existing conditions, most regional bus routes must operate on North Wenatchee Avenue, which experiences frequent congestion and delays. This affects the ability for buses to maintain schedules and provide reliable service in the area, potentially affecting Link Transit's ability to add service to meet future ridership demand.

3.1.1.3 Non-motorized Facilities

Most of the transportation study area has 5-to-6-foot-wide sidewalks on one or both sides of the street. Crosswalks are mainly located at signalized intersections, although marked crosswalks are found at many intersections along Penny Road that are controlled via stop sign. Sidewalks in the study area are found on both sides of North Wenatchee Avenue, Easy Street, and Penny Road (east of Easy Street), but are mainly on only one side of the street on Miller Street and Hawley Street, and are missing along many segments of Euclid Avenue. Areas with newer sidewalks have curb ramps that are compliant with ADA guidance.

Several streets within the area are marked on the Wenatchee Valley Bike Map as "most comfortable" and "somewhat comfortable" for riding a bicycle. These include Penny Road, Euclid Road, and Olds Station Road in the Olds Station area, as well as Hawley Street, Miller Street, and Walla Walla Avenue in the area south of the Wenatchee River Bridge. In 2019, a new shared use trail was completed along the south side of U.S. 2 between Easy Street and Euclid Avenue.

3.1.1.4 No-Build Scenario

Regardless of whether or not the Confluence Parkway is built, a smaller-scale suite of projects would be implemented to improve operations and safety of the existing transportation network. This includes the Easy Street/U.S. 2 Roundabout, six intersection improvements along North Wenatchee Avenue, the McKittrick Street Undercrossing, and the Hawley Street-Miller Street/McKittrick Street Roundabout. In addition, five areas are targeted for non-motorized improvements, including sidewalks, signalized cross walks, and bike lanes. Transit improvements include far-side bus stop/U-turn areas at three locations along North Wenatchee Avenue, and queue jump signals for buses at two locations. However, these smaller-scale projects would leave unaddressed many challenges that the Project seeks to resolve. See Appendix A: Confluence Parkway Transportation Discipline Report for details.

3.1.2 Potential Impacts

3.1.2.1 Vehicular Transportation

Traffic forecasts were developed for the year 2040 in two scenarios: No-Build, which includes the improvements described in Section 3.1.1.4, and Confluence Parkway, as described in Chapter 2. The analysis with Confluence Parkway operational found a 33% decrease in time to travel between Euclid Avenue/U.S. 2 interchange and North Wenatchee Avenue/North Miller Street intersection southbound and a 23% decrease in travel time northbound. The 2040 traffic volumes on North Wenatchee Avenue are anticipated to decrease to approximately existing levels, resulting in improved intersection operations throughout the corridor. The Confluence Parkway includes improvements that address identified safety, capacity, and circulation issues, and is expected to reduce vehicle volumes on North Wenatchee Avenue and may result in fewer congestion-related collisions.

The Project creates new north-south capacity that may attract vehicle trips from parallel routes such as Western Avenue and SR 28 in East Wenatchee, reducing volumes and improving operations on those corridors. On North Wenatchee Avenue, newly diverted trips would be added to the mainline volumes with potentially reduced side-street traffic at intersections, which could improve intersection operations at Horse Lake Road and Maiden Lane.

3.1.2.2 Railroad Grade Separation and Access

The Project will replace the existing BNSF crossing of North Miller Street with an underpass which is a significant safety benefit to all roadway and railroad users. The improvements associated with the grade separation will require access restrictions to the roadway.

3.1.2.3 Transit Service

One of the functions of Confluence Parkway is to serve regional transit routes, allowing Link Transit to increase service. Regional transit routes that currently use North Wenatchee Avenue would be diverted to Confluence Parkway as the main regional bus route. This will allow regional buses to travel more rapidly. This time savings will make Wenatchee-Leavenworth intercity transit more appealing and competitive to commuters in the corridor. The addition of Confluence Parkway would increase Link Transit's flexibility to route buses and improve transit service to areas east of the BNSF tracks.

3.1.2.4 Non-motorized Facilities

The Confluence Parkway would expand upon the bicycle and pedestrian improvements identified in the No-Build Scenario. North of Olds Station Road, Confluence Parkway (Euclid Avenue) would add bicycle lanes and ADA-compliant sidewalks. Between Hawley Street and Olds Station Road, people walking or cycling would use a relocated Apple Capital Recreation Loop Trail, connecting to the new Confluence Bridge. The bridge would be a combined two-level vehicle and pedestrian bridge. The top level of the bridge would consist of a vehicle travel lane and bike lane in each direction, and the bottom level would consist of a shared use bicycle and pedestrian facility. South of Hawley Street, Confluence Parkway would have both sidewalks and bicycle lanes connecting to existing and planned bicycle facilities on Maple Street and McKittrick Street. On Miller Street, the alternative would also construct a railroad underpass that would include sidewalks and bicycle lanes. At the south end of Confluence Parkway, the new connecting road between Wenatchee Avenue and Miller Street would add two new signals with marked pedestrian crossings.

By providing additional bicycle corridor and connections, the viability of bicycling as a transportation mode increases. This expansion of the City's bicycle network is anticipated to attract a wide range of riders of all ages and abilities.

3.1.2.5 Construction

During the construction of Confluence Parkway, many phases would have little or no impacts to traffic operations, as most of the construction would occur away from existing regional travel routes. Higher levels of impacts are likely where the improvements are being constructed on or adjacent to existing transportation facilities including roadways, intersections, pedestrian and bicycle facilities, railroad tracks, and highway interchanges.

3.1.3 Mitigation Measures

The Project generally improves transportation by increasing or effectively managing roadway capacity and the efficiency of intersection operations by reducing congestion, enhancing safety, modifying access, and improving the bicycle, pedestrian, and transit networks. As such no mitigation is required for Project operation.

Mitigation for construction would require coordination between the City, Washington State Department of Transportation (WSDOT), BNSF, Link Transit, and the Chelan PUD to plan for detour routes, construction phasing, and temporary traffic control. A traffic control plan (TCP) would be developed to identify temporary mitigation measures required during each phase of construction. This plan would list measures to be used during each phase of construction including work zone scheduling (off-peak, night work), routes for providing bicycle, pedestrian and ADA access through the work area, and establishment of temporary signage and traffic control to communicate detour routes, lane closures, work zones, and businesses access. The TCP would be coordinated with emergency service providers to ensure emergency access through work areas. As part of the construction mitigation, a communication plan should be developed to notify the general public, businesses, transit agencies, and other users of the anticipated closures, construction schedule, and expected impacts to the transportation network.

3.2 Land Use

Analysis of land use is the identification of possible conflicts between the proposed action and the federal, tribal, regional, state, and local land use plan objectives, policies, controls, and regulations. Land use analysis must describe any direct Project impacts resulting from the conversion of land to transportation uses, and determine if the Project is consistent with the existing adopted comprehensive plans and development policies.

3.2.1 Existing Conditions

Land uses in the Project area include primarily transportation, commercial, industrial, and recreational uses. There are also a small number of residential structures in the southern portion of the Project area along Walla Walla Avenue. The Project area includes lands zoned as North Wenatchee Business

District, Industrial, Waterfront Mixed Use, and Waterfront Mixed Use with Industrial Overlay. An evaluation of the Project against applicable land use plans and policies is provided in Appendix B.

3.2.2 Potential Impacts

The Project is consistent with applicable land use plans and policies, and no impacts to the viability of goals or policies is expected.

As described in Section 2.2.3, the Project would require approximately 10 acres of property acquisition. Five commercial properties would be fully converted to transportation use (three residential structures housing businesses north of Euclid Court, the Igloo bar and restaurant on North Miller Street, the Denny's restaurant on North Wenatchee Avenue, and the Valley North Service Center gas station on North Miller Street), and one would be partially converted (the Taco Bell on North Miller Street). The partially converted property is not anticipated to require relocation. One industrial property would be fully converted to transportation use, the McDougall & Sons warehouses. A residential structure north of Euclid Court may be fully converted to a transportation use, depending on design. Limited availability of replacement commercial and industrial property may make it difficult for these businesses to stay in the project vicinity. Residential property is less constrained within Wenatchee, but may still be challenging to find. Approximately 5.7 acres of property would be acquired from Chelan PUD and converted to transportation right-of-way. This includes 1 acre within Wenatchee Confluence State Park (including existing park staff housing), and 4.7 acres of Rock Island Hydroelectric Project lands south of the Wenatchee River along the railroad tracks and near the Chelan PUD maintenance yard, on the western edge of the Horan Natural Area. This acquisition would include compensatory mitigation developed in coordination with Chelan PUD, and must be approved by FERC.

No off-corridor land use conversions are likely to result from the project.

3.2.3 Mitigation Measures

Owners of private properties that are acquired by the project will be compensated according to the requirements of the Federal Uniform Relocation Act. The City will provide replacement property to the Chelan PUD to offset the incorporation of Rock Island Hydroelectric Project lands into the transportation project. Because the project is consistent with applicable land use plans and policies, no mitigation measures specific to land use are necessary.

3.3 Noise

Noise is generally defined as unwanted sound and is measured in terms of sound pressure. Because the Project includes construction of a new roadway and involves funding from USDOT, a detailed noise impact and abatement analysis is required. Noise analysts followed the 2020 WSDOT Traffic Noise Policy and Procedures to evaluate existing conditions and to predict future noise levels.

Common noise-related terms:

dB: decibel, a measure of sound pressure
dBA: a decibel that focuses on the range of human hearing
dBA L_{eq}: the average decibel level over a specific period of time
dBA L_{min}: the minimum decibel level over a specific period of time
dBA L_{max}: the maximum decibel level over a specific period of time

3.3.1 Existing Conditions

The study area includes all noise-sensitive properties between Gunn Road and Euclid Avenue on the northern end of the Project to the intersection of North Miller Street and North Wenatchee Avenue on the southern end of the Project. The study area also included noise-sensitive uses near the Horan Natural Area, the Apple Capital Recreation Loop Trail, Wenatchee Confluence State Park, and the Walla Walla Point Park. Properties within the study area were categorized by land use to determine if the existing and future noise levels reach the noise abatement criteria established by FHWA and WSDOT.

Table 2
Noise Abatement Criteria by Land Use Category

Activity Category	Activity Criteria in hourly Leq (dBA)		Evaluation Location	Activity Description
	FHWA NAC	WSDOT NAC		
A	57	56	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B[1]	67	66	Exterior	Residential (single and multi-family units)
C[1]	67	66	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings
D	52	51	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios

Activity Category	Activity Criteria in hourly Leq (dBA)		Evaluation Location	Activity Description
	FHWA NAC	WSDOT NAC		
E[1]	72	71	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F
F	--	--	--	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing
G	--	--	--	Undeveloped lands that are not permitted

Notes:

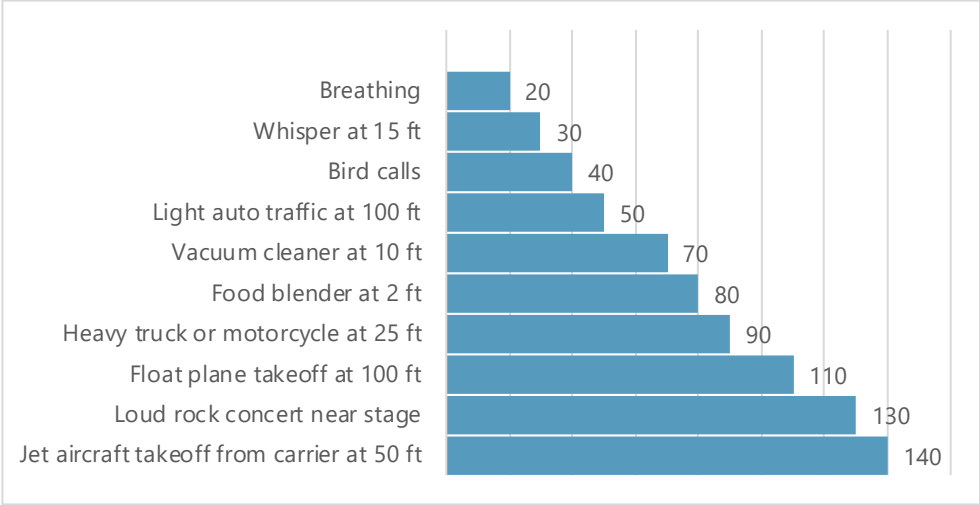
1. Includes undeveloped lands permitted for this activity category

Source: 2020 WSDOT Traffic Noise Policy and Procedures

Three of the categories are most applicable to this Project: residential land uses (B), schools and parks (C), and hotels (E). Under FHWA policy, the noise impact category is applicable to frequently used exterior areas, for example, a backyard deck or patio at a residence or along a path or viewing area at a park.

Existing noise levels were monitored at 22 sites along the corridor. The sites were chosen to represent noise-sensitive areas along both sides of the proposed Confluence Parkway where noise impacts are most likely to occur. Noise levels ranged from 42.6 to 66.1 decibels (dB L_{eq}). Traffic on local roads and industrial activities were the primary noise source at most of the monitoring locations. For context, Figure 6 provides noise levels for several common sound sources.

Figure 6
Noise Levels in dBA



Source: EPA 1971

The monitored noise levels and the traffic volumes provided by Project traffic engineers were input into the FHWA Traffic Noise Model to predict noise levels at 126 locations along and near the Project corridor. Figures showing monitoring and modeled locations along and near the corridor are provided in Appendix C: Confluence Parkway SR285 Bypass Project Noise Discipline Report.

Noise reduction and distance
Noise levels decrease with distance from the noise source. For each doubling of distance from the source, noise levels decrease by 6 dBA. For traffic noise, because it is continuous and linear, it decreases more slowly, at a rate of about 3 dBA per doubling of distance. However, the L_{max} from an individual vehicle decreases by 6 dBA per doubling of distance. That is, the L_{max} decreases faster than average noise levels.

The analysis found that under the existing conditions, noise levels at all sites are lower than the FHWA and WSDOT noise abatement criteria, that is, the level at which mitigation must be considered. The model also predicted noise levels in 2040 under the No-Build Scenario. While the model anticipates noise increases of 1 to 2 dB at many locations due to growth in overall traffic volumes, noise levels are anticipated to remain below the noise abatement criteria at all sites.

3.3.2 Potential Impacts

The noise model predicted future noise levels in the year 2040 with the Confluence Parkway in operation ranging from 46 to 70 dBA. Noise levels are anticipated to reach the WSDOT noise abatement criteria at 10 locations:

- The proposed location for the replaced Wenatchee Confluence State Park staff housing would have a sound level of 67 dBA.
- Three residences at the Monterey Senior Community, with noise levels increasing by 4 to 7 dB over the existing conditions.
- Six locations along the Apple Capital Recreation Loop Trail, with noise levels increasing by 5 to 23 dB over existing conditions.

At other locations within the Horan Natural Area, noise levels are anticipated to increase up to 6 dB. The Wenatchee Confluence State Park day use and campgrounds may experience noise increases up to 9 dB. However, these noise increases do not rise to the level of requiring noise abatement as established by WSDOT and FHWA.

Project construction would cause intermittent noise, which would include equipment such as: saw cutters, cement mixers, concrete pumps, cranes, pavers, excavators, haul trucks, loaders, tractor-trailers, and vibratory equipment. Maximum noise levels could reach 82 to 88 dBA at a distance of 50 to 100 feet. Noise-producing equipment used for construction could include: backhoes, air compressors, forklifts, pumps, power plants, service trucks, and utility trucks.

During bridge construction, additional equipment such as cement mixers, concrete pumps, cranes, pavers, haul trucks, tractor-trailers, saw cutters, backhoes, pavers, haul trucks, and flatbed delivery trucks would also be used. These activities are anticipated to generate maximum noise levels that also range from 82 to 88 dBA.

The noisiest activities would occur during installation of the temporary overwater work platforms required for bridge construction. Support piles would be installed with vibratory and impact pile drivers. Impact pile driving would generate the loudest construction noise—up to 105 dBA at 50 feet.

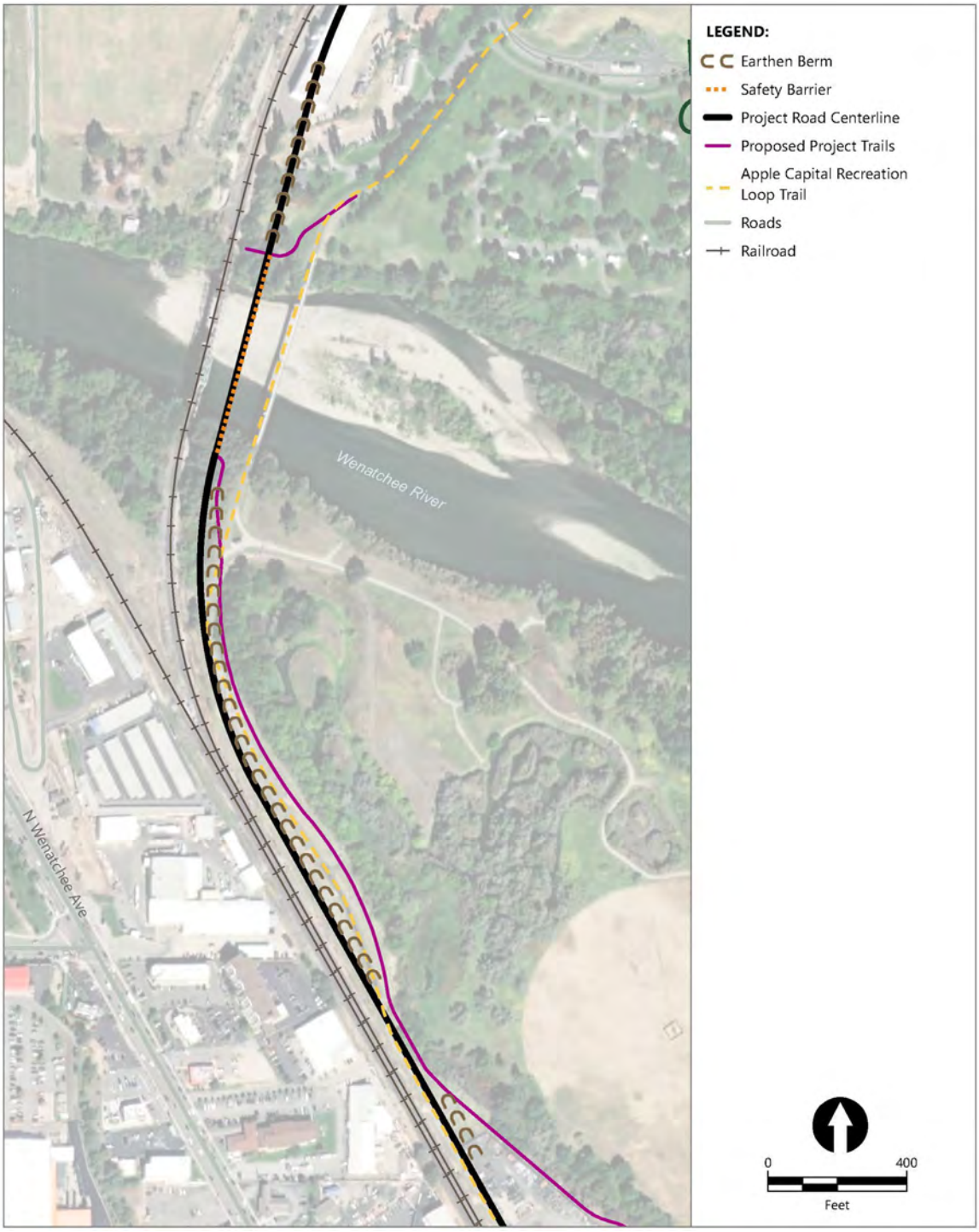
3.3.3 Mitigation Measures

The Project has been designed to include the following measures to minimize traffic noise:

- On the north side of the Wenatchee River, the alignment was adjusted to the west to be farther from the Wenatchee Confluence State Park.
- The new Confluence Parkway bridge would include a 42-inch safety barrier rather than the standard 32-inch safety barrier to reduce tire-roadway noise.
- 4-foot-tall vegetated earthen berms would be built in two locations. One berm would be between the relocated Apple Capital Recreation Loop Trail and the Confluence Parkway, starting adjacent to the northern portion of the Chelan PUD maintenance yard and continuing to just south of the new Confluence Parkway bridge. There would be a short break in the berm due to topography near the Valley Academy of Learning. The second berm would be north of the new Confluence Parkway bridge near the proposed relocated park staff housing. As physical barriers, the berms would deflect a portion of the roadway noise, and the vegetation would help to reduce the perception of noise.

Figure 7 shows the location of the vegetated berm and the safety barrier.

Figure 7
Earthen Berms and Safety Barrier



Mitigation options were considered for impacts to the Monterey Senior Community. At this time, no mitigation measures were identified that would meet the WSDOT criteria for noise reduction. Additional noise analysis for the Project overall would be conducted as the design progresses, and a final noise abatement package would be prepared with final design.

Construction noise would be mitigated through the following measures:

- Construction would be limited to the hours of 6:00 a.m. to 10:00 p.m., Monday through Saturday, and 8:30 a.m. and 6:00 p.m. on Sunday.
- Loud equipment like pile drivers, jackhammers, concrete breakers, saws, and other demolition activities would be limited to daytime hours between 7:00 a.m. and 7:00 p.m.
- Noise would be minimized by regular inspection and replacement of defective mufflers and parts that do not meet the manufacturer's specifications.
- Temporary or portable acoustic barriers would be installed around stationary construction noise sources and along the sides of the temporary bridge structures, where feasible.
- Stationary construction equipment would be located as far from nearby noise-sensitive properties as possible.
- Idling equipment would be shut off.
- Construction operations would be rescheduled to avoid periods of noise annoyance identified in complaints.
- Nearby residents would be notified whenever extremely noisy work would be occurring.
- Non-pure tone back-up alarms would be used or the use of back-up beepers would be restricted during evening and nighttime hours and spotters would be used. In all areas, Occupational Safety and Health Administration would require back-up warning devices and spotters for haul vehicles.
- Additional noise mitigation measures might be implemented as more details on the actual construction processes are identified.

3.4 Parks and Recreation

Parks and recreational areas are important community resources. They are protected by Section 4(f) of the Department of Transportation Act of 1966. Certain cultural resources are also protected by Section 4(f). See Section 3.5, Cultural Resources, for more information. Appendix D provides the full Confluence Parkway Draft Individual Section 4(f) Evaluation.

3.4.1 Existing Conditions

Figures 3a through 3e show park and recreational resources in the Project vicinity. The analysis focuses on the resources that are within one tax parcel on either side of the area where construction would occur, which includes the Wenatchee Confluence State Park, Horan Natural Area, Walla Walla

Point Park, and the Apple Capital Recreation Loop Trail. Each of these resources are described in the sections that follow.

3.4.1.1 Wenatchee Confluence State Park

The Wenatchee Confluence State Park is an active recreation area on the north side of the confluence of the Wenatchee and Columbia rivers. It is owned by the Chelan PUD, operated by Washington State Parks, and open to the public year-round. It is approximately 100 acres and offers several amenities, including the following:

- Tent and RV camping
- Boat launch and trailer parking
- Swimming, showers, and restrooms
- Picnic shelters
- Baseball/soccer field, volleyball, and tennis
- Playground equipment
- 2.8 miles of trails, including a portion of the Apple Capital Recreation Loop Trail

Above: Members of the public at Wenatchee Confluence State Park

3.4.1.2 Horan Natural Area

The Horan Natural Area is composed of approximately 100 acres south of the Wenatchee River. The northeastern portion is dedicated to wildlife, plants and habitat, passive recreation, and education. The western portion along the BNSF railroad right-of-way is separated from the natural area portion by a large embankment slope and serves as a regional utility corridor and route for the Apple Capital Recreation Loop Trail. It is owned by the Chelan PUD and operated by Washington State Parks. It is open to the public year-round, although access is restricted to some areas during nesting season. Amenities include the following:

- Wildlife viewing platforms, benches, and restrooms
- Self-guided interpretation with 15 information centers
- 1.7 miles of trails, including a portion of the Apple Capital Recreation Loop Trail

Above: Trails in the Horan Natural Area

3.4.1.3 Walla Walla Point Park

Walla Walla Point Park is a 70-acre active recreation area located south of the Horan Natural Area. It is owned and operated by the Chelan PUD, and open to the public year-round. Park amenities include the following:

- Swimming beaches
- Fishing pier
- Restrooms
- Picnic shelters
- Soccer/softball complex
- Tennis, volleyball, and horseshoe pits
- Playground equipment
- 1.2 miles of trails, including a portion of the Apple Capital Recreation Loop Trail

Above: Walla Walla Point Park. Source: Icicle TV

3.4.1.4 Apple Capital Recreation Loop Trail

The Apple Capital Recreation Loop Trail is a 10-mile paved trail used for recreational and commuting bicycling and walking. It has nearly equal portions of the trail on the east and west sides of the Columbia River, crossing the Columbia River twice and the Wenatchee River once. Portions of the trail extend through the Wenatchee Confluence State Park, the Horan Natural Area, and the Walla Walla Point Park.

Above: A portion of the Apple Capital Recreation Loop Trail

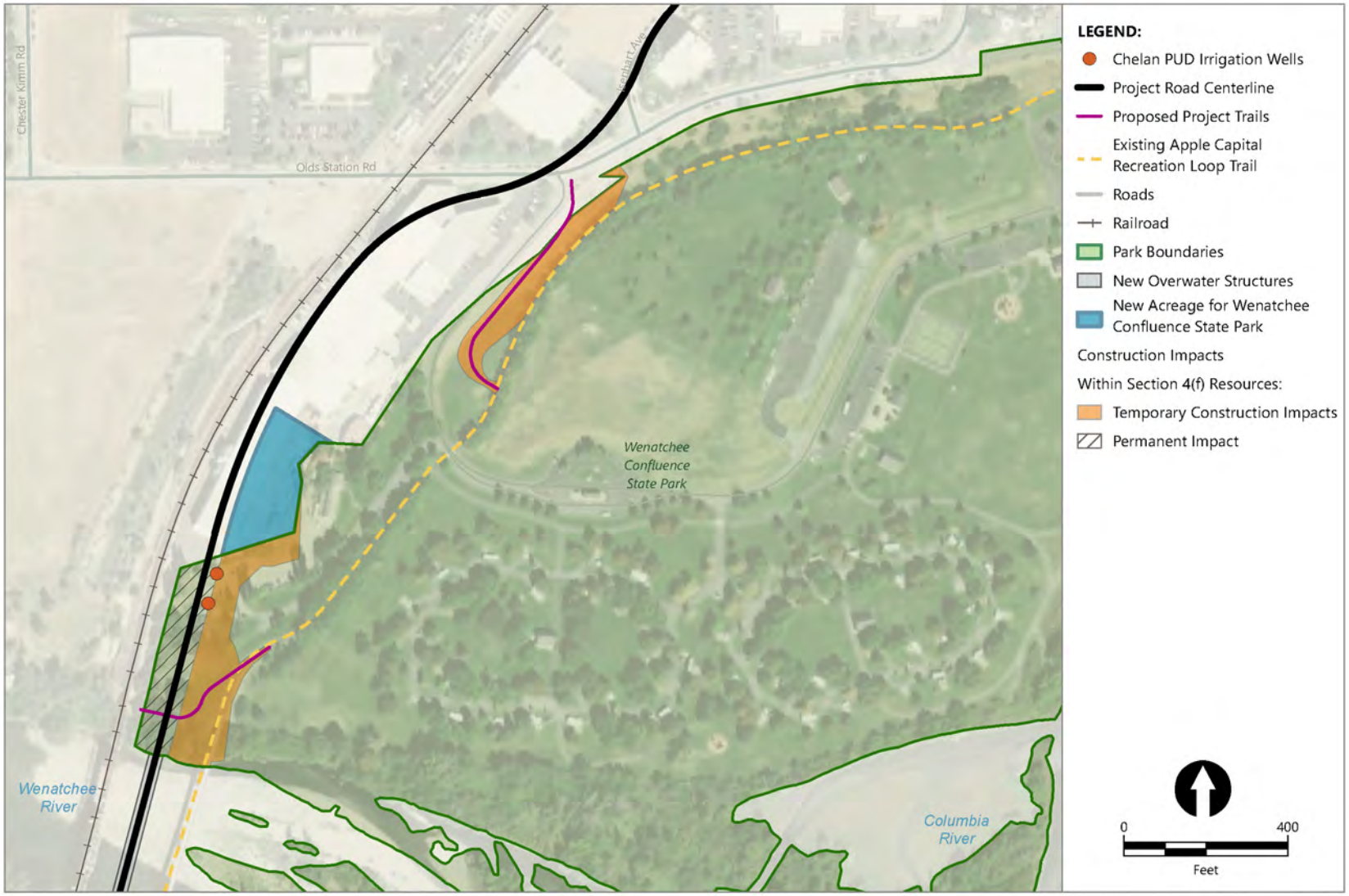
On the west side of the Columbia River, the trail is primarily owned and fully operated by the Chelan PUD. The City of Wenatchee owns the 0.2-mile portion of the trail that runs along Hawley Street. Within the Project area, the trail runs along the western edge of the Horan Natural Area, adjacent to the BNSF train tracks. The trail crosses the Wenatchee River on a separate pedestrian bridge and continues north on the western and northern edge of the Wenatchee Confluence State Park.

3.4.2 Potential Impacts

3.4.2.1 Wenatchee Confluence State Park

The Project would physically impact approximately 1 acre of the park on the far southwestern corner in an area not typically used by the public. However, the alignment would require relocation of the park staff housing. The new roadway would conflict with existing irrigation wells owned by the Chelan PUD and used by Washington State Parks. Figure 8 shows areas of temporary and permanent impacts.

Figure 8
Wenatchee Confluence State Park Impact Details



The Project would also increase noise levels throughout the park, as described in Section 3.3.2. The maximum predicted noise increase is 9 dB, which is below the WSDOT and FHWA threshold for noise abatement.

3.4.2.2 Horan Natural Area

The Project would physically incorporate approximately 4.7 acres of the Horan Natural Area into the transportation facility. None of the property to be acquired is within the passive recreation area below and east of the utility corridor. The physical incorporation would occur on the western and northwestern portions of the resource adjacent to the BNSF railroad tracks, as shown in Figures 9a and 9b.

Figure 9a
Horan Natural Area Impact Details

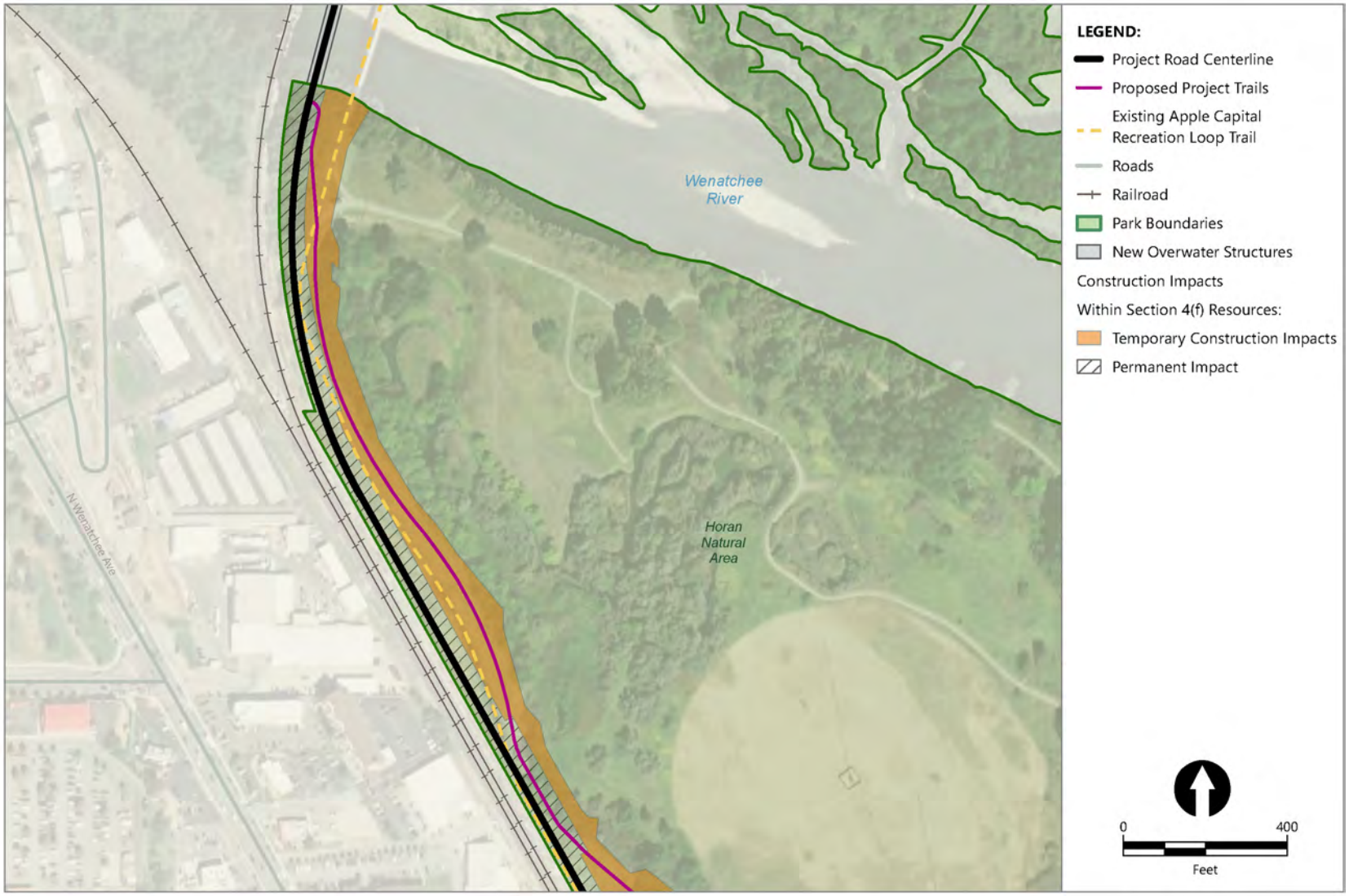
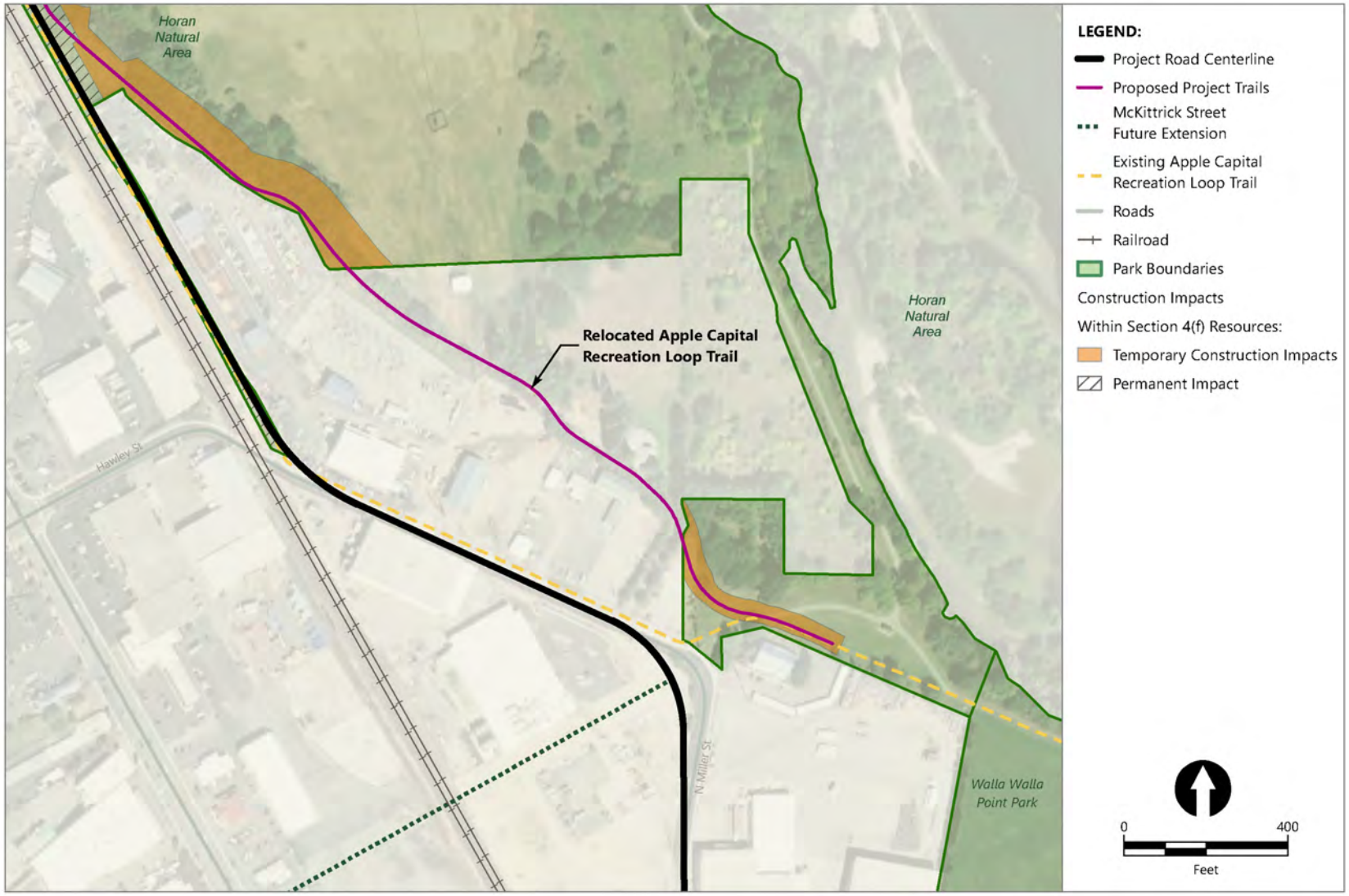


Figure 9b
Horan Natural Area Impact Details



Traffic noise from the Project is predicted to increase in the Horan Natural Area by 5 to 23 dB, to levels ranging from 47 to 70 dBA L_{eq}. The WSDOT impact criteria threshold is met in at six of the locations closest to the roadway, on the utility and Loop Trail corridor. Noise levels farther east, inside the Horan Natural Area, are predicted to have increases of 3 to 6 dB over the existing conditions.

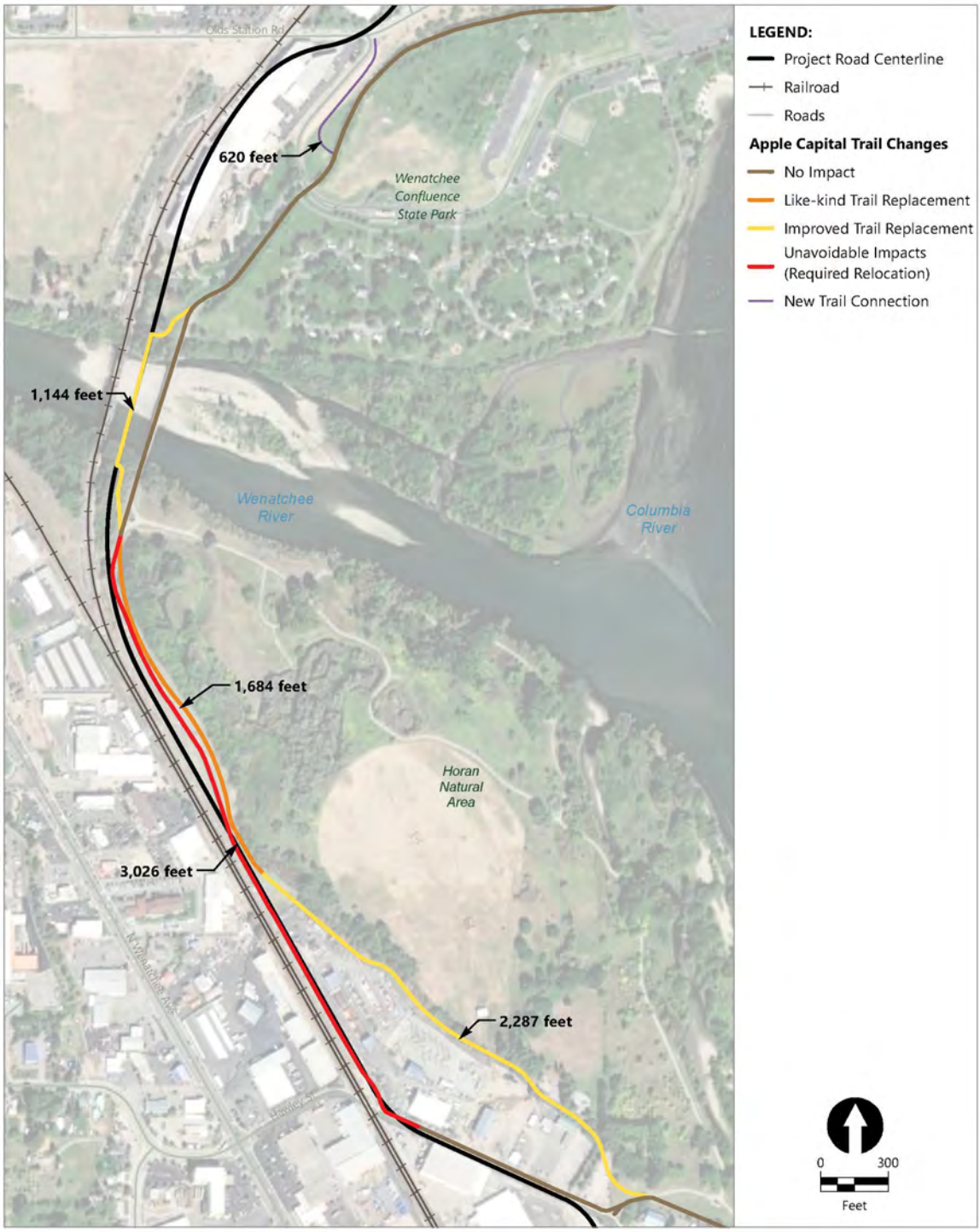
3.4.2.3 Walla Walla Point Park

The Project would not physically alter Walla Walla Point Park. Construction would not create any changes in access or use of the park, and no traffic noise impacts are anticipated.

3.4.2.4 Apple Capital Recreation Loop Trail

The Project would cause unavoidable impacts to approximately 3,000 linear feet of the trail within the Horan Natural Area, as identified in Figure 10. Although unavoidable impacts are limited to approximately 3,000 linear feet, the Project proposes relocating approximately 5,100 linear feet of trail in the vicinity of the Horan Natural Area and a small portion within the Wenatchee Confluence State Park.

Figure 10
Apple Capital Recreational Loop Trail Realignment



On the south end, the trail currently runs along Hawley Street to the railroad tracks. From there, it is in close proximity with the railroad tracks to the Wenatchee Bridge, where it continues north across a non-motorized bridge and into the Wenatchee Confluence State Park. The proposed relocation would move the trail off Hawley Street and farther from the railroad tracks to the east side of the Chelan PUD maintenance yard. This represents approximately 3,400 linear feet of improved trail condition through this southern portion. By keeping the new trail alignment on the bench of the utility corridor, the design supports the Washington State Park's management recommendation regarding protection of wetlands: any new trails or development would have as its first priority the avoidance of wetlands (WSPRC 2007).

The 1,700-foot section of trail north of that would be similar to the current trail alignment north of the Chelan PUD maintenance yard. The anticipated noise impacts are in this section of trail. Six modeled locations showed noise levels increasing between 13 and 23 dBA. As the trail approaches the Wenatchee River, it would shift north to meet the new bridge. The new crossing would be 16 feet wide, double the width of the current non-motorized bridge, allowing for striped directional flow separation. The existing pedestrian bridge is currently planned to be demolished after the construction of the combined vehicle/pedestrian bridge.

Trail revision north of the river in the Wenatchee Confluence State Park would be limited to the transition from the new bridge to the existing trail and a new pedestrian connection between the street network north of the park entrance and the existing trail.

3.4.3 Mitigation Measures

Permanent incorporation of portions of the Horan Natural Area and the Wenatchee Confluence State Park can be mitigated through the purchase of replacement property at a ratio of 1:1 of equal or higher quality property to offset property acquired for roadway right-of-way. Replacement housing for the Wenatchee Confluence State Park staff can be located within the park boundaries. The Chelan PUD irrigation wells can be decommissioned and new wells constructed to the east to ensure that irrigation operations at the park are unaffected by the project.

Permanent impacts to the Apple Capital Recreation Loop Trail would be mitigated through rerouting the trail farther to the east, away from the railroad tracks. This would result in an improved user experience. Impacts related to visual changes and noise would be minimized through context-sensitive design, including vegetated earthen berms to screen views and deflect noise.

3.5 Cultural Resources

Historic properties are cultural resources eligible for listing in the National Register of Historic Places (NRHP). NRHP-eligibility is defined in guidance from the National Register program. Historic properties

are prehistoric and historic sites, structures, districts, and objects that are historically significant and retain integrity. Some historic properties are also Cultural Landscapes or Traditional Cultural Properties.

National Register of Historic Places: The official list of the Nation's historic places worthy of preservation. It was authorized by the National Historic Preservation Act of 1966, and is part of a national program to coordinate and support public and private efforts to identify, evaluate and protect America's historic and archaeological resources.

3.5.1 Existing Conditions

The study area for cultural resources (Figure 11) includes the following:

- All locations where ground disturbance could occur during construction because these activities could impact archaeological sites.
- The full extent of a known archaeological site that is partially within the Project footprint (site 45CH209, the Wenatchee Flats site), because an impact to part of the site would affect the entire historic property.
- Parcels containing historic structures that could be directly or indirectly affected by the Project.

Review of the environmental and cultural setting of the study area sets expectations for the types of historic properties that could be present. The setting is summarized here and described in detail in the Cultural Resources Technical Study (Appendix E).

Figure 11
Area of Potential Effects

The study area is in the North Cascades physiographic province, which is characterized by steep-sided valleys and streams that flow generally east-west. Mapped sediments in the study area include alluvium (river-deposited sediments) from the Columbia and Wenatchee rivers, fan and mass-wastage deposits along hillslopes, fan and deltaic deposits at the mouths of rivers and drainages, and aeolian (windblown) sediments. Archaeological sites could be present in deposits dating to the late Pleistocene and Holocene.

The earliest sites in the Columbia Plateau date to the late Pleistocene and are attributed to the Clovis culture. Among these is the East Wenatchee Clovis cache, which dates to 12,250 BP. After the brief but widespread Clovis occupation, a "broad-spectrum" hunter-gatherer culture developed in the Columbia Plateau region and persisted until the middle Holocene, around 5,300 years ago. Sites dating to this time period are generally limited to lithic assemblages (stone tools) and lack evidence of long-term habitation.

A shift towards more permanent settlement began around 6,000 years ago. In general, tool assemblages from this period are characterized by the addition of groundstone and bone/antler tools to the existing flaked stone technology. The appearance of woodworking tools correlates with the first semi-subterranean "pit houses." Late Holocene cultures began around 3,000 years ago, and are characterized by intensive salmon fishing and associated storage features, sociocultural changes, large permanent winter villages, and diverse tool assemblages. The late Holocene archaeological cultures correlate with historic ethnographic descriptions.

The Project area is in the traditional territory of the Wenatchi-P'Squosa Tribe. The cultural pattern in the Columbia Basin at the time of historic contact was based on a seasonal round that took advantage of fish runs, abundant game, and root resources, as well as trade, kinship ties, and intermarriage among groups. A number of ethnographically reported activities can be tied to particular areas or landforms, and some of these are relevant to the study area.

The communities of the southern Columbia plateau began to see the effects of Euro-American contact decades before the first explorers and traders arrived in the area, including the arrival of trade goods, introduced diseases, and the introduction of the horse. The first recorded contact between the people of the Wenatchee River and Euroamericans was in 1811 by explorer David Thompson. Euroamericans passed through the study area in the early to mid-1800s, frequently stopping in the Wenatchee Flats area. In 1855, the Wenatchi-P'Squosa people signed the Yakima Treaty, which assigned them to the Yakima Reservation. Today Wenatchi-P'Squosa people are members of the Confederated Bands and Tribes of the Yakama Nation and the Colville Confederated Tribes, as well as other federally recognized Tribes.

A few settlers arrived in the area that would become the town of Wenatchee in 1871, and the Freer Brothers and Sam Miller established a trading post in 1872 at what is now the southern extent of the

Horan Natural Area. It is possible that the Miller-Freer trading post was at the top of the bluff, at the foot of North Miller Street. This area is now part of the Chelan PUD yard. The trading post closed in 1888, and the property was converted to an orchard. The Great Northern Railway constructed its route through the Wenatchee Valley in the early 1890s. By 1915, the Wenatchee city center had developed about a mile south of the study area, and several small buildings were present along North Wenatchee Avenue within the study area. The Rock Island Hydroelectric Project on the Columbia River was first constructed in 1933, which raised the level of the Columbia River above the dam. It did not, however, fully submerge the Wenatchee Flats area, which is now Wenatchee Confluence State Park on the north side of the confluence and the Horan Natural Area on the south side.

The study area developed slowly through the early 1900s. Automobile-related development increased after World War II. The properties that are now Wenatchee Confluence State Park and the Horan Natural Area remained primarily orchards and undeveloped open space through the 1980s. The Horan Natural Area was established in 1990 and shortly thereafter wetlands were created in parts of the property by excavation. The Wenatchee Confluence State Park area north of the Wenatchee River was dedicated for recreation in the same year, and a variety of park facilities were constructed within the park in the 1990s. North of the park, former orchards transitioned into commercial and industrial uses in the 1980s and 1990s.

Based on the environmental and cultural setting, a number of different historic properties could be expected in the study area, including Native American archaeological sites dating from the Late Pleistocene to the historic period, remains of cabins, homesteads, and trading posts, and early irrigation and rail infrastructure; as well as commercial and residential structures associated with early Wenatchee.

Archaeological and historic surveys have been conducted in the study area as part of the Project, and for previous projects in the vicinity. FHWA and WSDOT have also conducted government-to-government consultation with Native American Tribes, and the City has coordinated with Tribes about the Project. These documentation and consultation efforts have resulted in the identification of historic properties in the study area.

Three NRHP-eligible historic properties have been documented in the study area, one archaeological site (45CH209, the Wenatchee Flats Site) and two historic structures. The Wenatchee Flats Site is listed in the NRHP, and the two other structures (Denny's restaurant and the Michelsen Warehouse) have been determined NRHP-eligible. No other archaeological sites were documented in the study area. Nineteen other potentially historic structures were evaluated but determined not NRHP-eligible. A potential North Wenatchee Avenue historic district composed of mid-century automobile travel-related properties was also evaluated, and it was determined that there is no NRHP-eligible district.

The Wenatchee Flats Site (45CH209) is a large precontact and historic era archaeological site that has not been extensively surveyed. The site is capped by fill and disturbed sediments; horizontal and vertical boundaries have not been clearly delineated. The site was NRHP-listed in 1971, with the boundary largely based on the landform and historic and ethnographic reports of use. The boundary has recently been expanded based on discoveries on the bluff above Wenatchee Confluence State Park. The current Project was designed to avoid the site as much as possible. Subsurface testing, including hand-excavated shovel probes and mechanical borings, was conducted in areas of planned ground disturbance within and near the site boundary. No archaeological materials were identified in subsurface tests. However, it is possible that clusters of artifacts or features are present in the area of ground disturbance, but were not encountered by sampling.

The Denny's restaurant building at 1337 North Wenatchee Avenue was constructed in 1969 and has been determined NRHP-eligible. The building is rectangular and clad in a combination of brick, marblecrete, and stone with a curtain wall of aluminum-framed windows. The building, topped by a pyramidal or "crown" style roof with heavy zig-zag eaves on side elevations, is designed in the "cupcake" style by architects Louis Armet and Elton Davis. Their firm was founded in 1947 and "established Coffee Shop Modern as a major popular modern style" (Los Angeles Conservancy 2020). The building is a representative example of Googie architecture, featuring the dramatic forms, mix of materials, heavy eaves, prominent signage, and highly visible roadside character typical of the type. Additionally, the building represents the work of a prominent firm responsible for the dramatic, national character of many roadside restaurants, including Bob's Big Boy. The building embodies the distinctive characteristics of its type, period, and method of construction, represents the work of a master, and possesses high artistic values.

The Michelsen Warehouse at 1101 Hawley Street was constructed in 1967, and enlarged in 1976 and 1986. It has been determined NRHP-eligible. The building was once associated with Northwest Wholesale, Inc., a locally owned cooperative for the fruit-growing industry. The building, located along the railroad tracks, supported local wholesale, shipping, and packaging operations and appears to be associated with events that have made a significant contribution to the broad patterns of our history, particularly the industrial and agricultural development of Wenatchee. The warehouse is a utilitarian example of a commercial warehouse with few character-defining features apart from its massing. The aluminum storefront is a representative example of an International one-part block, incorporating stacked bricks, projecting end walls, and an aluminum storefront. It embodies the distinctive characteristics of its type, period, and method of construction.

3.5.2 Potential Impacts

The Wenatchee Flats Site (45CH209) may be adversely impacted by the Project. Although no archaeological materials associated with the site have been identified in the Project's area of ground disturbance, the site extent and contents are not well understood and there is some potential for

construction to impact undiscovered materials. The Denny's restaurant would be demolished as part of the Project, which represents an adverse impact. The Michelsen Warehouse may experience temporary construction noise; however, this is not expected to impact the use or viability of the building, and would have no adverse impacts.

3.5.3 Mitigation Measures

Mitigation measures for adverse impacts to the Denny's restaurant and potential adverse impacts to the Wenatchee Flats Site (45CH209) have been developed in consultation between FHWA, WSDOT, the State Historic Preservation Officer (SHPO), Native American Tribes, Chelan PUD, and Washington State Parks. Mitigation will be implemented as detailed in the Section 106 agreement document. For the Denny's restaurant, mitigation includes recordation and public interpretation of the building's significance. For the Wenatchee Flats Site (45CH209), mitigation includes planning for any discoveries during construction and ethnographic, geoarchaeological, and historical studies prepared in consultation with Tribes.

3.6 Social and Community Resources, and Environmental Justice

Evaluating impacts to social and community resources and environmental justice populations requires consideration of potential impacts to all of the other environmental categories included in this EA. See the Social, Community and Environmental Justice Technical Study (Appendix F) for full details.

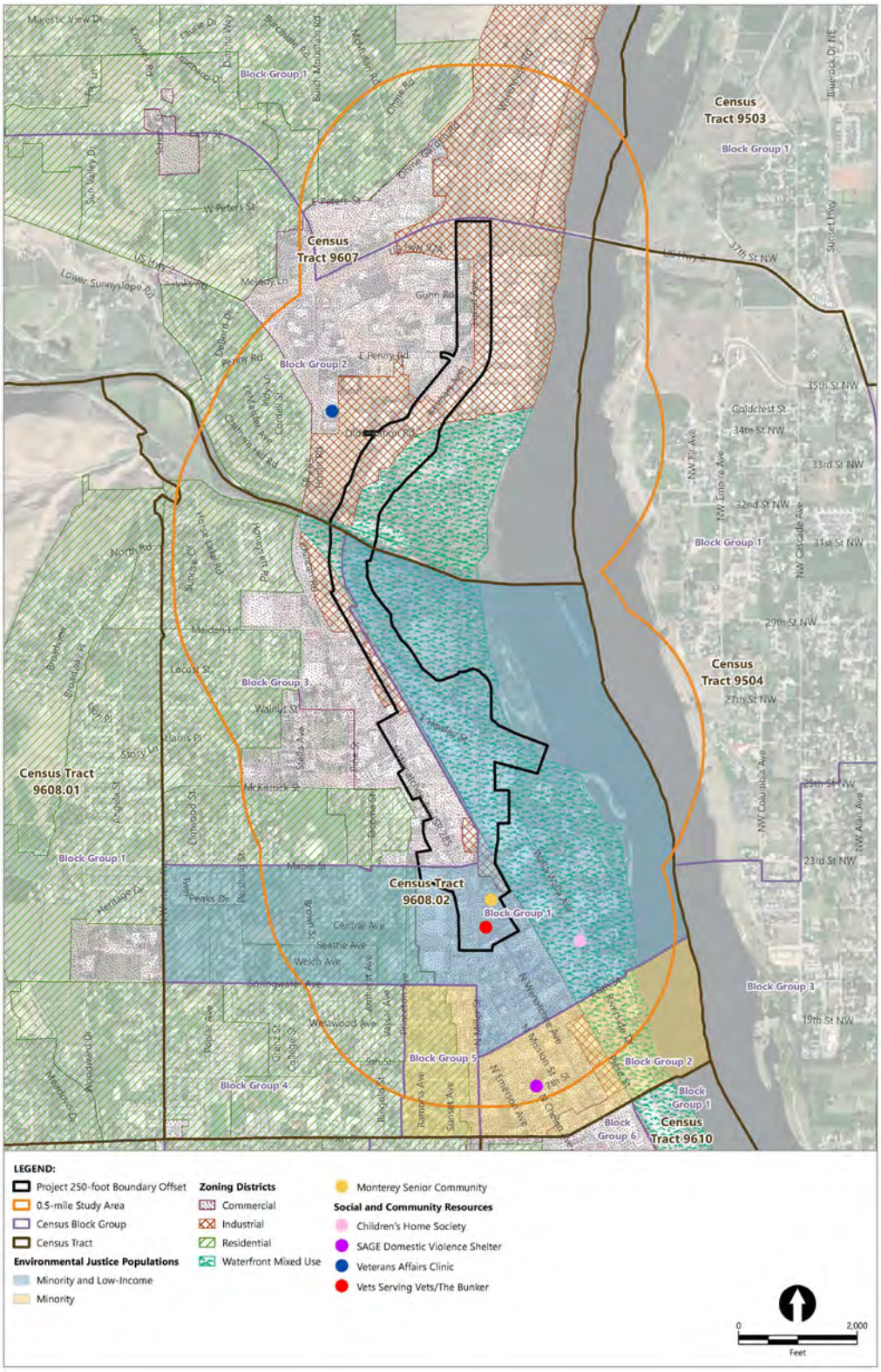
3.6.1 Existing Conditions

The study area is in an urban environment with residential areas located mostly on the western side of the study area. The North Wenatchee business district is a higher-density area comprising commercial businesses, offices, restaurants, hotels, doctor's offices, and other services. Other community resources within the study area include the SAGE Domestic Violence Shelter, Children's Home Society, Vets Serving Vets/The Bunker, and a Veterans Affairs Clinic. There are numerous grocery stores, schools, parks, playgrounds, and churches within the study area that serve as social resources and provide opportunities for social interaction. In 2019, the City coordinated a point in time count of homeless populations and estimated that there were 412 people living on the streets, in vehicles, in shelters, or in transitional housing in Chelan and Douglas counties.

The existing roadway network in the study area is characterized by two highways (U.S. 2 and SR 285), two interchanges, and a network of surface streets. Link Transit provides seven bus service routes within the study area. Most of the area includes sidewalks on one or both sides of the street. The Apple Capital Recreation Loop Trail provides bicycle and pedestrian access along the Columbia River and in Wenatchee Confluence State Park and the Horan Natural Area.

Figure 12 identifies the location of environmental justice populations (minority and low-income populations) in the study area.

Figure 12
Environmental Justice Populations in the Study Area



3.6.1.1 Minority Populations

For this analysis, a block group is considered to have a "minority population" if the total minority percentage within the block group is 10% greater than the minority percentage of Chelan County. Chelan County's minority percentage is 20%; thus, the threshold for a minority population in a block group is 22%. Of the seven block groups considered, three are considered to have minority populations relative to Chelan County. It is important to note that residential land use within Census Tract 9608.02 block group 1 makes up a relatively small portion of the block group. Residences are primarily located to the south and west of the Project. Block group 2 is primarily within the North Wenatchee Business District and has a lower concentration of residencies, while block group 5 is within an area zoned as residential. Overall, there is very little residential areas in the immediate project area.

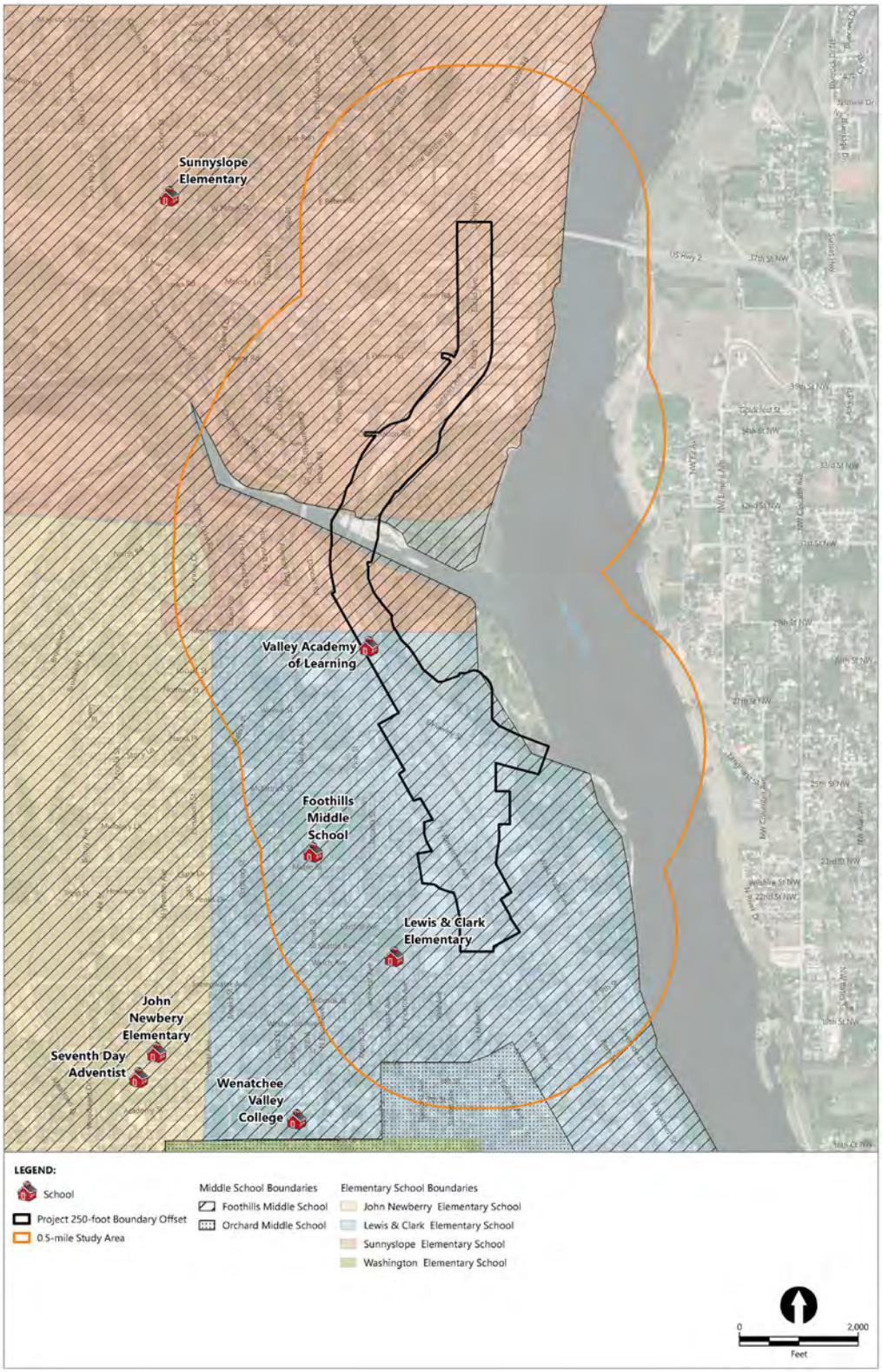
3.6.1.2 Low-Income Populations

For this report, the population of a block group is considered a "low-income population" if the percentage of people living at or below twice the poverty level is greater than the percentage for Chelan County. Chelan County's low-income percentage is 33%; thus, the threshold for a low-income population in a block group intersecting the study area is 34%. Of the seven block groups considered, one has a low-income percentage above this threshold. As noted above in Section 3.6.1.1, this block group has a low concentration of residential areas.

3.6.1.3 School Demographics

This analysis also considered information on family income and demographic characteristics from area schools and students who access free and reduced lunch programs. There are six public schools that serve students from the study area and one private school located just outside of the study area (Figure 13). Lewis and Clark Elementary School, John Newbery Elementary School, Foothills Middle School, and Orchard Middle School have large percentages of students who are Hispanic or Latino, but small percentages of other non-white races. The majority of the students in these four schools are also considered low income and receive either free or reduced lunch. The student bodies at Valley Academy of Learning (an alternative learning experience school) and Sunnyslope Elementary School are predominantly white and include fewer low-income students than other schools in the study area. The majority of students at these two schools do not receive free or reduced lunch.

Figure 13
Schools within the Study Area



3.6.1.4 Other Community Characteristics

Other characteristics of communities within the study area were analyzed to provide a better understanding of the local community. This includes people with a disability, people over 65 years of age, people who are transit-dependent, and households with limited English proficiency. Results from this analysis includes the following:

- Two of the seven block groups contain a greater percentage of people between the ages of 20 and 64 with a disability compared to the percentage of people in Chelan County.
- Five of the seven block groups contain a greater percentage of people over age 65 compared to the percentage of people in Chelan County.
- In census tract 9608.02, 5% of occupied housing units do not have a vehicle available and 4% of workers aged 16 years and over use public transportation to get to work. In census tract 9607, 3% of occupied housing units do not have a vehicle available and 0% of workers use public transportation to get to work. These compare to the larger Chelan County where 5% of occupied housing units do not have a vehicle available and 1% of workers use public transportation to get to work.
- Three of the seven block groups contain a greater percentage of people who speak limited English compared to the percentage of people in Chelan County. The language other than English that is most widely spoken in these block groups is Spanish.

3.6.2 Potential Impacts

The Project may have construction and operation impacts on environmental justice populations, social resources, and communities.

A beneficial impact of the Project is that it could create jobs in construction and associated fields that could result in increased employment in the study area throughout construction. Construction impacts such as increased noise, increased dust, changes to visual quality, and building demolition would occur throughout the Project footprint including within block groups that do and do not contain environmental justice populations; therefore, disproportionate impacts to environmental justice populations are not anticipated.

Communities served by the new Confluence Parkway would benefit from increased connectivity and safety for all modes of travel, improved transit operations and pedestrian access to transit stops, safety improvements in high-collision locations, and a second bridge crossing that would provide redundancy and improve access for emergency vehicles by providing an alternative and potentially more direct response route. Because these benefits would occur throughout the Project corridor, in block groups that do and do not contain environmental justice populations, the benefits are not anticipated to be disproportionately distributed.

The new roadway, bridge, and associated elements would result in changes in visual character in the study area. While landscaping and stormwater treatment facilities would enhance visual quality, the new roadway close to the natural areas along the Columbia River could have adverse impacts on visual quality. Because visual impacts would occur throughout the Project corridor, in block groups that do and do not contain environmental justice populations, these populations would not be disproportionately affected.

The Project would require property acquisition in several areas. On the north side of the river, several residential structures that currently house commercial businesses and the McDougall & Sons warehouses would be fully or partially acquired. These acquisitions are not anticipated to affect property values or the local tax base and would have an overall low impact on business activities in the area and study area communities. There are other similar businesses in the adjacent areas including options for relocation of these businesses and for providing other employment opportunities. On the south side of the river, the drive-through of the Taco Bell, the Igloo, Denny's, and the Valley North Service Center gas station would all be acquired and demolished. Although the loss of these businesses would have an impact on the community, it is expected to be minor because there are similar restaurants and gas stations in the adjacent areas that could be used instead and that could provide employment opportunities. The block groups where properties would be acquired include areas that both do and do not contain environmental justice populations, so the acquisitions are not expected to specifically impact environmental justice populations and disproportionate effects to environmental justice populations are not anticipated.

Portions of the Wenatchee Confluence State Park and Horan Natural Area would be acquired for the Confluence Parkway alignment and the relocated Apple Capital Recreation Loop Trail. The existing park staff housing would also be relocated. The loss of park space could have an impact on social resources and communities; however, this impact is expected to be low because the amount of park space being acquired for the roadway is a small percentage of the overall park space. The Project would provide property replacement for park and recreational land acquired for the Project's necessary transportation right-of-way at a ratio of 1:1, at the same quality or better. As such, the conversion of park and recreational land to a transportation use would not have a disproportionate effect on environmental justice populations.

Noise impacts are predicted at the three first row residences at the Monterey Senior Community (Monterey) with noise levels increasing by 4 to 7 dB over the existing conditions. The City of Wenatchee, in consultation with their design team and noise expert, considered and evaluated several different noise walls for this area. Based on the analysis, no abatement was effective at meeting WSDOT feasibility criteria for noise abatement due to community driveways and access to a commercial use. Therefore, at this time, no traffic noise abatement was recommended for the Monterey. Although there is a noise impact to some residences, the Project would not result in

access changes to residences at Monterey, and the roadway would generally be in the same alignment in front of the Monterey property; therefore, the impact does not rise to the level of disproportionately high and adverse on environmental justice populations.

Indirect impacts from the Project could include the following:

- New north-south capacity could attract vehicle trips from parallel routes, reducing volumes and improving operations on those corridors.
- The added north-south capacity and resulting improved operations may increase vehicle travel and discourage the use of alternative travel modes such as transit.
- New street lighting and accessible sidewalks could have an indirect beneficial effect on community safety.
- Increased development due to the new roadway could change the rural character of the area.

3.6.3 Mitigation Measures

Potential impacts to social and community resources and environmental justice populations would be avoided and minimized through Project planning, design, and the application of required best management practices (BMPs) during construction and operation. Where impacts cannot be avoided or minimized, mitigation measures would be developed and implemented. These may include:

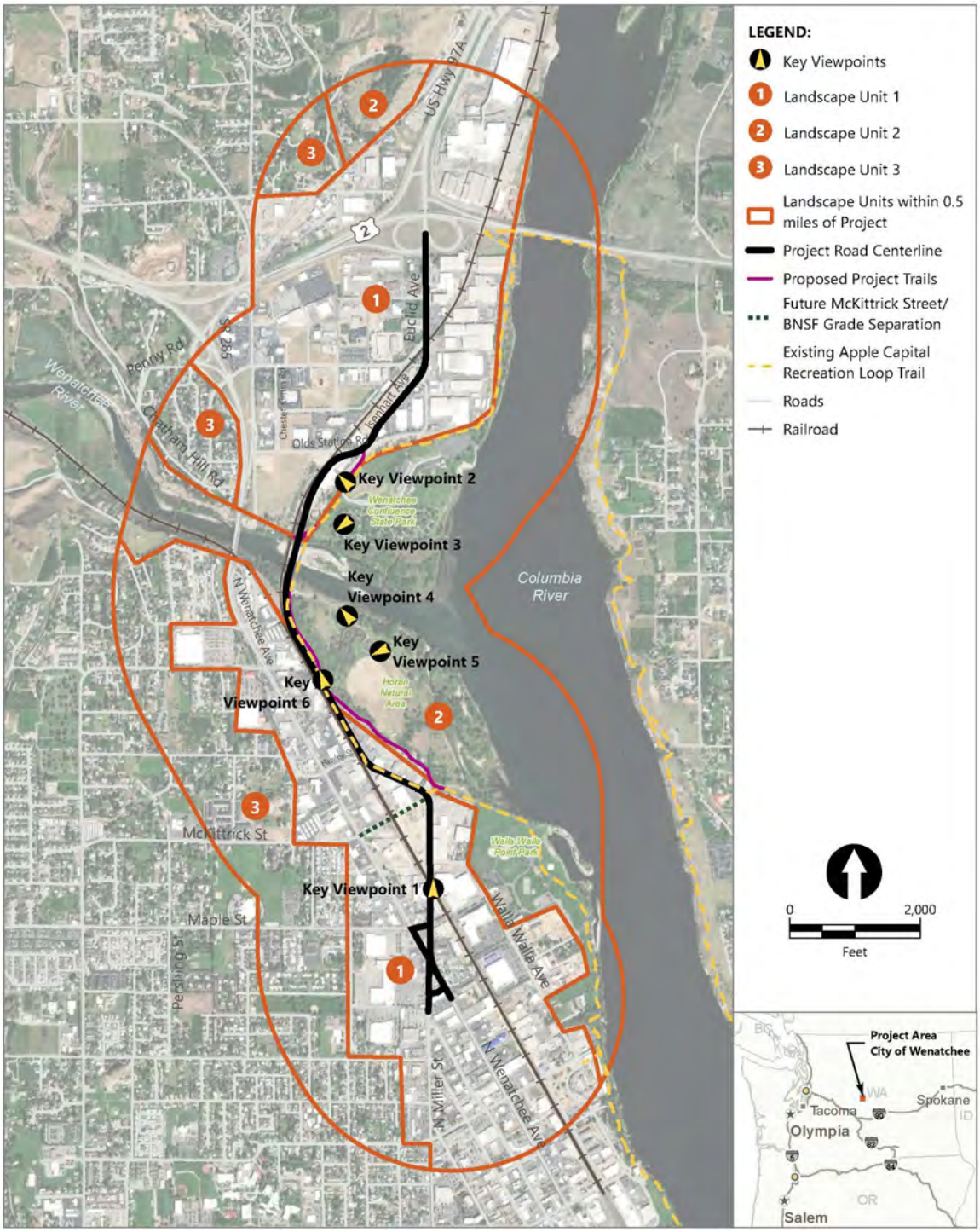
- Displaced residences and businesses would receive compensation and relocation assistance in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970.
- Construction information would be communicated with the public through tools such as print, radio, posted signs, websites, and email to provide information regarding street closures, Apple Capital Recreation Loop Trail detours, hours of construction, business access, and parking impacts. Translations would be made available based on the localized population.
- A TCP would be developed to identify temporary mitigation measures required during each phase of construction. The TCP would be coordinated with emergency service providers to ensure emergency access through work areas, and communicated to local businesses and community members.
- Impacts on visual quality would be managed through the design process. As the design progresses, it would follow the Washington State Department of Transportation Roadside Policy Manual, which provides practical roadside restoration policies and guidance, to minimize impacts on visual quality. In addition, a Context Sensitive Design model would be applied to make the Project in harmony with the community and to preserve the scenic and aesthetic value of the area.

3.7 Visual Impacts

The study area, or the Area of Visual Effect as defined by FHWA, delineates places in the surrounding landscape where viewers may perceive a change in visual character and visual quality. The study area

includes the Project landscape units shown in Figure 14. It also includes the viewshed, which extends up to 5 miles from the Project area, based on topography. Key viewpoints were selected based on Project visibility and affected populations that would experience view changes. Key viewpoints are shown in Figure 14.

Figure 14
Landscape Units



3.7.1 Existing Conditions

Visual Character: The physical attributes of a location

Viewshed: What people can see in the environment

Landscape Unit: A spatially defined landscape with a particular visual identity—a distinctive "outdoor room" that often corresponds to land uses

Visual features in the study area include commercial and industrial buildings and more natural settings near the proposed bridge locations and along Wenatchee Confluence State Park and the Horan Natural Area. The Wenatchee and Columbia rivers are also elements of the visual environment.

Background views throughout the Project corridor include foothills and mountains to the north, east, south, and west. The Columbia River is largely not visible from the Project corridor except from the existing pedestrian bridge over the Wenatchee River.

Viewers who could be affected by changes to visual character or viewshed include workers in the industrial and commercial buildings; customers in some of the commercial buildings; recreationalists using Wenatchee Confluence State Park, the Apple Capital Recreation Loop Trail, and the Horan Natural Area; and travelers on roadways and rail in the area.

Landscape units are the geographic areas that have similar visual features and homogeneous visual character and frequently, a single viewshed. Given the variety of visual characterization in the Project corridor, three landscape units have been defined for this analysis.

Landscape Unit 1 includes the large areas of commercial and industrial areas adjacent to the northern and southern areas of the Project corridor. The unit is generally defined by commercial and industrial buildings and vacant lots in the foreground. Views of the background from Landscape Unit 1 are characterized by the foothills and mountains that surround the City. Many of these views are obstructed by the buildings adjacent to the roadways. The views have a low level of natural harmony because of the developed nature of the foreground, although the visibility of the mountains in the background does contribute to natural harmony. Cultural order in this landscape unit is moderate as a result of consistency in building architecture, type, and use. Viewers are unlikely to travel to this landscape unit with the intent of enjoying the views.

Landscape Unit 2 consists of parks and natural areas, including the Columbia and Wenatchee rivers, that are visible from the Project. The unit includes Wenatchee Confluence State Park, Horan Natural Area, the Apple Capital Recreation Loop Trail, Walla Walla Point Park, and the Wenatchee and Columbia rivers. These areas are characterized by landscaped and natural features, including water features (e.g., rivers and wetlands), sports fields, vegetated natural areas, and trails. The abrupt transition between these areas and the commercial/industrial areas to the west also contribute to the visual character of Landscape Unit 2. This landscape unit also includes Ohme Gardens County Park, which is located approximately 2,000 feet away from the Project but provides high visibility between the park and the Project. Landscape Unit 2 has a high level of natural harmony because of the natural

setting in the foreground and background. Cultural order in this landscape unit is high because of the incorporation of recreation facilities, including trails and parks.

Sensitivity of viewers to visual quality in this landscape unit varies by the visibility of the Project; viewers in areas with obstructed views of the Project are less sensitive than those with clear visibility. People are likely to travel to portions of this landscape unit (i.e., Wenatchee Confluence State Park, Horan Natural Area, and Ohme Gardens County Park) specifically to enjoy the views of the area.

Landscape Unit 3 includes residential areas along the western portion of the foreground. This area also includes schools and churches integrated into the residential communities. Although much of this landscape unit is located at higher elevations than the proposed Project, visibility of the Project is largely obstructed by buildings, trees, and changes in topography. Background views include the foothills and mountains that surround the city. The views have a moderate level of natural harmony because of the integration of the built environment and natural vegetation. Background views of mountains also contribute to the natural harmony. Cultural order in this landscape unit is moderate because of the proximity of residences to community facilities. Viewers may be sensitive to visual quality because the visual character of the area defines the homes and communities of residents.

3.7.2 Potential Impacts

Construction activities would be visible from parts of the viewshed and would temporarily modify the visual character of the area. Construction sequencing would result in only segments of the Project being constructed at any given time. This means that views would be affected for only a portion of the overall construction period.

Operational impacts would generally result from changes in visual character caused by the new roadway and bridge, and associated elements. Elements that would enhance visual quality would include landscaping and vegetated stormwater treatment ponds. Overall, operational impacts to aesthetics would be low to medium because visual quality in each landscape unit would be generally maintained.

Low impacts are associated with no or few physical changes, important views that are not affected, and where viewers are not likely to notice visual changes. Medium impacts are associated with changes in qualities of natural harmony, cultural order and Project coherence, important views that may be affected but are still available, and viewers that are aware of visual changes.

3.7.2.1 Landscape Unit 1

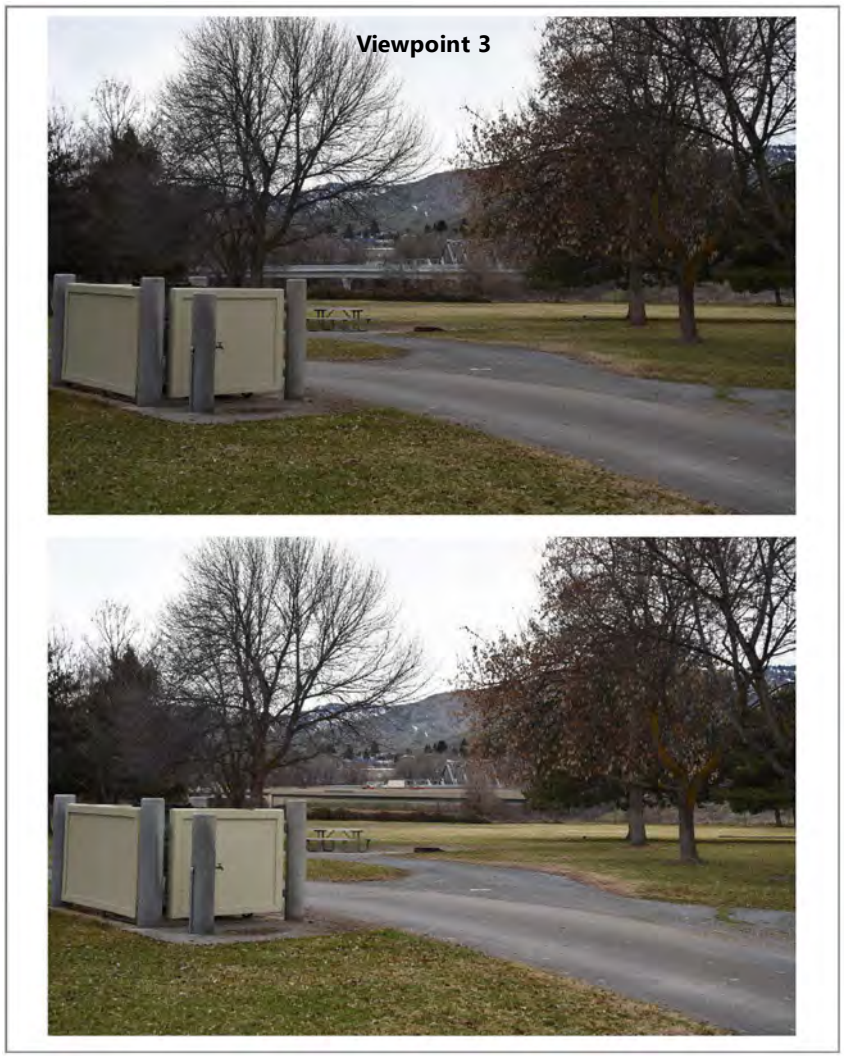
Construction activities and staging would occur in Landscape Unit 1 along the Project corridor. The presence of construction equipment and activities associated with roadway improvements would be visible to travelers on roadways and neighbors working in adjacent buildings. In addition, construction would potentially increase dust, which could degrade visual quality. Construction of the

bridge over the Wenatchee River would be visible from parts of Landscape Unit 1. Bridge construction is expected to span two in-water work seasons. Construction activities would result in only low-level effects on visual quality because of the existing low levels of natural harmony and the temporary nature of the impact.

The completed Project would be located primarily in Landscape Unit 1, and the Project would result in permanent changes to the visual environment in Landscape Unit 1 for travelers on Confluence Parkway and neighbors that work in the commercial and industrial buildings in the area. These changes include a medium increase in the area of pavement and scale of the roadway, new traffic signals, consolidation of utility lines and poles, the introduction of lighting, new stormwater facilities and landscaping, realignment of the Apple Capital Recreation Loop Trail, a new double-decked bridge, and a new railroad undercrossing south of Walla Walla Avenue. A visual simulation of these changes from Key Viewpoint 1 is shown in Figure 15. Overall, these features would be consistent with the industrial and commercial character of the landscape unit.

Overall, impacts of the Project in Landscape Unit 1 would be low. The visual character would be generally consistent with the existing condition. Natural harmony would improve with the installation of landscaping and stormwater treatment facilities. Building demolition may open up views of natural features. These natural views would be considered desirable by viewers in the area. Cultural order would be negatively affected by the removal of existing buildings but would remain moderate overall. These buildings presently contribute to the order of the landscape. The Project would provide high levels of Project coherence as it would integrate vehicle, pedestrian, and bicycle transportation elements into the surrounding landscape. Impacts of operation in Landscape Unit 1 would be low.

Figure 15
Viewpoints 1 and 3



3.7.2.2 Landscape Unit 2

Construction of the Project would introduce heavy equipment and construction activities in the more natural setting of Landscape Unit 2. Activities that may be visible in this landscape unit would include road and bridge construction, stockpiling, vegetation clearing, and the presence of construction equipment. Construction may also create dust that could affect visibility in this landscape unit. Bridge replacement would occur in and be most visible from this landscape unit, and construction of the new bridge and demolition of the pedestrian bridge would also affect visual quality. These features would temporarily detract from the natural setting of the Wenatchee River and associated riparian area over two in-water construction seasons, with a third potentially needed to for demolition of the existing pedestrian bridge. Construction would temporarily change the natural harmony and cultural order in Landscape Unit 2. Natural harmony would be reduced from high to moderate by the presence of construction equipment, stockpiles, and dust interrupting views of the natural environment. Cultural order would be reduced from high to moderate because construction would impact aesthetic enjoyment of viewers using recreational facilities. Impacts of construction would be moderate.

The completed Project includes numerous improvements that would be visible from Landscape Unit 2, including the U.S. 2/Euclid interchange improvements, the improvements to existing roadways, the addition of new roadway, the three new stormwater treatment facilities, and nighttime illumination. Several Project components would also be located within Landscape Unit 2, including the proposed bridge and removal of the existing pedestrian bridge, and the modifications to the Apple Capital Recreation Loop Trail. This unit is also the area where viewers are likely to be more sensitive to view changes.

The Project would permanently change elements of the visual environment in Landscape Unit 2 for recreationalists and travelers on roadways. The road would be visible from some of the areas north of the Wenatchee River, including Wenatchee Confluence State Park and Ohme Gardens County Park. Views of the Project from Wenatchee Confluence State Park, including views from the camping areas, riverside, and picnic areas, would largely be obstructed by a row of trees that runs parallel to the existing roads leading to the park. Portions of the Project north of the Wenatchee River would be visible from Ohme Gardens County Park. Views from Ohme Gardens County Park would be permanently altered, although those views are presently of the existing road network in the area. Therefore, visual quality from Ohme Gardens County Park would not change.

Recreational viewers at Wenatchee Confluence State Park, Horan Natural Area, and the Apple Capital Recreation Loop Trail would experience a change in the visual environment. A visual simulation of these changes from Key Viewpoint 3 is shown in Figure 15. Additional simulated views are included in the Visual Impact Technical Study, Appendix G. Proposed changes include construction of a new bridge that would be larger than the existing pedestrian bridge, and new roadside and trailside lighting.

Project impacts on visual quality in Landscape Unit 2 would be medium. Natural harmony would be negatively affected because the Project would involve a new roadway close to the natural areas and parks along the Columbia River. Natural harmony would improve where the realigned Apple Capital Recreation Loop Trail would be routed to the east, farther into the Horan Natural Area and farther from transportation infrastructure. This element of the Project would introduce viewers to the natural area that was previously less accessible. Impacts on cultural order would be low as a result of relocating some buildings at Wenatchee Confluence State Park. Project coherence would be moderate because the Project would provide additional vehicle traffic in close proximity to recreational areas.

3.7.2.3 Landscape Unit 3

Construction activities would not occur in Landscape Unit 3 and would be largely not visible. All of Landscape Unit 3 is located at least 800 feet away from the proposed Project and generally less than 100 feet higher in elevation. Some taller equipment, such as cranes, may be visible from this unit but would be at a distance that would not affect natural harmony or cultural order.

None of the constructed Project elements would be located in Landscape Unit 3, but some components of the Project may be visible. Most of the Project would not be visible from this landscape unit because the view is obscured by trees, structures, and topography. The Project may be visible from southern portions of the unit. The parts of the Project visible from Landscape Unit 3 would be the roadway improvements south of Hawley Street, where the improvement would be along existing roadways. The Project would have no impacts on visual quality in Landscape Unit 3 because the visible improvements would be similar to the existing conditions, and because they would be too far away to be recognizable. Natural harmony and cultural order would remain moderate. Project coherence would be high because no changes would be noticeable.

3.7.3 Mitigation Measures

Impacts on visual quality would be managed through the design process. As the design progresses, it would follow the WSDOT Roadside Policy Manual, which provides practical roadside restoration policies and guidance, to minimize impacts on visual quality. In addition, a Context Sensitive Design model would be applied to make the Project in harmony with the community and to preserve the scenic and aesthetic value of the area.

3.8 Ecosystems

This section evaluates potential impacts to several ecosystem elements, including terrestrial wildlife habitat and species, aquatic habitat and species, and Endangered Species Act (ESA)-listed species. Full details are provided in Appendix H, the Ecosystems Technical Study, which includes the Wetland and OHWM Delineation Report.

3.8.1 Existing Conditions

3.8.1.1 Terrestrial Wildlife Habitat and Species

Almost the entire Project area is composed of developed areas including existing roadways and commercial and industrial development. Disturbed vegetated areas within the Project area include mowed areas and landscape vegetation associated with parks and residential, commercial, and industrial land use.

A survey that was completed in 2019, found **97 different species of birds** within the Wenatchee Confluence State Park/Horan Natural Area!

Undeveloped features within the Project area include the Wenatchee River itself, the associated riparian shoreline where the river crossing is proposed, and the Horan Natural Area located on the south side of the Wenatchee River. Riparian habitat in the Project area typically has a dense tree canopy dominated by black hawthorn (*Crataegus douglasii*), black cottonwood (*Populus balsamifera*), yellow willow (*Salix lutea*), and narrow leaf willow (*Salix exigua*). Dominant understory vegetation includes red osier dogwood (*Cornus sericea*), Woods' rose (*Rosa woodsii*), Himalayan blackberry (*Rubus armeniacus*), and reed canarygrass (*Phalaris arundinacea*). Dominant vegetation within the Horan Natural Area includes Siberian elm (*Ulmus pumila*), narrow leaf willow, Himalayan blackberry, Woods' rose, golden currant (*Ribes aureum*), and reed canarygrass. Grass fields within the Horan Natural Area and areas adjacent to the Apple Capital Recreation Loop Trail are composed of a mixture of native and nonnative grass and herbaceous species.

The only wetland feature identified within the Project area, identified as Wetland A, is located within the Horan Natural Area. Wetland A is a Category I wetland under the City and Washington State Department of Ecology (Ecology) wetland rating system. Wetland A includes forested, shrub, and emergent vegetation communities.

Vegetation communities within the Project area provide habitat for a variety of wildlife species common to populated communities in Chelan County and eastern Washington. Vegetated areas within the Project area provide habitat for native and nonnative bird, amphibian, reptile, insect, and small and large mammal species to breed, forage, and rest. The WDFW Priority Habitats and Species database identifies the confluence of the Wenatchee River and the Columbia River and the associated riparian shoreline as breeding habitat for waterfowl, cavity nesting ducks, and golden eagle (*Aquila chrysaetos*).

3.8.1.2 Aquatic Habitat and Species

The Project occurs just upstream of the confluence of the Wenatchee and Columbia rivers. Along the east side of the Project, side channels to the Columbia River provide shallow and slow-moving habitat outside of the mainstem of the river. The Wenatchee River also contains side channels within the Project area. In-channel conditions of the Wenatchee River in the vicinity of the Project footprint include cobble, gravel, sand, and silt substrate material.

The Wenatchee River and the Columbia River are listed on the Ecology 303(d) list for a variety of parameters under state water quality assessment categories including polychlorinated biphenyls (PCBs), dissolved oxygen, and pH.

The WDFW Priority Habitats and Species database and Statewide Integrated Fish Distribution identify the lower reaches of the Wenatchee River and its confluence with the Columbia River as habitat for salmonids, native fishes, and nonnative fishes. Fish use the mainstem of the Wenatchee River year-round for rearing and migration, and spawning occurs upstream of the Project area for salmonids. The Columbia River, just downstream from the Project area, contains slow-moving pool habitat that supports additional species that are within 0.25 mile of the Project area.

3.8.1.3 ESA-Listed Species and Critical Habitat

There are 10 ESA-listed threatened or endangered wildlife and aquatic species and critical habitats under the jurisdiction of the NOAA Fisheries and USFWS that may occur in the Project area. Three of the ten species are documented within the Project area: Upper Columbia River spring-run Chinook salmon (*Oncorhynchus tshawytscha*), Upper Columbia River steelhead (*O. mykiss)*, and Columbia River bull trout (*Salvelinus confluentus*). Suitable habitat for these species is present within the Project area. Seven of the ten species have never been documented in or near the Project area, and/or suitable habitat for these species is not present. A biological assessment (BA) was prepared for the Project to evaluate the potential effects on ESA-listed species and critical habitat in compliance with Section 7(a)(2) and Section 3(5)(A) of the ESA. After the BA was submitted, the City also provided supplemental information in response to questions from NOAA Fisheries and USFWS.

The BA documents that the Project may affect and is likely to adversely affect Chinook salmon, steelhead, and bull trout. In addition, the Project may affect and is likely to adversely affect designated critical habitat for Chinook salmon and bull trout. It may affect, but is not likely to adversely affect designated critical habitat for steelhead. FHWA consulted with NOAA Fisheries and USFWS on these determinations. NOAA Fisheries and USFWS are anticipated to concur in these determinations in early 2023.

3.8.2 Potential Impacts

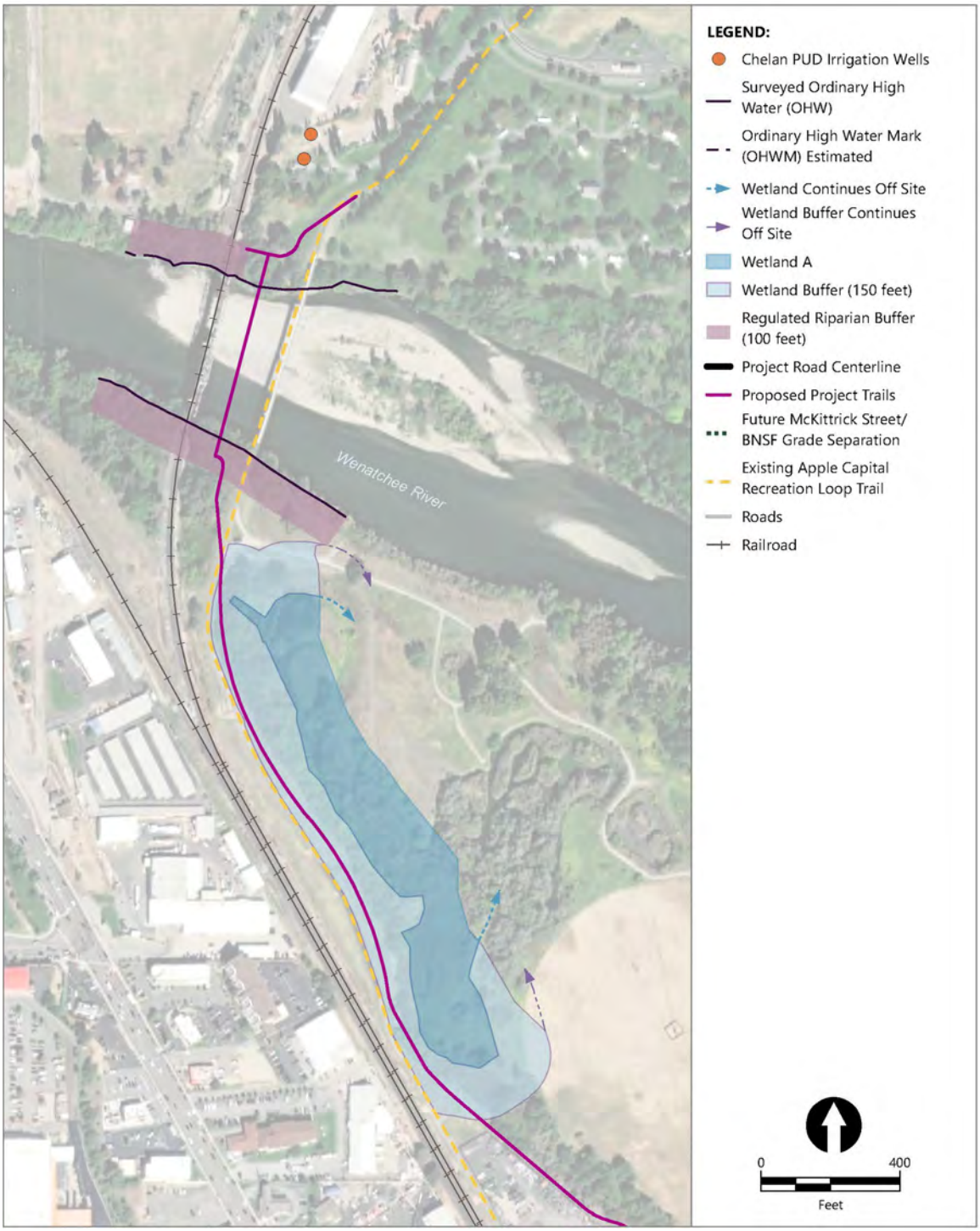
3.8.2.1 Construction Impacts

Potential construction impacts on wildlife habitat and species include temporary and permanent removal or disturbance of vegetation or habitats during construction activities. Permanent impacts include vegetation removal during Project construction activities to construct permanent Project features; however, areas will also be revegetated as part of construction.

Construction of the new bridge would include riparian vegetation clearing and fill on both sides of the Wenatchee River as well as between the BNSF right-of-way and the top of the portion of

roadway that borders the west edge Wetland A. Approximately 0.76-acre of Wenatchee River riparian habitat would be permanently impacted by the Project, and approximately 0.66 acre would be temporarily impacted. Temporarily disturbed riparian habitats would be replanted with native species following construction. Figure 16 shows the areas of potential impact to riparian areas and wetlands.

Figure 16
Wetlands and Riparian Zone



Approximately 0.10-acre of Wetland A would be temporarily impacted. Approximately 2.22 acres of Wetland A buffer would be permanently impacted and approximately 0.93-acre of Wetland A buffer would be temporarily impacted. Temporarily disturbed wetland and wetland buffer habitats would be replanted with native species following construction. As there are no permanent wetland impacts identified based on the conceptual design, no wetland mitigation for permanent wetland impacts is required or proposed.

Clearing native vegetation for construction would eliminate and modify existing wildlife habitat of native wildlife species that use these areas, which could displace or eliminate wildlife that currently depend on this vegetation. Wildlife habitat within the Project footprint is located within a developed and populated area of Wenatchee. Most wildlife species (e.g., birds, raccoons, and coyotes) are able to move away from areas of disturbance. Displaced animals with portions of their habitat cleared could potentially perish if nearby undisturbed habitats are at carrying capacity or suitable alternative habitat is unavailable. Small mammals, amphibians, and reptiles, however, could be directly affected by construction because of their limited mobility. Individuals of such species could perish during construction operations.

For more transient construction disturbances, such as increased emissions or noise levels from construction machinery, vehicle usage, and pile driving, some wildlife species would adapt to these disruptions (e.g., birds and mammals that are habituated to human disturbance), and some species would successfully relocate to other suitable habitat (e.g., larger mammals and birds). Some less mobile wildlife species (e.g., small mammals, amphibians, and reptiles) would be unsuccessful in adapting or relocating, and their ability to find adequate shelter and foraging and breeding habitat would be constrained. Elevated noise levels can cause a variety of stressors to wildlife including acoustic masking of vocalizations, reduced transmission distance of vocalizations, reduced ability to find prey or increased predation, and increased stress response. Heavy equipment use during road construction and pile driving during the new bridge construction are expected to cause the greatest audible and visual disturbance to wildlife.

Potential direct construction impacts to aquatic habitat and species could occur from noise disturbance from pile installation and removal and other construction activities below the ordinary high water mark (OHWM) including turbidity, loss of food resources and habitat, stormwater runoff, fish exclusion, and disturbance. Construction of the bridge would include permanent bridge foundations below the OHWM of the Wenatchee River. Potential indirect impacts could result from leaks or spills of hazardous material storage or use from construction machinery, which could travel downstream in the Wenatchee and Columbia rivers and could potentially impact aquatic habitats and species. These potential impacts would be minimized with conservation measures and BMPs.

Exposing soil and removing vegetation could result in an increase in runoff, with the possibility of allowing pollutants to enter the aquatic habitat of the Wenatchee River. Greater runoff could have

adverse effects on water quality in aquatic resources within the Project area and downstream aquatic habitats depending on the effectiveness of BMPs.

Aquatic species present within the Project area could be subject to behavioral disturbance and injury during impact and vibratory pile-driving activity during new bridge construction. Fish could respond by delaying foraging and avoiding the Project footprint.

Turbidity would temporarily increase during construction due to substrate disturbance from the bridge construction work and the demolition of the pedestrian bridge below OHWM. Appropriate conservation measures and BMPs would be used to minimize substrate disturbance and turbidity, including measures such as using silt curtains and monitoring water quality.

Pollution-Generating Impervious Surface (PGIS): PGIS is an impervious surface that is a source of pollutants in stormwater runoff. Project-related PGIS includes roadways that receive direct rainfall or the run-on or blow-in of rainfall. Non-PGIS includes sidewalks and pathways with no motor-vehicle traffic and that do not receive runoff from PGIS areas.

During construction, the proposed Project would result in disturbances to the substrate and benthic community. Additional habitat modification would occur as a result of the temporary work trestle that would be needed for construction of the new bridge, placement of three permanent drilled shaft foundations, and demolition of the existing pedestrian bridge.

Construction of the bridge foundations would include construction and fill below the OHWM of the Wenatchee River. Temporary in-water construction impacts include the area of the temporary piles installed for the work trestle, which would directly affect 2,520 square feet of Wenatchee River habitat. Permanent in-water construction impacts include the area of the permanent casings for the drilled shaft foundations would impact 225 square feet of habitat. Cofferdams are temporary casings that would be located around the permanent casings to enclose the shaft foundation work areas, which would impact 462 square feet of habitat.

The existing pedestrian bridge would be demolished following completion of the new bridge. Demolition of the existing pedestrian bridge would include construction below the OHWM of the Wenatchee River. Temporary in-water construction impacts include the area of the temporary piles installed for the work trestle and the area of the cofferdams for bridge support removal, which would impact a total of 3,531 square feet of Wenatchee River habitat.

Although the greatest impacts will occur during the time of year when the ESA-listed aquatic species Chinook salmon, steelhead, and bull trout are largely absent from the Project area, there could still be late migrating juveniles rearing in areas and adult fish present in the Columbia River. The BA analysis determined that elevated underwater sound pressure levels during in-water pile installation and removal construction activities could result in behavioral disturbances or injury to ESA-listed

aquatic species. The proposed Project effect determination for the aquatic species addressed in the BA is that this Project may affect, and is likely to adversely affect ESA-listed aquatic species. The BA analysis determined that the effect determination for Chinook salmon, steelhead, and bull trout critical habitat located in the Project area is that this Project may affect, and is likely to adversely affect critical habitat for these species.

3.8.2.2 Operational Impacts

Potential operational impacts on wildlife habitat and species associated with the Project would be related principally to ambient noise levels associated with vehicle use of the new roadway and bridge. Wildlife species in the Horan Natural Area that are sensitive to increased traffic may avoid areas near the new bridge and roadway; however, noise levels after construction are expected to be generally consistent with current ambient noise levels.

For aquatic habitats and species, the quantity and quality of stormwater runoff could be affected by operation of the proposed Project because of the increase in impervious surfaces, in particular, pollution-generating impervious surfaces (PGIS). There may be minor increases in peak flows due to an increase in approximately 7.5 acres of impervious area that drain to the Wenatchee River, the Columbia River, or the Horan Natural Area, but these flows are likely minor relative to the flow in the rivers. Of this 7.5 acres, 5.12 acres are PGIS. Stormwater runoff management measures would include infiltration, treatment, and flow control. Infiltration facilities would collect stormwater runoff that does not discharge to the Columbia or Wenatchee rivers. Stormwater runoff could also potentially enter surface waters and cause deleterious effects on aquatic species. These impacts would be minimized through the construction of new stormwater treatment facilities. Treated stormwater would be discharged to the Columbia and Wenatchee rivers and the Horan Natural Area. Incorporating water quality treatment measures at existing outfalls would likely have a positive overall effect on stormwater treatment by directing previously untreated surface runoff to these facilities.

Overwater shading could also result from the new bridge itself. This includes approximately 17,850 square feet of temporary overwater shading from the work trestle and approximately 16,800 square feet of permanent overwater shading from the new bridge. Overwater shading could discourage migrating juvenile fish from using shallow-water areas and promote refuges for piscivorous predators. Shading can also discourage benthic and epibenthic prey productivity, decreasing prey availability for juvenile fish. However, the reach of the Wenatchee River where the new bridge would be located is swiftly flowing river habitat with limited pool habitat for predators to have the opportunity to prey on juvenile fish, which generally migrate quickly through the Project area. In addition, new overwater shading would be offset by the removal of 4,080 square feet of the existing pedestrian bridge which has an overwater area of 510 feet by 8 feet. The net permanent result is the addition of 12,720 square feet of overwater shading.

3.8.3 Mitigation Measures

The following conservation measures and BMPs would be employed during construction of the Project that would minimize and mitigate for impacts to wildlife habitat and species and aquatic habitat and species:

- All applicable permits for the Project would be obtained prior to construction. All work would be performed according to the requirements and conditions of these permits.
- The contractor would be responsible for the preparation and implementation of a Spill Prevention, Control, and Countermeasures (SPCC) plan to be used for the duration of the Project.
- No petroleum products, fresh cement, lime or concrete, chemicals, or other toxic or deleterious materials, or excess or waste materials would be allowed to enter surface waters.
- Erosion control measures would be addressed in a Temporary Erosion and Sediment Control plan prepared by the contractor and adhered to during construction activities.
- Demolition and construction materials would not be stored where upland runoff can cause materials to enter surface waters.
- Clearing limits would be demarcated with orange barrier fencing wherever clearing is proposed in or near critical areas; cleared areas would be restored by replanting the areas with appropriate native herbaceous and woody species, as practicable.
- All engine-powered equipment would be required to have mufflers that were installed according to the manufacturer's specifications.
- All equipment would be required to comply with pertinent U.S. Environmental Protection Agency (EPA) equipment noise standards.
- All staging areas would be located outside of rivers, wetlands, and their buffers.
- Noise walls or earthen berms would be installed between the roadways and the Horan Natural Area, which would decrease operational impacts on ecosystems.
- Impacts to Wetland A, the Wetland A buffer, and riparian habitat would be mitigated as described in the *Wetland and OHWM Delineation Report*.
- The existing pedestrian bridge would be removed, which would decrease the amount of overwater shading. After its removal, 0.38-acre of area around the existing pedestrian bridge would be revegetated with species native to Chelan County to help restore riparian function in the area. The total riparian area that will be revegetated as part of Project mitigation is over 1 acre. The City will coordinate closely with the Chelan PUD as the restoration plan is developed for impacts on the PUD's property.

3.9 Water Resources

Surface water, such as streams and lakes; shorelines; floodplains and floodways; and groundwater are all important water resources that must be considered at a Project level. More details are available the Preliminary Stormwater Report (Appendix I) and the Water Resources Technical Study (Appendix J).

3.9.1 Existing Conditions

3.9.1.1 Surface Water

The Wenatchee River is the main body of water in the Project area. The Wenatchee River is generally a snow-dominated waterbody, where hydrology is characterized by high spring and early summer flows resulting from snowmelt and low flows in the late summer and early fall. The average monthly flow ranges from a low of 700 cubic feet per second in September to a high of 8,556 in June.

Within the Project area, the Wenatchee River is currently listed by Ecology in the 305(b) report and 303(d) list of impaired waters for the following four parameters: 4,4' dichlorodiphenyldichloroethylene (DDE), PCBs, temperature, and pH. An EPA-approved Total Maximum Daily Load plan is in place and implemented for temperature and pH for the Wenatchee River (category 4A), and the Wenatchee River is listed on the 303(d) list of impaired waterbodies that require a water improvement project for 4,4'- DDE and PCBs (category 5). A recommendation made in the Total Maximum Daily Load is to work with WSDOT to manage runoff from paved surfaces near the Wenatchee River since this runoff could raise temperatures in the river.

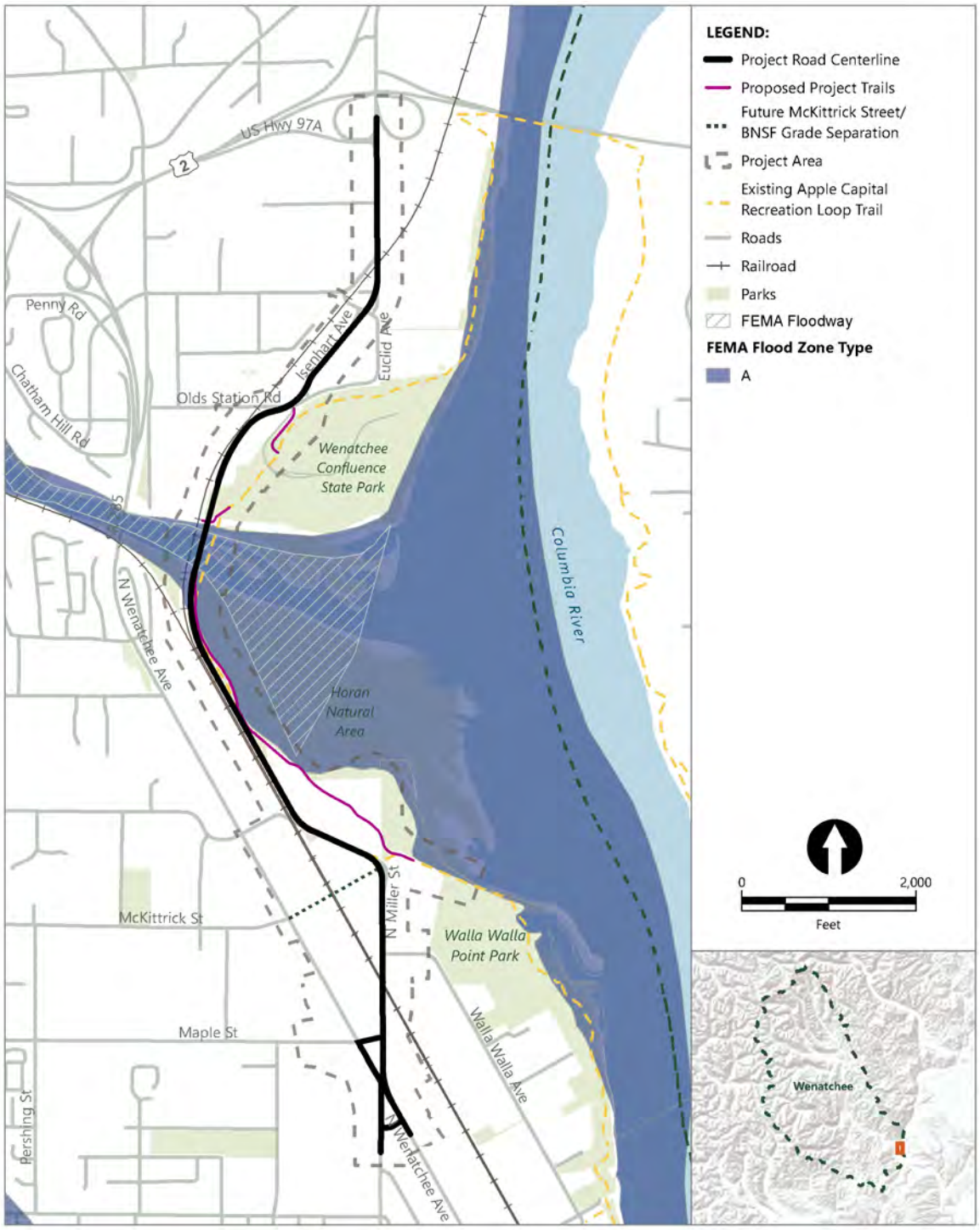
Shorelines in the Project area are identified in the City of Wenatchee Shoreline Master Program. Two types of shoreline designations exist in the Project area, Urban Conservancy and Waterfront Park, with the majority of the shoreline being Urban Conservancy. The purpose of Urban Conservancy shorelines is "to protect and restore ecological functions of open space, floodplain and other sensitive lands where they exist in urban and developed settings, while allowing a variety of compatible uses" (City of Wenatchee 2014). The purpose of Waterfront Park shorelines is "to ensure appropriate management and development of existing and future public parks and recreation areas" (City of Wenatchee 2014). The Project area contains FEMA 100-year floodplains (Zone A) and floodways as shown in Figure 17; however, the new roadway will be built just outside of the FEMA 100-year floodplain. A 100-year event is defined as an event that has a 1% chance of occurring in any given year.

3.9.1.2 Stormwater

The City of Wenatchee's municipal stormwater system consists of about 75 miles of storm drains, 12 outfalls, and 14 water quality facilities. There are six drainage basins within the Project area based on downstream discharge points.

Stormwater from near and within the Horan Natural Area is conveyed by the No. 1 Canyon Drain and the Hawley Street Outfall. Wetlands within the Horan Natural Area were constructed in anticipation of these stormwater inputs. However, stormwater inputs are low, resulting in stagnant conditions. In an effort unrelated to this Project, the City and Chelan PUD are investigating ways to get more water to the wetlands.

Figure 17
Floodplains and Floodways



3.9.1.3 Groundwater and Irrigation Wells

Groundwater wells are located within and adjacent to the Project area, and a wellhead protection area is located at the southern end of the Project extent. Recent groundwater wells for water use in the Project area are drilled to about 70 feet below ground surface and are 6 to 12 inches in diameter. Water wells in the Project area are likely hydraulically connected to the Wenatchee and/or Columbia rivers.

The Chelan PUD owns two irrigation wells on the north side of the Wenatchee River, within the impacted portion of the Wenatchee Confluence State Park.

3.9.2 Potential Impacts

Table 3 contains a summary of impacts to water resources as a result of the Project. Additional details are provided in Sections 3.9.2.1 and 3.9.2.2.

Table 3
Impact Summary: Water Resources

Parameter	Construction Impacts		Operational Impacts	
	Direct	Indirect	Direct	Indirect
Surface water quantity	Medium	Low	Low	Low
Surface water quality	Medium	Low	Low	Low
Stormwater	Low	Low	Low	Low
Shorelines	Medium	None	Low	None
Floodplains and floodways	Medium	Low	Low	Low
Groundwater quality	Low	Low	Low	Low

Generally, a low impact to water resources is associated with impacts that can be mitigated such that there is no measurable difference. Medium impacts are those for which practical mitigation measures can reduce the impact. High impacts are those that cannot be addressed with practical mitigation measures.

3.9.2.1 Construction Impacts

During construction, water quantity is not expected to significantly change due to the Project. There may be minor increases in peak flows due to an increase in impervious area that may drain to the Wenatchee and Columbia rivers. During construction, the temporary work access trestle for the new Wenatchee River bridge may require rerouting or other dewatering of some areas of the Wenatchee River at the Project area.

For water quality, construction work could cause an increase in contaminants to the Wenatchee and Columbia rivers or to groundwater due to a potential for hazardous material leaks or spills. Tree clearing in the construction area near the Wenatchee River may cause an increase in surface water temperature due to reduced shading and could degrade shoreline function. Increased turbidity could also occur during in-water work.

Floodplains and floodways would be impacted during construction of the Wenatchee River bridge. The piles supporting the temporary trestle would be in the floodplain and the floodway, reducing the area available for flood conveyance. Additionally, the temporary work access trestle is located below the base flood elevation with the Wenatchee River, so area blocked from the trestle would also reduce the area available for flood conveyance. Chelan PUD's irrigation wells are in conflict with the roadway alignment.

3.9.2.2 Operation Impacts

During operation, impacts to water resources are expected to be low. Although there may be minor increases in peak flows due to increase in impervious areas that drain to the Wenatchee or Columbia rivers, these flows are likely minor relative to the flow in the rivers. Similarly, the increase in PGIS could cause an increase in pollutants in stormwater runoff into the Wenatchee and Columbia rivers. However, the Project includes stormwater treatment and control, as required by Ecology, so that potential impacts to surface and groundwater quality are low.

Shorelines in the Project area would be impacted by operational impacts as the roadway alignment is located in designated shoreline areas. The roadway area would change the current shoreline area from trees to roadway, reducing ecological use of the impacted shoreline areas. Impacts to floodways are also expected to be low due to the size of the in-water bridge supports relative to the overall floodway volume.

The Project may potentially cause an increase in contaminants to groundwater due to the increase in pollution-generating impervious areas that could have pollutants run off from the surfaces and infiltrate into the shallow groundwater.

3.9.3 Mitigation Measures

In general, construction and operational impacts would be reduced with the implementation of BMPs and the potential mitigation measures listed here:

- Implement temporary stormwater BMPs as recommended in the SWMMEW during construction to prevent erosion and the discharge of sediment-laden or polluted stormwater to the Wenatchee River.

- Incorporate permanent stormwater BMPs to treat and control stormwater to meet the requirements of the SWMMEW to mitigate increased stormwater runoff and contaminants. This includes runoff treatment and flow control measures.
- Incorporate floodplain compensatory storage as needed, to mitigate for fill areas from the in-water piers. This could include removing fill from the floodplain upstream but in the vicinity of the in-water piers at a quantity equal to the volume of the in-water piers.
- Replace trees and other shade to mitigate for losses of shade on the Wenatchee River riparian area, which would improving shoreline function and help mitigate for impacts to the shoreline and potential temperature increases.
- Remove the existing pedestrian bridge to provide flood compensation due to the removal of the three piers below OHWM (approximately 84 square feet).
- Decommission the existing Chelan PUD irrigation wells and install new wells to ensure that the irrigation potential is unchanged.

3.10 Hazardous Materials

Hazardous materials are regulated at the federal and state level. At the project level, it is important to understand the potential for encountering these materials, how they may affect the Project and how the Project may affect them. Full details are provided in Appendix K, Hazardous Materials Technical Study.

3.10.1 Existing Conditions

3.10.1.1 Soils and Groundwater

The majority of the Confluence Parkway alignment is located on alluvial terraces underlain by a thick layer of sands, silts, and clays, above a layer of courser sands, gravels, and cobbles. Soils mapped by the U.S. Department of Agriculture Web Soil Survey consist primarily of Cashmere sandy loam and Cashmont sandy loam, which are classified as well drained soils. Slopes of the most common soil types within the Project area are generally from 0% to 3% and the Project area is generally flat. Static groundwater levels within the Project area range between 35 and 57 feet below grade based on a review of well reports on file with Ecology that are located within an approximate 0.5-mile radius of the Project area.

3.10.1.2 Contaminated Sites and Sites of Concern

There are no Superfund Sites within or near the study area. Other federally listed sites were identified using the RCRAInfo database, which provides information about hazardous waste handlers. RCRAInfo found 16 sites located within the study area that generate and handle hazardous materials. Of the 16 sites, eight were conditionally exempt small quantity generators that produce less than 220 pounds of hazardous waste per month, five were small quantity generators that produce

between 220 and 2,200 pounds of hazardous waste per month, and three were large quantity generators that produce more than 2,200 pounds of hazardous waste per month.

Ecology regulates and oversees the cleanup of many contaminated sites in Washington State. According to their database, there are nine active cleanup sites within the study area. These sites are regulated under the Washington State Model Toxics Control Act (MTCA) and are managed or overseen by Ecology's Toxics Cleanup Program. All nine sites have contaminated soil and four also have contaminated groundwater. Ecology's database also identified 12 active underground storage tanks and two active leaking underground storage tanks within the study area.

Portions of the Project are located on former orchard lands that are regulated by Ecology due to potential presence of lead and arsenic in the soils. From the late 1800s to just before 1950, lead-arsenate pesticides were used in apple and pear orchards. In some cases, historical application of these pesticides has resulted in shallow-soil concentrations of lead and arsenic that exceed MTCA cleanup levels (CCDNR 2021). Testing has not yet been completed to determine if soil concentrations of lead and arsenic within the Project site exceed MTCA cleanup levels.

3.10.2 Potential Impacts

A ranking and risk rationale was completed for all contaminated sites within the study area. All sites listed through the RCRAInfo website and all underground storage tanks within the study area were given a low risk ranking as they are not active contaminated sites that require cleanup.

Potential construction impacts could result from existing soil or groundwater contamination encountered during construction activities. Grading, excavation, and utility construction could encounter contaminated groundwater and soil, which could expose workers or the public. If contaminated soil is uncovered, it could require treatment or special disposal. Dewatering during construction could also generate contaminated groundwater that would require treatment or special disposal. Construction activities could also encounter the following materials that could require special disposal:

- Underground or aboveground storage tanks containing hazardous materials
- Creosote or arsenic-treated wood, railroad ties, telephone poles, or piles
- Asbestos or lead as a result of building demolition

Prior to acquisition or construction, a Phase I Environmental Site Assessment would be completed for properties that would be acquired or that could have a substantial risk to the Project during construction activities. A subsequent Phase II Environmental Site Assessment may be necessary for sites where contamination has been identified or is suspected. The City will also coordinate with Ecology to test the soils within the construction footprint in areas mapped as former orchard lands, to determine if they exceed MTCA cleanup levels.

Spills resulting from vehicular accidents and long-term ongoing vehicular use and road maintenance may contaminate adjacent soils and surface water. Hazardous materials associated with accidental spills, vehicular use, and roadway maintenance typically include petroleum products and metals. Improved traffic flow from the Project would likely reduce vehicle accidents, traffic, and the amount of hazardous materials leaked from vehicles while in traffic and spilled during vehicle accidents. However, the Project would also move traffic closer to parks and other recreational resources, which could introduce contaminants associated with accidental spills to these areas.

3.10.3 Mitigation Measures

Potential impacts of hazardous materials would be controlled through Project planning, design, and the application of required BMPs during construction and operation. Measures to avoid and minimize potential impacts would be incorporated as appropriate. Where impacts cannot be avoided or minimized, mitigation measures would be implemented. The following mitigation measures are expected to be implemented, as necessary, during Project implementation.

- Buildings and structures to be demolished may contain lead-based paint and asbestos-containing building materials. Buildings should be surveyed prior to demolition to determine if any asbestos-containing building material or lead-based paint would be affected by the demolition.
- Site investigations should be performed in potentially contaminated areas, if existing information is incomplete, where excavation is proposed to determine the location and extent of any contamination. Any contaminated soil or groundwater that is encountered should be analyzed to assess the regulatory classification of the soil/groundwater and the most cost-effective remediation strategy.
- Construction planning should include the development of SPCC plans, erosion and sedimentation control plans, and plans for the handling and disposal of known and anticipated contaminants.
- If contamination is discovered during construction, the contractor should suspend work in the vicinity of the area of concern and follow the Unanticipated Contamination Discovery Plan developed for the Project to address contaminated soils or groundwater if encountered during construction.
- Project design would include stormwater treatment for all new PGIS, thus minimizing the potential for inadvertent leaks to reach streams or wetlands near the Project.
- If legacy orchard soils are found to have lead and arsenic levels that exceed MTCA cleanup levels, the City would work with Ecology's Toxics Cleanup Program to develop and implement a cleanup plan that will meet all applicable regulations.

3.11 Air Quality

Local air quality, referred to as the ambient air quality, is measured against the national and state air quality standards. If measured data indicates that an area meets the standards, the area is designated by USEPA as an "attainment area." Areas that do not meet the standards are designated as "nonattainment areas." Impacts to air quality are generally evaluated based on a project's potential to affect local attainment of the air quality standards.

3.11.1 Existing Conditions

Chelan County is in attainment for all federal and state air quality standards. Most air pollution and greenhouse gas (GHG) emissions in the study area are produced by vehicle emissions occurring along transportation corridors, especially in the areas of vehicle congestion on North Wenatchee Avenue.

The North Wenatchee Avenue corridor is currently the region's primary traffic bottleneck affecting residents, businesses, and visitors throughout Chelan and Douglas counties. The North Wenatchee Avenue corridor serves, and would continue to serve, much of the travel demand for Wenatchee's growing economy. The Project area is in-filling with mixed-use development and expanded industrial and commercial uses as described in the 2016 North Wenatchee Master Plan, all of which are currently dependent on North Wenatchee Avenue as the sole route across the Wenatchee River and through the North Wenatchee area. Existing emission sources in the study area are produced by vehicle emissions along transportation corridors and from commercial heavy-duty equipment and dust from roadways.

3.11.2 Potential Impacts

Effects on air quality are expected to be minor from construction. Direct impacts from construction would occur through use of construction equipment and trucks. Construction activities would follow standard environmental controls and practices, which are assumed to be the responsibility of the contractors doing the work. Examples of these practices include dust control measures, and use of equipment meeting all applicable federal and state requirement. Because the study area is in attainment for criteria pollutants, construction emissions from both direct and indirect sources would not affect regional air quality. As detailed in the traffic study completed for the Project, the addition of Confluence Parkway would result in lower 2040 traffic levels on North Wenatchee Avenue, resulting in lower levels of congestion and improved operations along the North Wenatchee Avenue corridor. Because the Project would improve operations of a highway without adding substantial new capacity, the proposed Project would improve air quality by reducing traffic and congestion on North Wenatchee Avenue.

3.11.3 Mitigation Measures

Several mitigation measures would be implemented during construction, including:

- Develop and implement of a dust control plan.
- Limit idling of construction equipment.

- Require all equipment to meet applicable federal and state requirements.
- Establish vegetated buffers in areas between the new roadway and recreational areas where feasible.

3.12 Climate Resiliency

There is widespread consensus that global climate change is currently occurring and will continue at an accelerated rate in the future if not abated. Effects include increasing temperatures, more precipitation in the form of rain instead of snow, and longer periods of droughts.

3.12.1 Existing Conditions

Washington State is currently experiencing the effects of melting glaciers and extreme weather events. Therefore, the affected environment for climate must consider future as well as current conditions. Climate change in the Pacific Northwest is expected to cause the following:

- Increase the average winter precipitation and produce more extreme precipitation.
- Change the timing of precipitation (more rain, less snow).
- Change storm tracks with some extreme storms with higher than normal snow accumulation.

Specific to the transportation network, these climate changes are expected to result in more rock falls, mudslides, sink holes, and roadbed failures; increase large-scale river flooding; produce more localized flooding due to poor drainage or higher groundwater table; result in severe wind-related road closures and blown-down trees and signs; and lead to less snow removal, on average.

Specific to the Wenatchee area, grade-level highways along rivers are expected to experience flooding due to more precipitation falling as rain and already experience temporary road closures due to wind. Mountain area roadways are anticipated to experience more fires and landslides due to more extreme weather events and the decrease in snowpack. Roads at the base of steep slopes are expected to experience more landslides that can close the roadway for 60 days or more.

3.12.2 Potential Impacts

Vehicles and construction equipment are a significant source of GHG emissions and contribute to climate change primarily through the burning of gasoline and diesel fuels. The transportation sector is Washington State's most significant contributor of GHG. Using the FHWA's Infrastructure Carbon Estimator spreadsheet tool, it is estimated that the Project would result in 75 metric tons of CO2 per year. Project-related reduction in congestion and increase in bike and pedestrian capacity would help achieve state climate goals to reduce GHG emissions and increase alternative modes of transportation. In addition, by providing a secondary transportation corridor, the Project would improve area transportation resiliency in case of road closures due to flooding or fires, thereby increasing climate resiliency. See Appendix L for the full Climate Resiliency Technical Study.

In some areas, climate change may cause river floods to become larger or more frequent than they used to be. This Project is located within the portion of the Wenatchee River that is controlled by the Rock Island Dam on the Columbia River. As a result, the water surface elevation at the proposed new bridge over the Wenatchee River is not expected to significantly change as a result of climate change even if climate change leads to increased flooding in the area. Accordingly, the FEMA flood profile shows little to no change in water surface elevation for 10-year, 50-year, 100-year, or 500-year flood events. Even though impacts are expected to be minimal, climate change will be incorporated into the full hydraulic analysis that will be used to design the bridge structure.

3.12.3 Mitigation Measures

No mitigation measures are required.

4 Cumulative Impacts

This chapter describes cumulative effects on environmental resource areas resulting from the construction and operation of the Project and past and reasonably foreseeable future actions. Cumulative impacts are defined by the Council on Environmental Quality regulations as "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions" (40 Code of Federal Regulations [CFR] 1508.7). Cumulative effects are important to consider during the evaluation of a project. While project effects may be minor when viewed in the individual context of direct and indirect effects, they can add to the effects of other actions and eventually lead to a measurable environmental change.

Reasonably foreseeable means sufficiently likely to occur such that a person of ordinary prudence would take it into account in reaching a decision (40 CFR 1508.1). Appendix M contains a list of reasonably foreseeable actions that are planned in the area of the Confluence Parkway Project. These actions were used to assess the potential reasonably foreseeable impacts the proposed action may have on the environmental elements described previously.

Not all environmental resources affected by an action would have cumulative effects or would require cumulative effect analysis; cumulative impacts for select resource areas are described in the following sections.

4.1 Transportation

In the past, most transportation improvements in the region have occurred as spot improvements to address access or operational needs at a single location. As traffic volumes in the region have increased in step with population growth and economic development, there has been an increasing need for transportation improvements that are regionally coordinated.

As part of its planning efforts, the CDTC developed a transportation model that uses regional forecasts of population and employment and identifies the transportation system improvements needed to meet the forecasted travel demand of the region. The Confluence Parkway is consistent with Transportation 2040 and the Apple Capital Loop regional transportation improvements and would provide needed capacity to meet regional population and employment forecasts. The Project also provides needed multimodal improvements and would offset the negative impacts from increased traffic volumes in the region.

4.2 Land Use

It is expected that reasonably foreseeable future actions would be consistent with applicable land use plans and policies, and no impacts to the viability of goals or policies is expected. The Project is also consistent with land use goals and policies and planned future development; therefore, no cumulative adverse impacts are anticipated on land and shoreline use.

4.3 Noise

There could be short-term cumulative noise impacts if multiple projects are undergoing construction simultaneously. There could be minor cumulative noise impacts from the Project combined with other reasonably foreseeable future actions; however, most of the reasonably foreseeable future actions involve elements such as trail improvements, streetscape elements, and other items that are not expected to contribute to noise impacts.

4.4 Parks and Recreation

Reasonably foreseeable future actions are expected to provide improvements to parks and recreation such as new trails, trail extensions, and trail enhancements that are expected to provide a cumulative benefit to parks and recreation.

4.5 Cultural Resources

Reasonably foreseeable future actions could disturb the ground and impact cultural resources. However, future potential impacts would be discussed through consultation with SHPO and Native American Tribes as required. The Project, in combination with reasonably foreseeable future actions, could contribute to cumulative impacts on cultural resources.

4.6 Social and Community Resources, and Environmental Justice

The Project and other planned improvements that are part of the Apple Capital Loop plans would provide a cumulative beneficial impact on transportation for communities within the study area by increasing or managing roadway capacity and the efficiency of intersection operations by reducing congestion, enhancing safety, improving access, and improving the bicycle, pedestrian, and transit networks.

4.7 Visual

Reasonably foreseeable future actions would generally improve visual quality in an existing industrial and vacant area. Streetscape elements and landscaping would integrate more natural and aesthetically pleasing elements to the visual environment. In combination with the proposed Project, cumulative impacts on visual quality would not occur.

4.8 Ecosystems

As transportation corridors improve, access to occupied and vacant areas may increase per local land use plans and policies. This increase in access can lead to further development and concurrent impacts on wildlife and aquatic habitats as land is cleared for development of residential, industrial, and commercial properties. The proposed Project is located within a developed area of Wenatchee. Development in the vicinity of the Project area is likely to occur without the new road improvements proposed for this Project.

Climate change may cause river floods to become larger or more frequent than they used to be; however, as described in Section 3.2.12, this Project is located within the portion of the Wenatchee River that is controlled by the Rock Island Dam on the Columbia River. As a result, the water surface elevation at the proposed new bridge over the Wenatchee River is not expected to significantly change as a result of climate change. Potential cumulative impacts on ecosystems are expected to be similar to those described in Section 3.8.2.

4.9 Water Resources

There is a potential that the increase in PGIS from the Project combined with increases in PGIS from other reasonably foreseeable future actions could cause an increase in pollutants in stormwater runoff into the Wenatchee and Columbia rivers or infiltration into areas of shallow groundwater. However, the Project and other reasonably foreseeable future actions will implement stormwater treatment and control, as required by Ecology, so that potential impacts to surface and groundwater quality are low. In addition, new surfaces would be required to meet the current standards for flow control and water quality treatment for stormwater runoff, which could have a cumulative benefit to water quality.

4.10 Hazardous Materials

Transportation projects typically have a positive impact on the environment because the project implementation typically results in removal and proper disposal of underground storage tanks, contaminated soil, and contaminated groundwater. This eliminates potential contaminant sources and removes contamination that might otherwise have remained in the environment and continued to migrate.

Construction of the Project could result in the spilling of hazardous materials in the study area and could result in a cumulative impact if multiple construction projects are occurring in the same area. However, BMPs would minimize potential hazardous material impacts.

4.11 Air Quality

Cumulative air quality emissions are expected to be minor from direct and indirect construction sources for the proposed Project. The proposed action would contribute to emissions from other area construction projects. However, as the area is in attainment, construction emissions are not expected to be cumulatively considerable. There are additional transportation projects planned in the region, as reflected in the 2020-2023 Regional Transportation Improvement Program. They primarily include striping, a roundabout, signal upgrades, and pedestrian improvements, without substantial added capacity. Therefore, cumulative impacts from increased emissions due to traffic are minimal. Appendix N provides the full Air Quality Technical Study.

4.12 Climate Resiliency

Climate change by its nature is a cumulative impact. The proposed Project would contribute to climate change by releasing GHG emissions during construction; conversely, the Project would contribute to reduced GHG emissions by reducing congestion. The proposed action would increase climate resiliency in the area by providing an alternative travel corridor in case of fires. In addition, by providing more bike and pedestrian pathways, the proposed action increases opportunities for alternative modes of transportation consistent with state climate goals to increase lower-emission multi-modal options. Construction would result in short-term emissions. GHG emissions generated by Project construction activities would consist of exhaust emissions from the operation of construction equipment and construction vehicles. Construction activities would follow standard environmental controls and practices, which are assumed to be the responsibility of the contractors doing the work. Examples of these practices include using equipment that meets all applicable federal and state requirements, including maintenance standards.

Climate change may cause river floods to become larger or more frequent than they used to be; however, this Project is located within the portion of the Wenatchee River that is controlled by the Rock Island Dam on the Columbia River and not necessarily by flood events in the Wenatchee River. As a result, the effects of climate change and resulting changes of flows in the Wenatchee River will not lead to a significant cumulative impact.

5 Public, Tribal, and Agency Involvement

5.1 Community Outreach

The City began working with, and providing ongoing outreach to, agencies, Tribes, businesses, and other community members in the early planning phases of the Project. This outreach occurred during the development of the Purpose and Need Statement and preliminary Project considerations. As the Project planning and design have progressed, the City continued to reach out to those who could be impacted (positively and negatively) by the Project. The City hosted Project meetings on April 10, 2019, March 5, 2020, and June 2, 2021. These meetings included interpretation services for Spanish speakers. In addition, Project information has been shared via email, social media posts, and with local radio stations. Key feedback heard as part of the community outreach process included the following:

- Agreement in needing to improve traffic and safety for motorists, bicyclists, and pedestrians.
- Importance of protecting cultural and historic resources
- Suggestions to approach parks, wildlife and natural areas with caution and sensitivity.
- Suggestions to minimize noise and be sensitive to visual appearance.
- General questions about vehicle capacity, access, and engineering related topics.
- General questions about the NEPA process, its importance, and how it works.

The City incorporated feedback into the Project where possible, and plans to continue to engage interested parties through the following:

- Presentations at local community group meetings
- Meetings with interested parties and stakeholders
- Mailings and email updates at key Project milestones
- Media updates via radio and print ads for Project events

The City will continue to solicit feedback on the Project through the engagement types outlined above and will meaningfully engage the community through a participation process that is inclusive, effective, and accessible to all. The City plans to continue to take community and stakeholder feedback into consideration as the Project advances. Summaries from agency and public meetings that have occurred to date are provided in Appendix O.

5.2 Tribal Consultation and Coordination

FHWA and WSDOT have conducted government-to-government consultation with Native American Tribes, and the City has coordinated with Tribes about the Project. Although there are no Tribal reservations present within the Project footprint, the area where the Project is taking place is of significant importance to local Tribes.

FHWA and WSDOT initiated Section 106 consultation with the Confederated Tribes of the Colville Reservation, the Confederated Bands and Tribes of the Yakama Nation, and the Sauk-Suiattle Indian Tribe and provided a first draft of the Area of Potential Effects (APE) for review on April 25, 2019. On May 20, 2019, the Sauk-Suiattle Tribe deferred to the Tribes and Bands of the Yakama Nation (the Tribes). WSDOT provided the Project's *Archaeological Study Plan* (Bundy 2019) to the Tribes and SHPO on May 2, 2019, and provided the results of preliminary field work in September 2019. WSDOT staff participated in an on-site tour attended by the Tribes (as well as the City and Chelan PUD) on March 2, 2020. WSDOT staff participated in a City-led conference call update on archaeological work on July 1, 2020. At that meeting, the *Revised Archaeological Study Plan* (Bundy and Punke 2020) was discussed. The final APE was provided to consulting parties on November 3, 2020. Tribes provided comments on September 8, 2021. WSDOT provided a revised Cultural Resources Technical Study to the Tribes on June 24, 2022. WSDOT met with the Tribes (and SHPO) on September 19, 2022, to discuss potential mitigation for adverse effects to historic properties. Mitigation will be implemented as detailed in the Section 106 agreement document.

The City has also coordinated with Native American Tribes during the Section 106 process. The City notified Native American Tribes of field work occurring the week of June 10, 2019, and a member of the Wenatchi P'squosa Advisory Committee visited archaeological field work underway on June 11, 2019. On November 18, 2019, the City met with the Confederated Tribes of the Colville Reservation and the Wenatchi P'squosa Advisory Committee to discuss the Project. A member of the Wenatchi P'squosa Advisory Committee also participated in a February 22, 2020 Project location tour with Congresswoman Kim Schrier, the City, and other agencies. The City led another site tour on February 24, 2020, with the Confederated Tribes of the Colville Reservation and the Wenatchi P'squosa Advisory Committee. The City notified Native American Tribes of archaeological work occurring the weeks of March 16, 2020, June 15, 2020, and October 19, 2020. The City participated in conference calls with Native American Tribes and other agencies to discuss a coordinated approach to cultural resources in the Wenatchee Flats area on December 10, 2020 and June 23, 2021.

5.3 Agency Outreach

The City has coordinated with numerous governmental agencies throughout the development of this EA. Because federal funds through FHWA are anticipated 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. To further support the Project's coordination with other local partners, the lead agencies have convened a Core Team, comprised of the lead agencies and Chelan PUD, CDTC, and Link Transit.

Cooperating agencies are those governmental agencies specifically requested by the lead agency to participate during the environmental evaluation process for the Project. Cooperating agencies for the Project include the Chelan PUD, CDTC, Link Transit, and the U.S. Army Corps of Engineers.

Federal, state, regional, and local governmental agencies and Tribes that have an interest in the Project have been invited to be participating agencies. Agencies that have accepted participating agency status include FEMA, FERC, NMFS, USFWS, Chelan County Fire District 1, Port of Chelan County, WDFW, and the Washington State Utilities and Transportation Commission.

Specific coordination that the City has completed with agencies includes the following:

- Working closely with NMFS and USFWS to complete a BA that analyzes effected to ESA-listed species. This included holding a pre-BA meeting
- Working with through the Section 106 process as described in Section 5.2
- Provided a Project overview presentation and solicited feedback from CDTC
- Provided a Project overview presentation and solicited feedback from the City of Wenatchee Bicycle Advisory Board
- Held regular coordination meetings including site visits with the Chelan PUD
- Provided tours of the Project area to local legislative representatives
- Provided a tour of the Project area to USDOT representatives
- Provided a tour of the Project area to WDFW representatives
- Held a series of outreach meetings with 12 agencies, tribes, and other stakeholder groups in coordination with the PUD.

Continued agency coordination and outreach will be a critical component of this Project as the environmental review process is completed; local, state, and federal permits are applied for; and the Project design moves forward.

6 Next Steps and Schedule

6.1 NEPA

After receiving and considering public comment on this EA, FHWA will determine whether the Project is likely to have significant impacts or not. If appropriate, FHWA will issue a FONSI. If FHWA determines a FONSI is not appropriate because significant environmental impacts are identified, an Environmental Impact Statement would be required for the Project.

6.2 FERC License Amendment

Because this Project involves lands and recreational facilities under Chelan PUD's FERC license for the Rock Island Hydroelectric Project, a license amendment from FERC will be necessary to: (1) change the Project Boundary for lands needed for the roadway alignment, as well as lands needed to

mitigate for the loss of these lands; and (2) amend the Recreation Plan to reflect changes to park lands and infrastructure. Additionally, a future FERC submittal will be required with respect to the in-water work for bridge and pier work that will occur in the Wenatchee River and within the FERC Project Boundary. This is a future filing with FERC once all regulatory permits have been acquired.

6.3 Funding

The City of Wenatchee has secured $92 million from USDOT for a portion of the Project from the INFRA grant program. Additional local and state funds will fully fund the remainder of the Project.

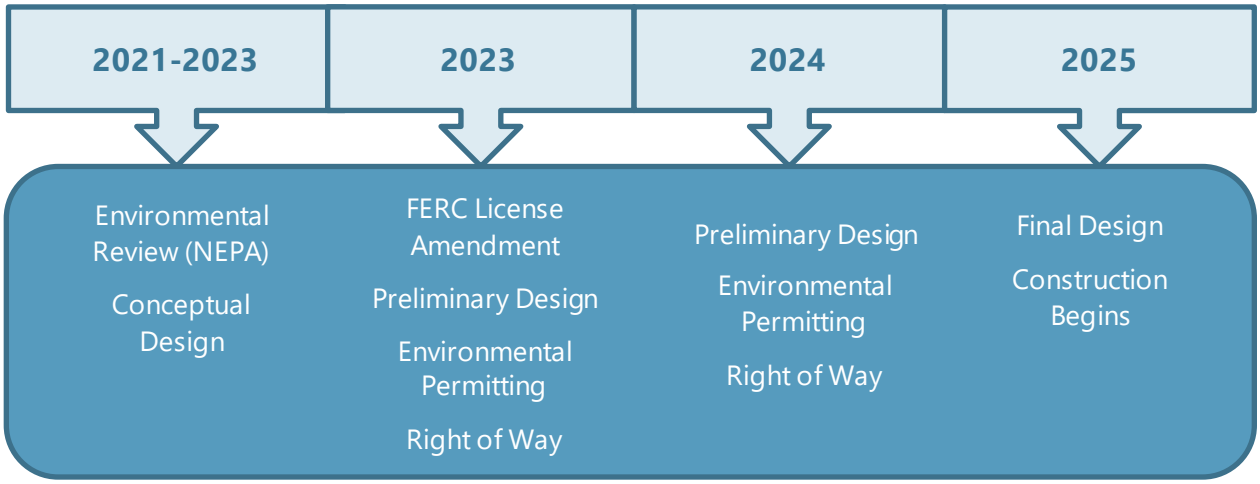
6.4 Design and Environmental Permitting

If FHWA issues a FONSI for the Project, Project development is anticipated to progress as indicated in Figure 18.

6.5 Stakeholder, Agency, and Public Outreach

The City will continue to update the stakeholders, agencies, and the community in general periodically as Project development continues. Outreach is anticipated to occur between 30% design and final design, and prior to the start of construction.

Figure 18
Project Timeline



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Appendix A
Confluence Parkway Transportation Discipline Report

Available under Technical Studies at the following link:
Confluence Parkway Environmental Assessment Updates | Wenatchee, WA (wenatcheewa.gov)

Appendix B
Consistency with Applicable Land Use Plans and Policies

Consistency with Applicable Land Use Plans and Policies

Plan	Applicable Goals or Policies	Project Consistency with Plan
Transportation 2040: The Regional Transportation Master Plan for Chelan and Douglas Counties (CDTC 2015)	Adding north-south capacity through Wenatchee is a plan goal.	The Project is identified as a Phase 2 project for implementation between 2028 and 2040.
Land Management Program for the Rock Island Hydroelectric Project (Chelan PUD 2013)	All land uses within the project boundary require coordination with the Chelan PUD.	Chelan PUD is a Project Core Team member and coordination with Chelan PUD is ongoing.
	Changes to Federal Energy Regulatory Commission (FERC) license for the Rock Island Hydroelectric Project require approval by FERC	Chelan PUD is anticipated to submit a license amendment application to FERC to: (1) change the FERC-licensed Project Boundary with respect to lands needed for the roadway alignment, as well as lands needed to mitigate for the loss of these lands; and (2) amend the Recreation Plan to reflect changes to park lands and infrastructure. Additionally, once all regulatory permits have been acquired, Chelan PUD is anticipated to file with FERC with respect to the in-water work for bridge and pier work that will occur in the Wenatchee River and within the FERC Project Boundary.
Planning to Blossom 2025: Wenatchee Urban Area Comprehensive Plan (2017 Update) and the included North Wenatchee Master Plan (City of Wenatchee 2017)	Enhance regional connectivity within the Wenatchee Valley and to major destinations beyond.	This is a primary component of the Project's Purpose and Need (see Environmental Assessment Section 1.2)
	Work with regional partners to ensure that regional infrastructure needs are addressed.	The Project's Core Team includes regional partners.
North Wenatchee Transportation Master Plan (City of Wenatchee 2011)	The primary goal of the plan is improving safety and traffic flow in a manner that supports economic growth in the SR 285/North Wenatchee Avenue corridor.	The Project is identified as a final recommendation.
Wenatchee Area Bicycle Master Plan (CDTC 2011)	Increase bicycle use by promoting bicycle safety.	The Project removes conflicts between recreational uses and vehicles along North Miller and Hawley Streets, and provides dedicated bicycle lanes along North Wenatchee Avenue.

Appendix C
Confluence Parkway SR285 Bypass Project
Noise Discipline Report

Available under Technical Studies at the following link:
Confluence Parkway Environmental Assessment Updates | Wenatchee, WA (wenatcheewa.gov)

Appendix D
Confluence Parkway Draft Individual Section 4(f) Evaluation

Available under Technical Studies at the following link:
Confluence Parkway Environmental Assessment Updates | Wenatchee, WA (wenatcheewa.gov)

Appendix E
Cultural Resources Technical Study

A redacted version is available upon request.

Appendix F
Social, Community and Environmental Justice Technical Study

Available under Technical Studies at the following link:
Confluence Parkway Environmental Assessment Updates | Wenatchee, WA (wenatcheewa.gov)

Appendix G
Visual Impact Analysis Technical Study

Available under Technical Studies at the following link:
Confluence Parkway Environmental Assessment Updates | Wenatchee, WA (wenatcheewa.gov)

Appendix H
Ecosystems Technical Study

Available under Technical Studies at the following link:
Confluence Parkway Environmental Assessment Updates | Wenatchee, WA (wenatcheewa.gov)

Appendix I
Preliminary Stormwater Report

Available under Technical Studies at the following link:
Confluence Parkway Environmental Assessment Updates | Wenatchee, WA (wenatcheewa.gov)

Appendix J
Water Resources Technical Study

Available under Technical Studies at the following link:
Confluence Parkway Environmental Assessment Updates | Wenatchee, WA (wenatcheewa.gov)

Appendix K
Hazardous Materials Technical Study

Available under Technical Studies at the following link:
Confluence Parkway Environmental Assessment Updates | Wenatchee, WA (wenatcheewa.gov)

Appendix L
Climate Resiliency Technical Study

Available under Technical Studies at the following link:
Confluence Parkway Environmental Assessment Updates | Wenatchee, WA (wenatcheewa.gov)

Appendix M
List of Reasonably Foreseeable Actions

Reasonably Foreseeable Future Actions

No active permits have been found in the City's permitting database for private development in the Project area.

Chelan PUD Service Center Trail, connects the planned Chelan County PUD Service Center to the Apple Capital Recreation Loop Trail within the Wenatchee Confluence State Park. This 0.45-mile trail is scheduled for construction in 2022. It will be open to the public for recreational purposes.

McKittrick Street/BNSF Grade Separation Project, includes the extension of McKittrick Street from North Wenatchee Avenue (SR 285) to the intersection of Miller Street and Hawley Street, with a new grade-separated railroad crossing; removal of the existing at-grade railroad crossing at Hawley Street; installation of a roundabout at the new intersection of McKittrick Street with Miller Street and Hawley Street; and construction of Columbia Avenue to provide business access to the new McKittrick Street extension. A NEPA Categorical Exclusion was approved by WSDOT and the project has secured Infrastructure for Rebuilding America (INFRA) funding.

North Wenatchee Avenue Improvements, includes intersections, access management, multimodal, intelligent transportation Systems and transit mobility elements.

North Wenatchee Avenue Stormwater Improvements, will redirect runoff to the Horan Natural Area via the 72-inch Hawley Street outfall from an approximate 240-acre drainage basin in north Wenatchee that had been previously directed to a Wenatchee River outfall. The next phase of the improvements is to add a water quality treatment vault upstream of the Hawley Street outfall in an easement south of the Holiday Inn Express; this phase is expected to be constructed in 2022 or 2023. Future improvements that are currently in the planning and design phase include replacing the ditch along Burlington North Santa Fe right-of-way with a pipe, adding water quality treatment prior to the Horan Natural Area, and stormwater improvements for Duncan Road.

Wenatchee Avenue Boulevard Gateway, includes a landscaped median, lighting, and other streetscape elements along North Wenatchee Avenue near its intersection with McKittrick Street. It would also include a new signalized intersection at McKittrick Street with improved access to adjacent parcels and provide a new multiuse path along McKittrick Street connecting adjacent neighborhoods to the waterfront and the Apple Capital Recreation Loop Trail. The project would extend the Apple Capital Recreation Loop Trail along the BNSF rail line and enhance the Apple Capital Recreation Loop trailhead.

Appendix N
Air Quality Technical Study

Available under Technical Studies at the following link:
Confluence Parkway Environmental Assessment Updates | Wenatchee, WA (wenatcheewa.gov)

Appendix O
Summaries from Agency and Public Meetings

Available at:
Confluence Parkway Project Events | Wenatchee, WA (wenatcheewa.gov)

Appendix P
List of Preparers

List of Preparers

Name/Affiliation	Contribution	Education/Certifications/Licenses	Years of Experience
Adam Hill, Anchor QEA	Water Resources	BS & MS, Civil Engineering Registered Professional Engineer Certified Water Right Examiner	15
Anne Carr, KPG Psomas	Utilities Preliminary Design	Registered Professional Engineer	15
Barbara Bundy, Anchor QEA	Cultural Resources Land Use	PhD, Archaeology	23
Calvin Douglas, Anchor QEA	Ecosystems Endangered Species Act	BS, Wildlife Biology BA, Political Science	25
Cresha Wee, Anchor QEA	Visual	Bachelor of Landscape Architecture MA, Environmental Design	4
Gary Owen, City of Wenatchee	Project Management	Registered Professional Engineer	30
Jacquie Ptacek, Anchor QEA	Social, Community and EJ Hazardous Materials Ecosystems EA Author	MS, Environmental Conservation BS, Biological Aspects of Conservation & Zoology WSDOT Junior BA Author	6
Jennifer Horwitz, Anchor QEA	Project Management Section 4(f) EA Author	MS, Economics BA, International Policy and Economics	23
John Davies, KPG	Transportation	Master of Urban Planning American Institute of Certified Planners (AICP) Professional Transportation Planner (PTP)	27
Laura Gloria, City of Wenatchee	Project Management Stakeholder Engagement	BS, Business Administration	8
Lena DeSantis, Anchor QEA	Air Quality Climate Resiliency	BA, Biology MS, Environmental Public Health	19
Marc Auten, Anchor QEA	Visual	BS, Environmental Science Professional Wetland Scientist	17
Michael Minor, Minor and Associates	Noise	BA, Physics BA, Mathematics	31
Nelson Davis, KPG Psomas	Project Management Transportation	Registered Professional Engineer	32
Rob Jammerman, City of Wenatchee	Project Management	BS, Construction Management	34

Name/Affiliation	Contribution	Education/Certifications/Licenses	Years of Experience
Sarah Montgomery, Anchor QEA	Ecosystems Endangered Species Act	M.M.A. Marine Affairs BS, Biology WSDOT Senior BA Author	8
William Ray Edralin, KPG Psomas	Stormwater Utilities	Registered Professional Engineer	19