

**CONFLUENCE PARKWAY**

**December 2022/January 2023 Environmental Assessment and Draft Individual Section 4(f) Evaluation Open House and Public Comment Period Outreach Summary**

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## Overview

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

The initial phase of public outreach to discuss anticipated environmental review process under the National Environmental Policy Act (NEPA) was conducted in April 2019. Subsequently, several additional community outreach events were held to continue to provide information and received project feedback including an open house March 2020, a virtual forum in June 2021, a presentation to the Chelan County PUD Commissioners in February 2022 and an open house and site walk in March 2022.

Since that time, the City's project team has been working with Federal Highway Administration (FHWA) and Washington State Department of Transportation (WSDOT) to finalize the NEPA Environmental Assessment and Draft Individual Section 4(f) Evaluation (Reports). The Reports were published and community outreach was conducted as follows:

- December 13, 2022 - The City's project team held an Open House for the public to learn about the release of the reports and ask any questions on the process, where to access the information, and how to provide public comment.
- December 13, 2022 - The Reports were published for public, agency and Tribal review, with comments accepted through January 31, 2023 (49 days).
- December 14, 2023 – The City published a legal notice advertising the availability of the Reports and date and time for the Public Hearing.
- January 12, 2023—Public hearing was held on January 12<sup>th</sup>, 2023.

## Outreach Summary

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Various materials were developed as part of the outreach effort. The following outlines the notifications, tools, and materials that were used throughout the outreach process.

### a. Notifications

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Flyer (Exhibit A): Flyers were prepared in dual language (English and Spanish).

- Open House – A flyer was distributed to advertise the December 13, 2022 Open House. The flyer was distributed to approximately 540 recipients via email to the City’s project listserv which includes the local media list and the Chelan PUD’s stakeholder contact list. The flyer was also posted on the project website and City’s Facebook.
- Public Comment – A flyer was distributed to advertise the open public comment period, how to find the documents and how to give public comment. The flyer was distributed to approximately 540 recipients via email to the City’s project listserv which includes the local media list and the Chelan PUD’s stakeholder contact list. The flyer was also posted on the project website and City’s Facebook.

Online/Social Media (Exhibit B):

- The flyers for the Open House and Public Comment were shared via the City of Wenatchee’s Facebook.
- A Facebook Event was created for the Open House.

Print (Exhibit C): The City published an official notice for the Public Hearing on December 14, 2022 in the Wenatchee World.

### b. Tools (Exhibit D)

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Project Website: A dedicated site on the City’s website was created in March 2019 and is updated periodically to reflect any current changes and information. The project page has been established as a method for distributing information and updating the public on the latest project details.

- The project page was updated to include details of the Open House, Public Comment Period and Public Hearing. The Project site includes the Reports as well as all of the past historical information such as technical reports, PowerPoint presentations, maps, and other project documents.

Open House PowerPoint Presentation: The presentation provides an outline of the items presented during the meeting and provides visuals and high-level bullet points for review.

- The PowerPoint was used to provide visuals and information at the Open House.
- The project page was updated after the Open House meeting to add the Open House PowerPoint Presentation and the recording of the video in Spanish and English.

Printed Reports: Free copies of the Reports along with an informational flyer and comment cards were placed at the following locations the week of December 12, 2022 through the end of the Public Comment Period:

- Wenatchee City Hall
- Wenatchee Public Library
- Wenatchee Valley Museum & Cultural Center

### c. Open House Information (Exhibit E)

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Date: December 13, 2022

Time: 5:15 p.m. – 7:00 p.m.

Location: Open House at Wenatchee City Hall, Council Chambers. Spanish language translation was made available with assisted listening audio devices.

**Attendees:** Approximately 15 community members attended the open house including staff from the NCW Audubon Society and the Chelan County PUD.

**Presenting Staff:**

- City of Wenatchee Mayor Frank Kuntz
- Laura Gloria, City of Wenatchee, Executive Services Director

**Key Topics Discussed:**

1. Recap NEPA development and outreach to date.
2. Reports are published and available, here is how you find them.
3. Discuss how to provide comments and stay involved.
4. The presentation closed with a request to use the identified venues for public comment.

**Key Feedback Received at Open House:**

- Staff received questions regarding the project timeline, clarifying question on the project alignment and where to find additional background information.

### d. Public Hearing and Public Comment (Exhibit F)

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Date: January 12, 2023

Time: 5:15 p.m.

Location: Open House at Wenatchee City Hall, Council Chambers and hybrid via Teams platform (audio and visual).

**Attendees:**

- Mayor and City Council
- City Project Staff, City Attorney, City Clerk
- Approximately 15 members of the public attended in person
- Two members of the public participated remotely
- William Witucki, Federal Highway Administration, participated remotely

**Presenting Staff:**

- Laura Gloria, City of Wenatchee, Executive Services Director

**Summary:** The City Council opened the public hearing after a brief introduction to the process by staff. Members of the public were invited to provide public comment on the Confluence Parkway Reports. A court transcriber was present to record the public comment for inclusion in the official record.

**Key Topics Discussed:**

- Introduction to the Project and NEPA comment period process.
- Public comment period from December 13, 2022 through January 31, 2023 via email at CPNepa@WenatcheeWA.gov; US Postal Service to Laura Gloria, PO Box 519, Wenatchee WA, 98801; at the January 12, 2023 public hearing via the court transcriber.

**Key Feedback Received at Public Hearing:**

- Impacts to the Horan Natural Area, wetlands and other sensitive resources, and appropriate mitigation
- Safety as it relates to the project providing a third point of access for emergencies
- Bicycle and pedestrian safety
- Requests from members of the Wenatchi Tribe for continued involvement in the project
- Traffic revisions and impacts to private property

**e. Other (Exhibit H)**

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**Additional Outreach:** City project staff presented to two local community groups.

- Dec 16, 2022 Wenatchee Valley Chamber Community Leadership Cohort Meeting: Participants in the Leadership Cohort learn about the Wenatchee Valley and key issues facing the region as they hear from community leaders and tour local facilities, approximately 20 attendees. City staff presented information on the status of the Project and information on how to provide public comment.
- January 10, 2023 Sunrise Rotary Presentation: Sunrise Rotary is a volunteer organization of business and professional leaders, approximately 25-30 attendees. City staff presented information on the status of the Project and information on how to provide public comment.

# EXHIBITS

Open House Flyer:

**MOVING FORWARD TOGETHER**

**DECEMBER 13**  
**5:15 - 7:00PM**  
**CITY HALL**  
**301 YAKIMA ST**

## CONFLUENCE PARKWAY OPEN HOUSE

**ENVIRONMENTAL REPORT**

THE COMMUNITY IS INVITED TO ATTEND THE OPEN HOUSE TO LEARN ABOUT THE REPORT AND PROVIDE COMMENT ON THE CONTENT OF THE ENIRONMENTAL REVIEW.

**THE ENVIRONMENTAL REVIEW PROVIDES INFORMATION ON:**

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

**MORE INFO:**  
[www.wenatcheewa.gov/confluenceparkway](http://www.wenatcheewa.gov/confluenceparkway)

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**AVANZANDO ADELANTE JUNTOS**

**DICIEMBRE 13**  
**5:15 - 7:00PM**  
**MUNICIPIO DE WENATCHEE**  
**301 CALLE YAKIMA**

## EVENTO ABIERTO AL PÚBLICO DEL CONFLUENCE PARKWAY

**REPORT SOBRE EL MEDIO AMBIENTE**

SE INVITA A LA COMUNIDAD A ATENDER EL EVENTO DE PUERTAS ABIERTAS PARA APRENDER Y HACER COMENTARIOS SOBRE EL CONTENIDO DE LA REVISIÓN DEL REPORTE SOBRE EL MEDIO AMBIENTE.

**EL REPORTE SOBRE EL MEDIO AMBIENTE DARÁ INFORMACIÓN SOBRE:**

JUSTICIA AMBIENTAL	RUIDOS	RECURSOS SOCIALES Y COMUNITARIOS
MATERIALES PELIGROSOS	ESTÉTICA VISUAL	PARQUES Y SITIOS DE RECREACIÓN
RESISTENCIA CLIMATICA	ECOSISTEMAS	RECURSOS HÍDRICOS
	RECURSOS CULTURALES	CALIDAD DEL AIRE
	AGUAS LLUVIAS	TRANSPORTACIÓN

**MAS INFORMACIÓN:**  
[www.wenatcheewa.gov/confluenceparkway](http://www.wenatcheewa.gov/confluenceparkway)

**Public Comment Period Flyer:**

**MOVING FORWARD TOGETHER**

**PUBLIC COMMENT PERIOD NOW OPEN**

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

THE COMMUNITY IS INVITED TO PROVIDE OFFICIAL COMMENTS REGARDING CONTENT IN THE CONFLUENCE PARKWAY ENVIRONMENTAL ASSESSMENT AND THE DRAFT INDIVIDUAL SECTION 4(F) EVALUATION. COMMENTS PROVIDED OUTSIDE OF THE PUBLIC HEARING MUST BE SUBMITTED, IN WRITING, TO:

EMAIL: [CPNEPA@WENATCHEEWA.GOV](mailto:CPNEPA@WENATCHEEWA.GOV)  
 MAIL: LAURA GLORIA, CITY OF WENATCHEE  
 PO BOX 519, WENATCHEE, WA 98807-0519

**THE ENVIRONMENTAL REVIEW INCLUDES:**

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

**PUBLIC HEARING**  
**JANUARY 12 ~ 5:15PM**  
**WENATCHEE CITY HALL**  
**301 YAKIMA STREET**

**MORE INFO:**  
[www.wenatcheewa.gov/confluenceparkway](http://www.wenatcheewa.gov/confluenceparkway)

**AVANZANDO JUNTOS**

**EL PERÍODO DE COMENTARIOS PÚBLICOS AHORA ESTÁ ABIERTO**

**COMENTARIOS ESCRITOS DEBEN SER ENTREGADOS ANTES DELAS 5P.M. DEL 31 DE ENERO**

SE INVITA A LA COMUNIDAD A PROPORCIONAR COMENTARIOS OFICIALES SOBRE EL CONTENIDO DE LA EVALUACIÓN AMBIENTAL DE CONFLUENCE PARKWAY Y LA EVALUACIÓN DE LA SECCIÓN 4F. LOS COMENTARIOS PROPORCIONADOS POR PERSONAS FUERA DE LA AUDIENCIA PÚBLICA DEBEN ENVIARSE, PRO ESCRITO, A CUALQUIERA DE LOS SIGUIENTES:

CORREO ELECTRÓNICO: [CPNEPA@WENATCHEEWA.GOV](mailto:CPNEPA@WENATCHEEWA.GOV)  
 CORREO: LAURA GLORIA, CITY OF WENATCHEE  
 PO BOX 519, WENATCHEE, WA 98807-0519

**EL REPORTE SOBRE EL MEDIO AMBIENTE DARÁ INFORMACIÓN SOBRE:**

Recursos Sociales Y Comunitarios	Parques Y Sitios de Recreación
Resistencia Climatica	Recursos Hídricos
Materiales Peligrosos	Calidad del Aire
Recursos Culturales	Transportación
Justicia Ambiental	Aguas Lluvias
	Ecosistemas
	Estética Visual
	Ruidos

**AUDIENCIA PÚBLICA**  
**12 DE ENERO ~ 5:15 P.M.**  
**AYUNTAMIENTO DE WENATCHEE**  
**CALLE YAKIMA 301**

**MAS INFORMACIÓN**  
[www.wenatcheewa.gov/confluenceparkway](http://www.wenatcheewa.gov/confluenceparkway)



Facebook Posting for Open House:

**City of Wenatchee Government** created an event.  
December 2, 2022 · 🌐

**TOGETHER**

**DECEMBER 13  
5:15 - 7:00PM  
CITY HALL  
301 YAKIMA ST**

# CONFLUENCE PARKWAY OPEN HOUSE

**ENVIRONMENTAL REPORT**

THE COMMUNITY IS INVITED TO ATTEND THE OPEN HOUSE TO LEARN ABOUT THE REPORT AND PROVIDE COMMENT ON

**THE ENVIRONMENTAL REVIEW PROVIDES INFORMATION ON:**

AIR QUALITY	TRANSPORTATION	STORMWATER
NOISE	COMMUNITY & SOCIAL RESOURCES	PARKS & RECREATION
VISUAL		

TUE, DEC 13, 2022

## Confluence Parkway Open House

301 Yakima St, Wenatchee, WA 98801-2906, United States  
1 Went · 14 Interested

**Facebook Posting for Public Comment Period:**



**City of Wenatchee Government**

Published by Laura Gloria · December 15, 2022 ·



The Confluence Parkway Project Environmental Assessment and Draft Individual Section 4(f) Evaluation are now available for the public to review on the city's website:

[www.wenatcheewa.gov/confluenceparkway](http://www.wenatcheewa.gov/confluenceparkway)

A copy of these documents 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 Wenatchee City Hall, Wenatchee Valley Museum & Cultural Center or the Wenatchee Public Library.

A public hearing has been scheduled before the Wenatchee City Council, for Thursday, January 12, 2023, at 5:15 p.m. or as soon thereafter as the matter may be heard at the Wenatchee City Hall Council Chambers, 301 Yakima Street, Wenatchee, Washington.

The public comment period has begun and will close on January 31, 2023 at 5:00 p.m. Pacific Standard Time. Public comments should be submitted to:

Mail:

City of Wenatchee

Attn: Laura Gloria

P.O. Box 519

Wenatchee WA 98807-0519

Email: [cpnepa@wenatcheewa.gov](mailto:cpnepa@wenatcheewa.gov)

**ENVIANDO HACIA ADELANTE**

**EL PERIODO DE COMENTARIOS PÚBLICOS AHORA ESTÁ ABIERTO**

**COMENTARIOS DEBEN SER ENTREGADOS DELAS 5P.M. DEL 31 DE ENERO**

**EL REPORTE SOBRE EL MEDIO AMBIENTE DARÁ INFORMACIÓN SOBRE:**

- Recursos Sociales Y Comunitarios
- Parques Y Sitios
- Resistencia Climática
- Recursos Hídricos
- Materiales Peligrosos
- Calidad del Aire
- Recursos Culturales
- Transportación
- Justicia Ambiental
- Aguas Lluvias

**AUDIENCIA PÚBLICA**

**12 DE ENERO ~ 5:15 P.M.**

**AYUNTAMIENTO DE WENATCHEE**

**CALLE YAKIMA 301**

WENATCHEE WORLD  
PO BOX 1511  
WENATCHEE WA 98807-1511  
(509) 663-5161

ORDER CONFIRMATION (CONTINUED)

Salesperson: LEGAL

Printed at 01/12/23 10:24 by ctugw-wc

-----  
Acct #: 545968

Ad #: 587249

Status: Expired

**City of Wenatchee  
Notice of Public Comment Period and Public Hearing  
Re: Confluence Parkway Environmental Assessment  
and Draft Individual Section 4(f) Evaluation**

The Confluence Parkway Project Environmental Assessment and Draft Individual Section 4(f) Evaluation is now available for the public to review. A copy of this document may be purchased for \$40.00, which does not exceed the cost of reproduction. Digital copies are available on the city's website at [www.wenatcheewa.gov/confluenceparkway](http://www.wenatcheewa.gov/confluenceparkway) or by contacting [cpnepa@wenatcheewa.gov](mailto:cpnepa@wenatcheewa.gov).

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 & Cultural Center 127 South Mission Street Wenatchee, WA
---	--

Wenatchee Public Library  
310 Douglas Street  
Wenatchee, WA

A public hearing has been scheduled before the Wenatchee City Council, for Thursday, January 12, 2023, at 5:15 p.m. or as soon thereafter as the matter may be heard. The public hearing will be held at the Wenatchee City Hall Council Chambers, 301 Yakima Street, Wenatchee, Washington.

The public comment period has begun and will close on January 31, 2023 at 5:00 p.m. Pacific Standard Time. Public comments should be submitted to:

City of Wenatchee  
Attn: Laura Gloria  
P.O. Box 519  
Wenatchee WA 98807-0519  
Email: [cpnepa@wenatcheewa.gov](mailto:cpnepa@wenatcheewa.gov)

WENATCHEE WORLD  
PO BOX 1511  
WENATCHEE WA 98807-1511  
(509)663-5161

ORDER CONFIRMATION

Salesperson: LEGAL

Printed at 01/12/23 10:24 by ctugw-wc

Acct #: 545968

Ad #: 587249

Status: Expired

CITY OF WENATCHEE  
P.O. BOX 519  
ATTN: ACCOUNTS PAYABLE  
WENATCHEE WA 98807

Start: 12/14/2022 Stop: 12/14/2022  
Times Ord: 1 Times Run: 1  
WSTD 2.00 X 3.77 Words: 203  
Total WSTD 7.54  
Class: W8500 LEGAL ADVERTISING  
Rate: LEGAL Cost: 143.41  
# Affidavits: 1

Contact:

Phone: (509)888-6202  
Fax#: (509)888-6201  
Email: accountspayable@wenatcheewa.  
Agency:

Ad Descrpt: CITY OF WENATCHEE NOTICE  
Given by: \*  
P.O. #:  
Created: ctugw 12/12/22 11:05  
Last Changed: ctugw 12/12/22 11:22

PUB ZONE EDT TP RUN DATES  
WW A 3 S 12/14  
WVO A 3 S 12/14

AUTHORIZATION

Under this agreement rates are subject to change with 30 days notice. In the event of a cancellation before schedule completion, I understand that the rate charged will be based upon the rate for the number of insertions used.

\_\_\_\_\_  
Name (print or type)

\_\_\_\_\_  
Name (signature)

(CONTINUED ON NEXT PAGE)

Project Website:

The screenshot shows the City of Wenatchee website with a navigation bar at the top containing links for Home, Maps, eNotifications, Contact Us, and Weather. The main header features the City of Wenatchee logo and the slogan "Apple Capital of the World". Below the header is a secondary navigation bar with links for Get Involved, Services, Government, Visitor Info, and How Do I... A search icon is also present.

The main content area is titled "CONFLUENCE PARKWAY IN WENATCHEE". It includes a "Get Involved" dropdown menu, font size controls, and social sharing options. A "Latest News" section highlights "Public Comment Period Now Open on the below documents:" with links to "Environmental Assessment" and "Individual Section 4(f) Evaluation".

Two informational graphics are displayed. The top one is in English and features a map of the Confluence Parkway area. It states: "MOVING FORWARD TOGETHER", "PUBLIC COMMENT PERIOD NOW OPEN", and "WRITTEN COMMENTS DUE BY 5PM (PST) ON JANUARY 31". It lists the environmental review topics: Community & Social Resources, Environmental Justice, Hazardous Materials, Cultural Resources, Parks & Recreation, Climate Resilience, Water Resources, Transportation, Stormwater, Ecosystems, Air Quality, Visual, and Noise. A public hearing is scheduled for January 12 from 5:15 PM at Wenatchee City Hall, 301 Yakima Street.

The bottom graphic is a Spanish translation of the same information, titled "AVANZANDO JUNTOS" and "EL PERIODO DE COMENTARIOS PÚBLICOS AHORA ESTÁ ABIERTO". It states that written comments must be submitted by 5 P.M. on January 31 and lists the same environmental review topics. The public hearing is also mentioned in Spanish.

A sidebar on the left contains a menu with categories like "Boards and Commissions", "City Calendar", "Recreation Programs & Events", "Neighborhood Programs & Resources", "Sign Up for eNotifications", "Valley Brownfields Project", "Our Valley Our Future", and "Confluence Parkway in Wenatchee". Under "Confluence Parkway in Wenatchee", there are links for "Confluence Parkway Environmental Assessment Updates", "Confluence Parkway Project Events", and "In the News". At the bottom of the sidebar is a link for "North Wenatchee Tax Increment Financing Area".

**Project Website Update to add Open House Materials:**

**Past Public Outreach Events:**

**December 13, 2022:**

Confluence Parkway Open House -

[Presentation PowerPoint](#)

[Staff Presentation Video](#)

[Staff Presentation Video \(Spanish\)](#)

**March 30, 2022:**

[Chelan County PUD Open House](#) - Horan Area/Confluence Parkway

Confluence Technology Center

[PUD Survey Results](#)

**March 19, 2022:**

[Let's Loop Together Tour](#)

With the City of Wenatchee's Executive Service Director, Laura Merrill

[Confluence Parkway Loop Trail Alignment](#)

[Conceptual Video of Loop Trail Improvements](#)

[Outreach Summary](#)

**February 7, 2022:**

Presentation to Chelan PUD Board of Commissioners

[Meeting Audio 02-07-2022](#)

[Presentation](#)



# Confluence Parkway Open House

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WENATCHEE CITY HALL

DECEMBER 13, 2022

## Welcome!

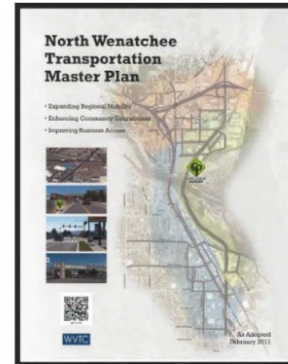
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- ❖ History of the Confluence Parkway project
- ❖ Review of assessment process to date
- ❖ **Invitation to review and comment on:**
  - ❖ Environmental Assessment
  - ❖ Draft Individual Section 4(f) Evaluation

# History

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

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



3

# Project Purpose & Need

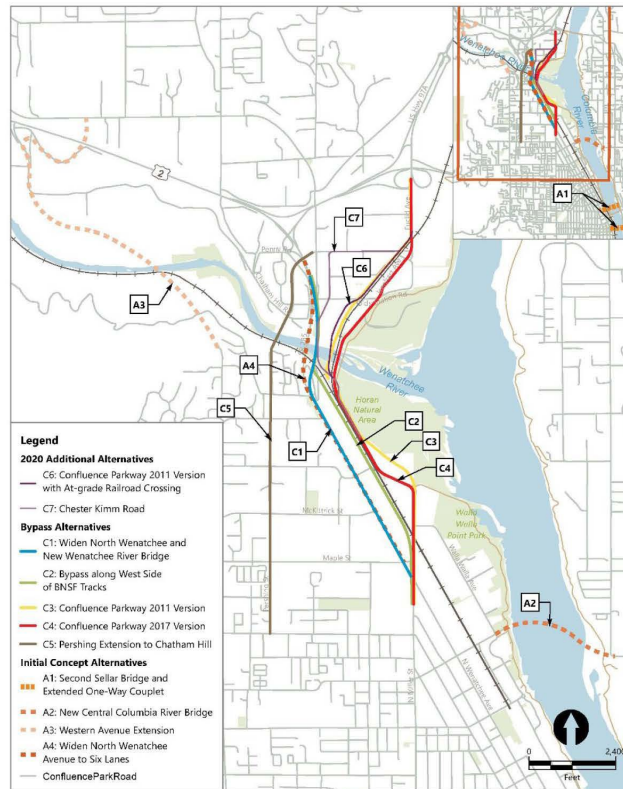
- Congestion relief and capacity for future demand
- Improve connectivity for all modes along and crossing SR 285
- Provide 3<sup>rd</sup> access/evacuation route
- Improve transit operations and pedestrian access to transit
- Support North Wenatchee business district
- Improve bicycle and pedestrian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

4

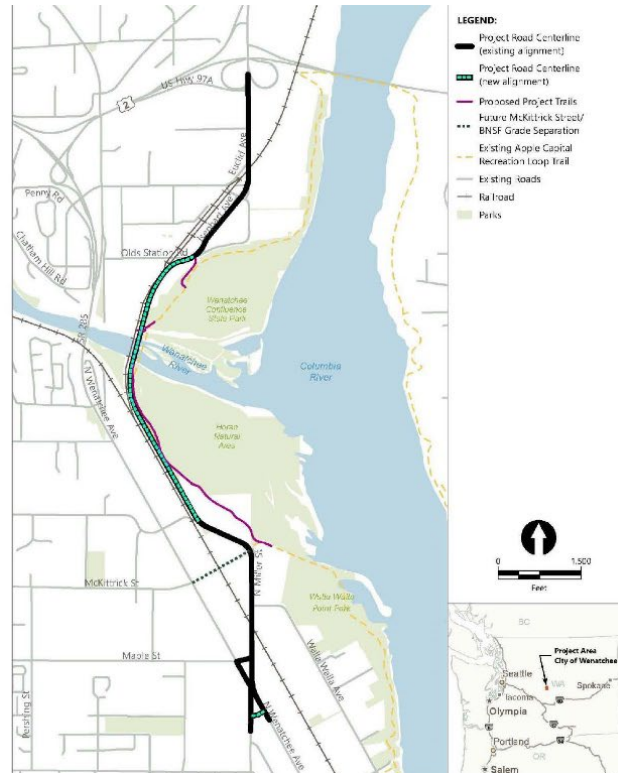


# Alternatives Considered

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



# Confluence Parkway Version C4

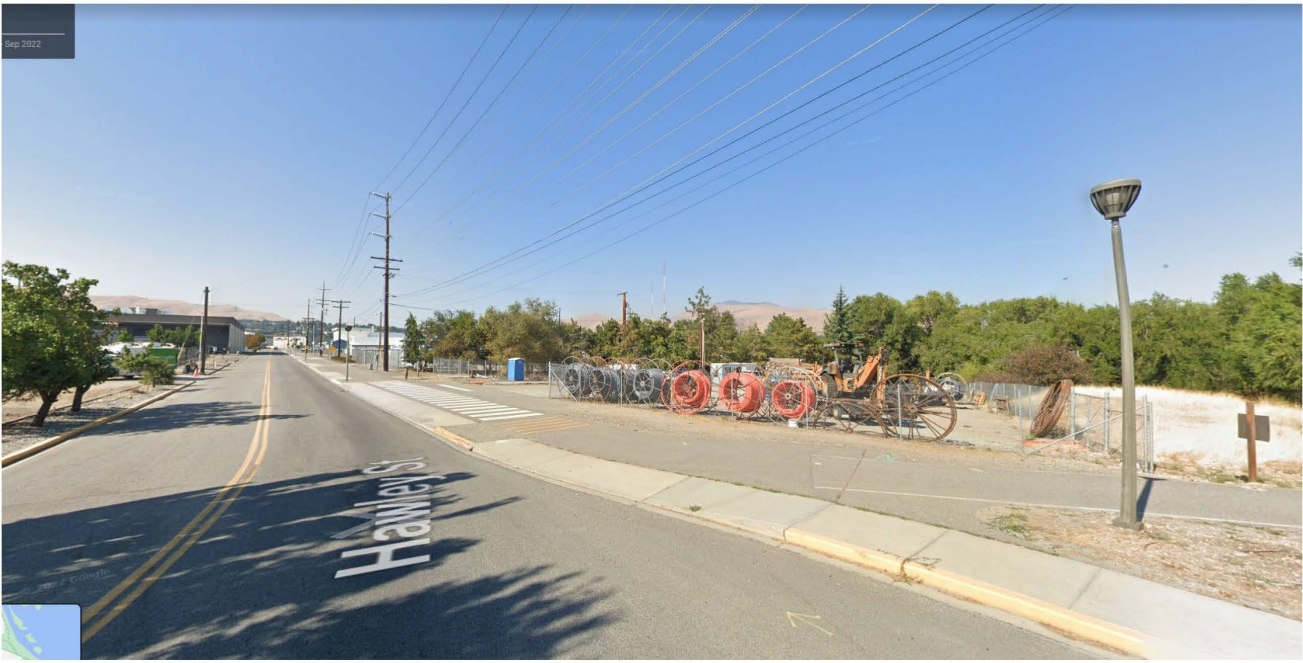




7

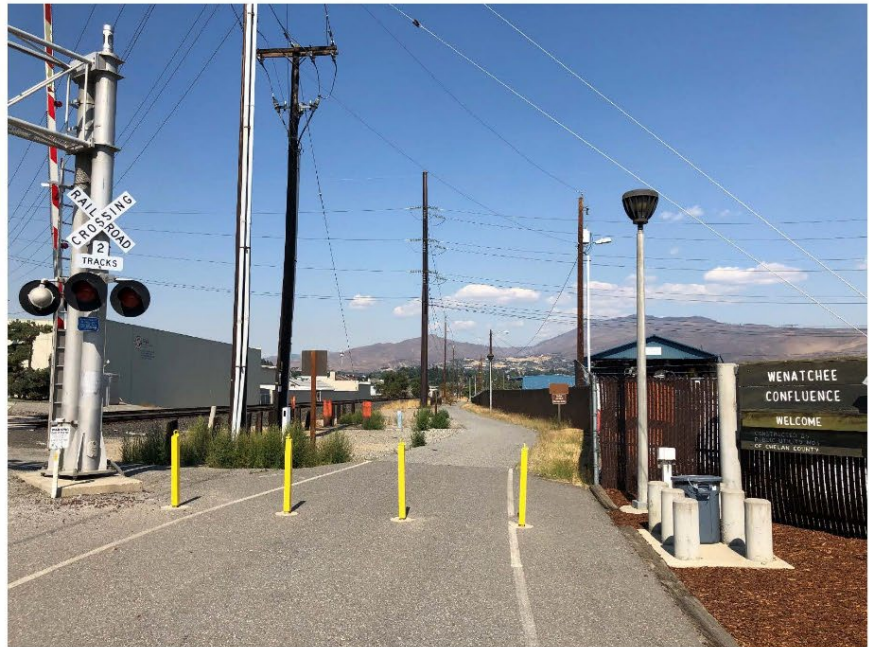


8



# Confluence Parkway

Construction of New Roadway



# Confluence Parkway

Construction of New Roadway



11

# Confluence Parkway



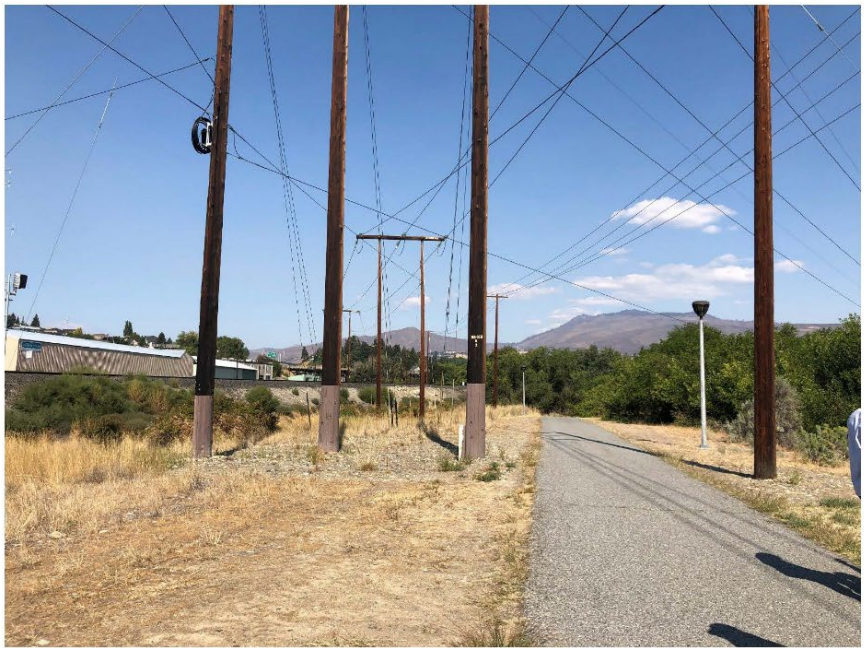
12

Confluence Parkway



13

Confluence Parkway



14

# Confluence Parkway



15

# Confluence Parkway

Construction of New Roadway  
Conceptual Video



16

# National Environmental Policy Act (NEPA)

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

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

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

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

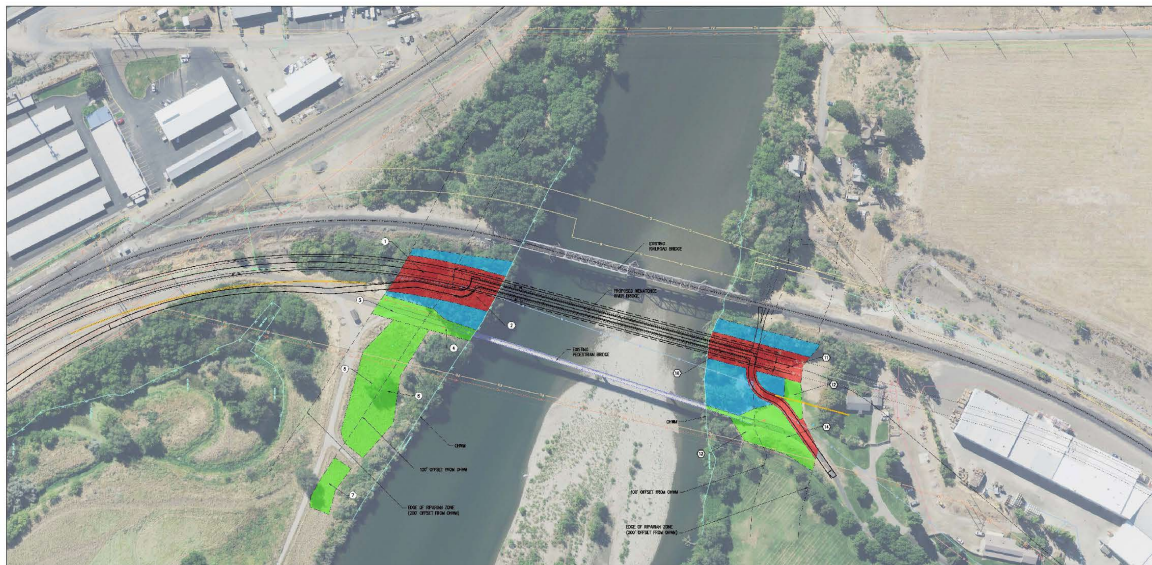
17

# Endangered Species Act

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

18



DRAFT

REPAIR ZONE POTENTIAL IMPACT AREAS	
AREA NO.	POTENTIAL IMPACT
1	CL
2	CL
3	CL
4	CL
5	CL
6	CL
7	CL
8	CL
9	CL
10	CL
11	CL
12	CL
13	CL
14	CL
15	CL
16	CL
17	CL
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90	CL
91	CL
92	CL
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94	CL
95	CL
96	CL
97	CL
98	CL
99	CL
100	CL

REPAIR ZONE POTENTIAL MITIGATION AREAS	
AREA NO.	POTENTIAL MITIGATION
1	CL
2	CL
3	CL
4	CL
5	CL
6	CL
7	CL
8	CL
9	CL
10	CL
11	CL
12	CL
13	CL
14	CL
15	CL
16	CL
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LEGEND  
 ■ REPAIR ZONE POTENTIAL IMPACT AREA  
 ■ REPAIR ZONE POTENTIAL MITIGATION AREA  
 ■ REPAIR ZONE POTENTIAL MITIGATION AREA

# National Historic Preservation Act Section 106

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

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

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



# Section 4(f) Requirements

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

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

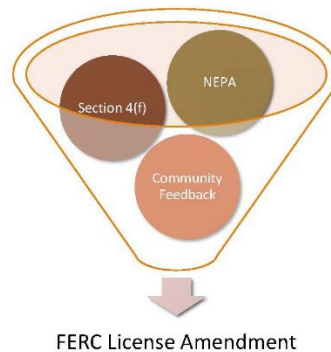
- Confluence State Park
- Horan Natural Area
- Apple Capital Loop Recreation Trail

21

# Chelan PUD's Role

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

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

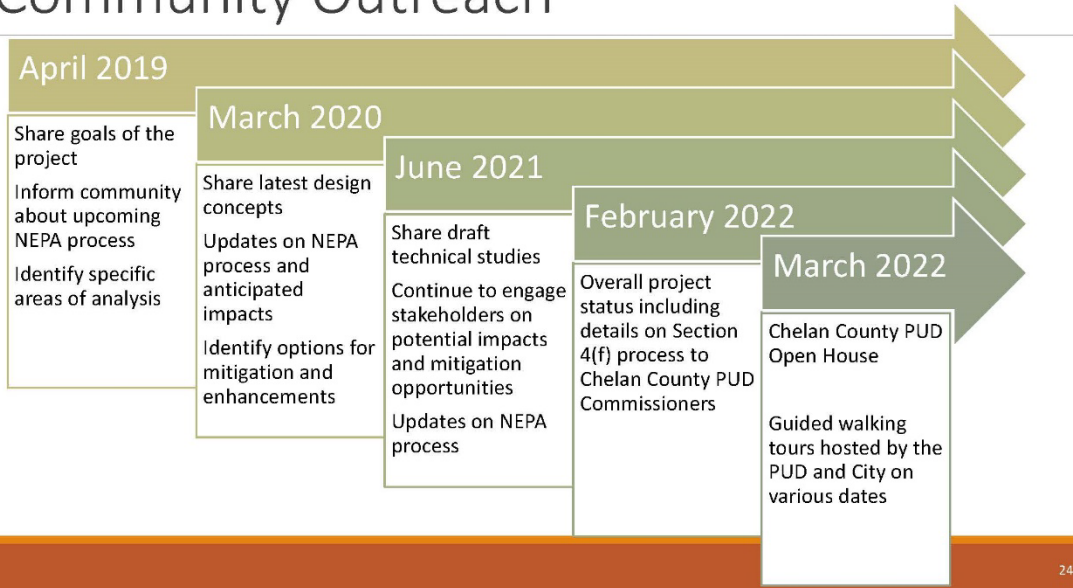


22

# Agency Review & Coordination



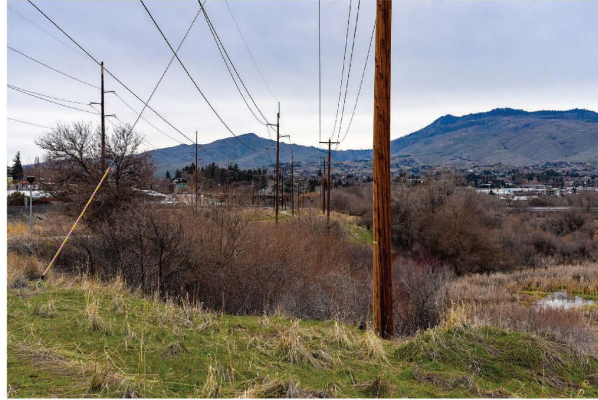
# Community Outreach



# Ecosystems

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

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



## Study Areas

Air Quality

Climate Resiliency

Community and Social Resources & Environmental Justice

Cultural Resources

Ecosystems

Hazardous Materials

Noise

Transportation

Stormwater

Visual

Parks and Recreation

Water Resources

**MOVING FORWARD TOGETHER**

**PUBLIC COMMENT PERIOD NOW OPEN**

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

THE COMMUNITY IS INVITED TO PROVIDE OFFICIAL COMMENTS REGARDING CONTENT IN THE CONFLUENCE PARKWAY ENVIRONMENTAL ASSESSMENT AND THE DRAFT INDIVIDUAL SECTION 4(F) EVALUATION. COMMENTS PROVIDED OUTSIDE OF THE **PUBLIC HEARING** MUST BE SUBMITTED, IN WRITING, TO:

EMAIL: [CPNEPA@WENATCHEEWA.GOV](mailto:CPNEPA@WENATCHEEWA.GOV)  
 MAIL: LAURA GLORIA, CITY OF WENATCHEE  
 PO BOX 519, WENATCHEE, WA 98807-0519

**THE ENVIRONMENTAL REVIEW INCLUDES:**

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

**PUBLIC HEARING**  
**JANUARY 12 ~ 5:15PM**  
**WENATCHEE CITY HALL**  
**301 YAKIMA STREET**

**MORE INFO:**  
[www.wenatcheewa.gov/confluenceparkway](http://www.wenatcheewa.gov/confluenceparkway)

## Where can I access the information?

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

# How do I provide comment?

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

OR

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

29

# Thank you!

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FOR MORE INFORMATION ON CONFLUENCE PARKWAY:

WEBSITE: [CONFLUENCE PARKWAY](#)

EMAIL: [CPNEPA@WENATCHEEWA.GOV](mailto:CPNEPA@WENATCHEEWA.GOV)

Video Recording of Open House Presentation:



Wenatchee TV

@WenatcheeTV

159 subscribers

HOME

VIDEOS

LIVE

PLAYLISTS

COMMUNITY

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DRAFT

32:56

(Spanish) Confluence Parkway Open House - 12/13/2022

15 views • 3 weeks ago



DRAFT

26:13

Confluence Parkway Open House - 12/12/2022

76 views • 1 month ago

**Printed Reports Locations:**

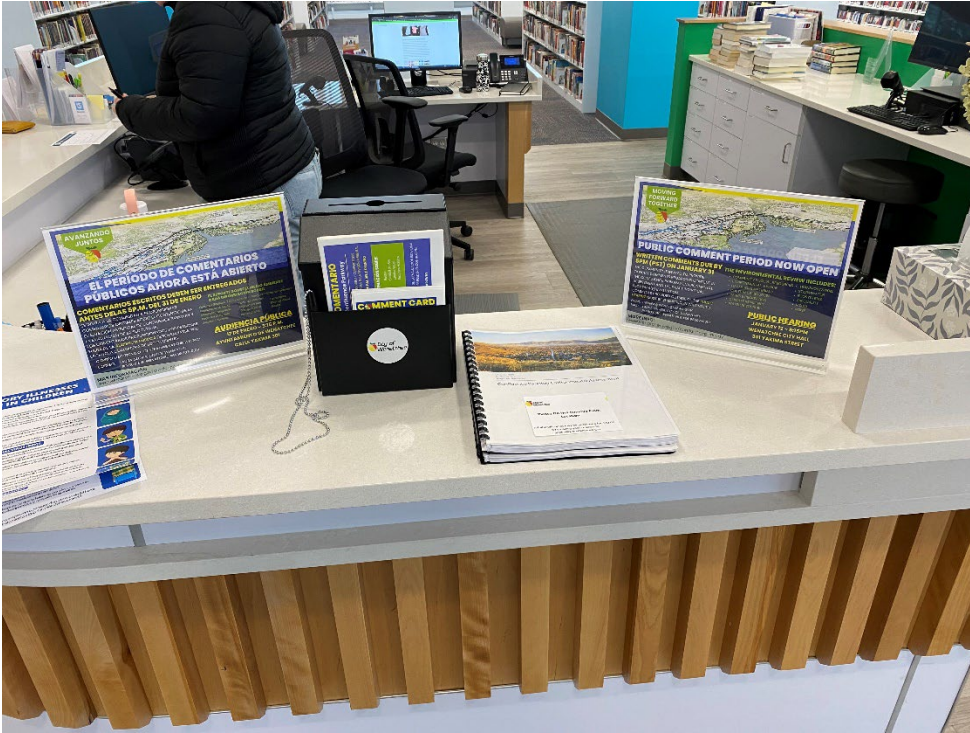


Figure 1: NCW Wenatchee Library



Figure 2: Wenatchee City Hall



Figure 3: Wenatchee Valley Museum & Cultural Center



## Exhibit E. Open House

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### Open House Sign-In Sheets

Confluence Parkway Open House Sign-In Sheet

December 13, 2022 5:15 PM

Wenatchee City Hall

PRINT NAME	EMAIL
Justin Anderson	justin.anderson@jcinc.com
Susan Ballinger	skylinebal@gmail.com
Charles Hickenbottom	hickenbottom.c@flymail.net
JEFF OSBORN	jeff.osborn@chelanpub.org
Joe Howard	josephh@kpg.com
Mark Kulaas	
Paul Schmidt	psch451803@qd.com
Justin Erickson	justin.erickson@chelanpub.org
Robin Huffaker	radahuffe@gmail.com
Ayanna Ramirez	ramirezayanna018@gmail.com
Ana Martinez	ana.martinez@wenatcheeCafe.com

Confluence Parkway Open House Sign-In Sheet

December 13, 2022 5:15 PM

Wenatchee City Hall

PRINT NAME	EMAIL
Alma Chacon	
Colin Ryan	
Miguel Castro	

Public Hearing Transcript

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**PUBLIC COMMENTS**

**RE:**

**CONFLUENCE PARKWAY PROJECT ENVIRONMENTAL ASSESSMENT**

**AND**

**DRAFT INDIVIDUAL SECTION 4(f) EVALUATION**

-----  
DATE: JANUARY 12, 2023  
TIME: 5:15 P.M.  
LOCATION: WENATCHEE CITY HALL  
COUNCIL CHAMBERS  
301 YAKIMA STREET, 2ND FLOOR  
WENATCHEE, WA 98801

PRESENT: MAYOR FRANK KUNTZ  
COUNCIL MEMBERS:  
LINDA HERALD  
JOSE CUEVAS  
MIKE POIRIER  
TOP ROJANASTHIEN  
TRAVIS HORNBY  
MARK KULAAS  
KEITH HUFFAKER (Appearing Remotely)

EXECUTIVE SERVICES DIRECTOR:  
LAURA GLORIA

PUBLIC SIGN-IN LIST:  
EMILIE FOGLE NATALIE WILLIAMS  
JUSTIN ERICKSON RANDY LEWIS  
LISA FOSTER MARY BIG BULL-LEWIS  
BART CLENNON BILL MICKELSON  
DONNA MICKELSON JIMMY HOLMAN  
LISA EARHART PAUL SCHMIDT

ADDITIONAL COMMENTS BY:  
RYAN LEFLER SUSAN BALLINGER

COURT R.PORTER: CHARLENE M. BECK, RPR, CCR # 2543

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JANUARY 12, 2023  
5:24 P.M.

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MAYOR KUNTZ: All right. We have two public hearing items tonight. The first is regarding Confluence Parkway Project Environmental Assessment and Draft Individual 4(f) Evaluation.

So what we'll have for this public hearing will be slightly different in that we will hear from staff. I think Laura's gonna do a small presentation. We will then hear from the community. There will be no action required by the Council tonight. This is just nothing but a public hearing to take public comment, which is why we have our reporter with us today.

So I'll turn it over to Laura, our Executive Services Director. She'll give a brief presentation, and then we'll hear from the community.

MS. GLORIA: This is actually kind of short today. I'm wearing my heels.

Good evening, Council.

MAYOR KUNTZ: It's not very often you actually have to lift one up.

MS. GLORIA: No. This is very odd, yeah. Again, I have my cheaters on.

Good evening, Council. Again, the item tonight

1 is the public hearing for the Confluence Parkway  
2 Project Environmental Assessment and Draft Individual  
3 Section 4(f) Evaluation. So those are two separate  
4 reports. The Environmental Assessment is sort of the  
5 overall broad scope of all of the different  
6 disciplines and impacts having looked at. Section  
7 4(f) is more specific to parks and recreation,  
8 amenities, as well as historic sites.

9 So the City released the reports on December 13th  
10 of last month. We had also opened up the public  
11 comment period at that point in time, and that public  
12 comment period is still available through the end of  
13 this month. Generally we're supposed to do a 45-day  
14 period, but we extended it a bit more since this is  
15 such a massive project to give the public some more  
16 opportunities to participate.

17 Today the hearing is another opportunity for  
18 the public to do so and to come in front of the  
19 Council and, as you mentioned, Mayor, to have the  
20 court transcriber take all of their comments into  
21 the official project record. We will take that  
22 project record along with any e-mails that we receive,  
23 any online submittals that we receive, compile it into  
24 a spreadsheet, I guess you would -- should -- should  
25 (sic).

1           And then we will also formulate some responses.  
2           Those responses and those comments will then go to the  
3           Federal Highway Administration to review as they're  
4           considering what their next determination will be. So  
5           that's kind of where we are in the step today.

6           We also published a notice on December 15th  
7           through The Wenatchee World publishing the reports as  
8           well as advertising the hearing for today. And that's  
9           kind of it in terms of the process.

10          We do have some folks who are online, so we've  
11          asked them to raise their digital hand, and then Tammy  
12          can call on them, and that way if there's anyone  
13          online that wants to speak we can also take their  
14          comments.

15          With that, I'm happy to answer any questions  
16          before you open the public comment.

17                 MAYOR KUNTZ: Any questions for Laura before  
18          we open?

19          I'm seeing none. So why don't we go ahead and  
20          start with our local audience here.

21          And then, Tammy, every so often you'll yell at me  
22          if you have someone online that would like to  
23          participate.

24          So we're just ~~gonna~~ sort of open it up. If you  
25          feel like you want to comment, either raise your hand

1 or come on up, and we'll get as many -- get you all an  
2 opportunity to -- ~~to~~ voice your opinion on the  
3 environmental work and other issues with Confluence  
4 Parkway.

5 Yes, ma'am? Make sure you get your name and  
6 address for the record so the court reporter will  
7 know.

8 MS. FOGLE: My name is Emilie Fogle. I'm at  
9 3007 First Street Southeast, East Wenatchee.

10 I am a frequent user of the Apple Loop Trail, so  
11 I was quite interested in this. I have just two short  
12 comments. One, I really -- I think I prefer the C1.  
13 I don't know if that's the -- one of the projects that  
14 pulls it away more from the Horan --

15 MAYOR KUNTZ: Uh-huh.

16 MS. FOGLE: -- Natural Area.

17 But my other comment is a question on the  
18 pedestrian location of that bridge being underneath  
19 the bridge partially. If any of you have walked the  
20 ~~Odabashian~~ Bridge -- I don't do it anymore. It's --  
21 it's a nightmare as a pedestrian to walk there. And I  
22 question the same effect -- though we're below, but I  
23 -- I question the same effect to pedestrians going  
24 that length either between the noise and debris, such  
25 -- I'm just questioning where -- the location of that



1 pedestrian section.

2 Thank you.

3 MAYOR KUNTZ: Thank you, Emilie. And I know  
4 it's -- I know it's ~~gonna~~ be attached to that bridge  
5 in some degree. I don't know that we know for sure  
6 whether it's cantilever to the side or underneath.  
7 But I know the noise folks have studied all of the  
8 noise with relation to the positioning of where the --  
9 the cantilever walkway is. So I -- I think that noise  
10 stuff is all part of the environmental work.

11 MS. GLORIA: Yeah. And I forgot to mention  
12 that once we take all the comments and responses,  
13 those responses will be generated to the public as  
14 well. And so as we're taking comment, if we don't  
15 have an answer today or if we don't have necessarily a  
16 response today, we will be providing that. We're kind  
17 of just waiting to get all of it together.

18 MAYOR KUNTZ: Absolutely. Thank you.

19 MS. GLORIA: To address your comment.

20 MAYOR KUNTZ: Thank you, Emilie.

21 Who is next?

22 Yes, ma'am?

23 MS. WILLIAMS: My name is Natalie Williams.  
24 I'm at 2727 Southeast Falcon View Drive, East  
25 Wenatchee.

1 I'm a frequent user of the trail, but I'm  
2 especially sensitive to carbon monoxide, so I turn  
3 around at the north end before I cross the bridge.  
4 Now, with this proposal, I will have to turn around  
5 sooner. And I just -- I just question the design of  
6 destroying a bike and pedestrian path that is  
7 completely safe and away from traffic and putting it  
8 right with the traffic. It just seems like a -- a bad  
9 design. And I would like to express my -- I'd like to  
10 second the concern about the debris and the -- and the  
11 safety and add to that the carbon monoxide exposure.

12 Thank you.

13 MAYOR KUNTZ: Thank you.

14 Who's next?

15 Yes, sir, very back row.

16 MR. LEFLER: Hi. I'm Ryan Lefler. I live  
17 at 708 Kittitas Street.

18 And I am here to request that the Council and the  
19 project proponents consider alternatives which do not  
20 impact the Horan Natural Area.

21 I'm looking at the 4(f) evaluation, and it does  
22 say that there will be mitigation at one-to-one with  
23 better -- or with equal or better land value. And I  
24 question how that will be done. I do see the map. I  
25 also see that that will involve demolition of

1 structures. And I don't see how that can be restored  
2 to better -- to equal or better value with any degree  
3 of certainty. You're talking about topsoil removal.  
4 You're talking about noxious weed considerations,  
5 which I didn't see meaningfully considered.

6 And so for that reason, I would like to also  
7 suggest that the project proponents pursue an  
8 environmental impact statement as the environmental  
9 assessment does document significant environmental  
10 impacts.

11 For that reason, just because Horan is such an  
12 important public resource and it's already had pieces  
13 taken off of it for various other reasons, maintaining  
14 it as a public resource is part of the PUD's  
15 obligations under their license, and I don't see how  
16 this is necessarily consistent with that.

17 So those are my comments.

18 MAYOR KUNTZ: Thank you, Ryan. And just a  
19 quick comment from me. You're aware there's quite a  
20 bit of private property in the Horan Natural Area  
21 already? There -- you may not know it, but look at  
22 the maps. There's parcels inside what we -- you and  
23 I would consider inside the Horan Natural Area that  
24 are owned by private citizens that have the right to  
25 develop. And so as we look at trying to do this

1 one-for-one we are also looking at private property  
2 owners who have a right to develop a hotel, apartment  
3 complexes, in what you and I would consider the Horan  
4 Natural Area in terms of what it looks like. So  
5 that's sort of why we're juggling this idea of if we  
6 could figure out how to acquire those properties, does  
7 that leave us better off.

8 MR. LEFLER: Okay. Are those mentioned in  
9 the 4(f) assessment? Because what I had seen was  
10 stuff that was already owned by the PUD --

11 MAYOR KUNTZ: Yeah.

12 MR. LEFLER: -- and had existing --

13 MAYOR KUNTZ: Get on -- get on your little  
14 -- get on your little map and you can -- or the County  
15 GIS site and you can go: Oh, okay, here's...

16 I know four properties that are privately owned  
17 in that area. And I think it's a little too early for  
18 us to sort of go: Hey, those are the ones. But I  
19 just want you to know that there are some private  
20 properties in there that we would look at as being  
21 something that I think would benefit the PUD and the  
22 Horan Natural Area if we were able to acquire those.

23 MR. LEFLER: Okay. Thank you for --

24 MAYOR KUNTZ: Yeah.

25 MR. LEFLER: -- hearing me out.

1           MAYOR KUNTZ:  Yep.  Thank you, Ryan.

2           Who is next?

3           Yes, ma'am, the very back.

4           MS. BALLINGER:  Hello, and thank you for  
5 this opportunity.  My name is Susan Ballinger.  I live  
6 at 2009 Skyline Drive.  And I have a professional  
7 background as a (inaudible) scientist.

8           And I spent quite a bit of time focusing on  
9 reading the text of the EA.  And I understand the  
10 process is to create a very general document, and  
11 you're following standard practice of being as vague  
12 as possible to move things forward, and it's early in  
13 the planning phase, but I feel that you need to --

14           I'm -- ~~I will submit~~ I'm gonna be submitting detailed comments  
15 on specific tests.  There was some contradiction in  
16 there.  And I really feel that this does deserve to be  
17 an EIS and not an EA.

18           This is a massive project.  I've been involved,  
19 as you all have, since 2018.  We're working  
20 collaboratively with the PUD and the City on this very  
21 complicated project.  We all have the best idea in  
22 mind.  But I just feel like whoever you hired to write  
23 this was just -- it -- ~~it~~ it just needs some beefing up.  
24 It needs some specificity that just wasn't there.  And  
25 I will be e-mailing these comments, so...

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Thank you.

MAYOR KUNTZ: All right. Thank you, Susan.  
Yes, sir. Who is next?

I thought maybe Gabriel was here to talk, but  
he's walking to the back.

Are you ready? Do you want to come up?

MR. LEWIS: Good evening. My name is Randy  
Lewis. I live at 108 North Buchanan Avenue here in  
Wenatchee.

I'm here just to put in a plug for the ~~wenatchi~~  
people, the ~~P'Squosa~~ people. This is -- it's a very  
important site to us in that it was a huge traditional  
gathering area and village site. So anything that you  
do, keep us apprised on the situation, draw us into  
it, ask for our input on it. And basically that's all  
I got to say.

Thank you.

MAYOR KUNTZ: Thank you, Randy. Nice to see  
you tonight.

Does anybody else wish to address the City  
Council on the public hearing item re: the Confluence  
Parkway?

Yes, ma'am.

MS. FOSTER: Hi. Thanks for seeing me  
tonight.

1                   MAYOR KUNTZ: Uh-huh.

2                   MS. FOSTER: My name is Lisa Foster. I was  
3 born and raised in Wenatchee. And I currently live at  
4 353 ~~Hinthorne~~ Lane in Leavenworth. And I am a  
5 professional biologist.

6                   I was able to submit comments to the PUD early on  
7 in the process.

8                   And I have significant concerns about the  
9 proposed project.

10                  I think there will be significant impacts to the  
11 Horan Natural Area. And my concerns include impacts  
12 to fish and wildlife species, including ESA listed  
13 species, fish species, wetlands, tribal engagement,  
14 community members and opportunities for solitude in  
15 the Horan area. Despite proposed mitigation efforts,  
16 I believe that this project will forever impact the  
17 only place in town where community members can easily  
18 access solitude in nature.

19                  This project will significantly impact wildlife.  
20 The biological assessment documents that the project  
21 may affect and is likely to adversely affect Chinook  
22 salmon, steelhead and bull trout. I believe that an  
23 environmental impact statement is needed to adequately  
24 assess and address these impacts.

25                  The noise study that was done does not adequately

1 assess the impact to the eagles nesting in the area.  
2 And moving the trail closer to those nests during --  
3 where it's typically closed during nesting season is  
4 totally inappropriate.

5 There is no statement addressing the wildlife  
6 barrier that will be created by this project.

7 This project will also significantly impact  
8 wetlands. The wetland delineation results and  
9 prioritized mitigation actions are missing from the  
10 environmental analysis. The EA states that there --  
11 this is -- the wetlands -- or the Wenatchee and the  
12 Columbia River are on the Ecology 303(d) List. And  
13 these wetlands are needed to adequately filter  
14 stormwater to the rivers. The wetlands will be  
15 impacted by this project. And it's important for  
16 filtering the groundwater.

17 The wetlands and wetlands buffer is not  
18 adequately included and referenced, or referencing the  
19 Critical Areas Ordinance, and there's not a wetland  
20 delineation described. The proposed project is also  
21 drawn within the wetland buffer. And the map does not  
22 show the steep slope where it will be impacting and  
23 cause equipment to be impacting the wetland.

24 I also think that we need to adequately address  
25 the tribes and include the Wenatchi peoples and other



1 tribal members in the area.

2 I believe that there is ~~gonna~~ be significant  
3 impacts to the campground as well as people recreating  
4 in the area.

5 And there are surprisingly few opportunities in  
6 this town that's surrounded by natural areas to access  
7 nature close to town. The Horan is one of the few  
8 places where I can imagine pushing my mom in a  
9 wheelchair as she gets older or pushing a baby  
10 stroller and be, you know, in nature right in town.  
11 And with Sage Hills closed in the winter, this is the  
12 one place we can go. If we put a road right next to  
13 that, that opportunity will be lost.

14 And I think Wenatchee needs to see these places  
15 as not just development opportunities; we need to see  
16 them as the reason that people are moving to  
17 Wenatchee. People are moving here because of access  
18 to nature. And I urge the City Council to see the  
19 importance of this area and not to impact it with a  
20 major highway right next to it.

21 Thank you.

22 MAYOR KUNTZ: Thank you.

23 Anybody else wish to address the City Council on  
24 the Confluence Parkway?

25 Yes.

1 MS. BIG BULL-LEWIS: Hello. My name's Mary  
2 Big Bull-Lewis. I live at 2345 Canyon Hills Drive in  
3 East Wenatchee. I'm here today with my uncle and just  
4 want to kind of reiterate what he spoke about.

5 So these lands are sacred lands, and these are  
6 important to continue to work with relationships with  
7 tribal organizations; not just with Tribal Councils,  
8 but there's so many organizations and people that are  
9 doing things to create awareness about the original  
10 stewards of the land, and to consider -- these are  
11 opportunities to partner and not only --

12 I understand that there's individuals that own  
13 property, but we live on stolen land.

14 So these are opportunities for the City of  
15 Wenatchee to partner with organizations like the Land  
16 Trust and things to help preserve these lands. And  
17 the Chelan-Douglas Land Trust has created great  
18 partnerships with tribal organizations and tribal  
19 members to try to work towards a better future,  
20 towards preserving our land.

21 And that this project not only affects the land  
22 and -- but the wildlife, the fish, and those are  
23 important things to our tribal members, and have  
24 continued to be a decline in the fish due to dams and  
25 colonization and things. So anything that we can do

1 to help preserve that is ideal. So I would just  
2 encourage everybody to consider those things and just  
3 to work towards working together.

4 I think that the area out there is a great,  
5 beautiful space. We just hosted a great Indian Hemp  
6 Field Trip out there with tribal members that came  
7 from across the Washington State together -- to be  
8 together and to learn our traditions. And so that's  
9 really important to work together and create an  
10 equitable space for all.

11 MAYOR KUNTZ: Thank you, Mary.

12 MS. BIG BULL-LEWIS: Uh-huh.

13 MAYOR KUNTZ: Anybody else wish to address  
14 the City Council?

15 Yes, sir.

16 Tammy, do we have a few folks online?

17 MS. STANGER: Not yet.

18 MAYOR KUNTZ: We do not?

19 MS. STANGER: No, they have not raised their  
20 hand.

21 MAYOR KUNTZ: Have not raised their hand.  
22 Okay. Thank you.

23 MR. HOLMAN: Good evening. Thank you for  
24 letting me come up here. My name's Jimmy Holman from  
25 Earhart's Collision Repair. Our shop is at 1422 North

1 Miller. It's in the complex with Tacoma Screw, Franz  
2 Bakery, ourselves, Bimbo Bakery. Probably a 10 to 15  
3 million dollar productive complex.

4 And this may be the wrong night to do this. I  
5 totally agree with everything they're saying. But  
6 this project with them putting that underpass under  
7 the railroad tracks that comes right into our driveway  
8 is going to eliminate our businesses. What do you  
9 guys have planned for another access to our businesses  
10 to get through there?

11 MAYOR KUNTZ: Okay. Is that all you'd like  
12 to say?

13 MR. HOLMAN: I'd like an answer.

14 MAYOR KUNTZ: Well, there's no answers  
15 tonight because we haven't designed enough to know,  
16 so...

17 MR. HOLMAN: So are you ~~gonna~~ let us know  
18 ahead of time?

19 MAYOR KUNTZ: Oh, yeah.

20 MR. HOLMAN: Or are you ~~gonna~~ just close us  
21 down? Or --

22 MAYOR KUNTZ: No. I --

23 MR. HOLMAN: -- what's happening?

24 MAYOR KUNTZ: I met with Bart Tilly and Mike  
25 Noyd and those guys and we --

1 MR. HOLMAN: And the answer --  
2 MAYOR KUNTZ: -- (inaudible) --  
3 MR. HOLMAN: -- I got from there was that  
4 "If you want to put a road in and pay for all the  
5 expenses off the Avenue, you can go ahead and do  
6 that."

7 MAYOR KUNTZ: Well --

8 MR. HOLMAN: And that's pretty crappy.

9 MAYOR KUNTZ: Yeah. Well, I'm just --  
10 again, it's too early in the design process to know  
11 exactly how any property is ~~gonna~~ be affected,  
12 including our friends at the Igloo, who are here, and  
13 others. So we're just getting --

14 MR. HOLMAN: Yeah.

15 MAYOR KUNTZ: We are in the process of  
16 designing it. And we will mitigate what we need to  
17 mitigate. And I -- I've looked at -- I -- I think  
18 there's ~~gonna~~ be a way to accommodate and keep traffic  
19 moving into your facility and the one that Bart owns  
20 and all that stuff in that area, but...

21 MR. HOLMAN: Okay. Because right now --

22 MAYOR KUNTZ: Yeah.

23 MR. HOLMAN: -- the way it looks is there's  
24 one access on the south end of the Tacoma Screw  
25 parking lot.

1                   MAYOR KUNTZ:   Okay.

2                   MR. HOLMAN:   And you cannot use that  
3 breezeway between the buildings as access to all those  
4 businesses because they park trucks in there all day  
5 unloading and loading.

6                   MAYOR KUNTZ:   Okay.

7                   MR. HOLMAN:   That is not conducive (sic) to  
8 customer traffic.

9                   MAYOR KUNTZ:   Okay.   Thank you.   Appreciate  
10 it, Jimmy.

11                  Paul, do you want to address us?

12                  MR. SCHMIDT:   Yeah.   Sure.   Thanks.

13                  MAYOR KUNTZ:   Okay.

14                  MR. SCHMIDT:   Paul Schmidt, 1595 South  
15 Miller.

16                  So yeah.   I mean, I went to the first, you know,  
17 viewings of this thing that we had down there.   And --  
18 and I thought, you know:   Yeah, this is not really  
19 something that may be necessary.   But as time marches  
20 on and you see the amount of traffic up there on the  
21 north end, I mean, it's busier every day.

22                  And you think about what would happen if  
23 something happened to that bridge.   I mean, one day  
24 there was an accident on it, and traffic was backed up  
25 clear through town.   So if something happened to that

1 bridge, you know, what -- how do you get out of here,  
2 really, you know? And it's -- ~~it's~~ partially a safety  
3 issue.

4 So, I mean, I -- I get it. I think no matter  
5 what we do we need to do the best job we can with the  
6 Horan Area to mitigate things as best as can be done.

7 You know, I think that from what I saw when I was  
8 at the last meeting, you know, where you're putting --  
9 where you're ~~gonna~~ move the bike trail behind, you  
10 know, the existing PUD buildings, I think that  
11 actually is an improvement in the bike trail there.  
12 And, I mean, you'd love to see those totally  
13 separated, but it's just -- it just can't happen.

14 So it looks like you guys are doing everything  
15 you can to do what needs to be done but be as  
16 thoughtful to everyone involved. And it sounds like  
17 you're ~~gonna~~ be working with -- you know, with the  
18 tribes and those people to try to do what you can.

19 And so, you know, it -- I know it's still early  
20 and you got to get everything figured out, but I think  
21 it's something that makes sense. And I would just  
22 ask, like all you guys are doing anyway, and gals, is  
23 just try to do the best you can with what you got to  
24 try to mitigate, especially down in that Horan Area  
25 and for the business folks, so...

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Thank you.

MAYOR KUNTZ: Thank you, Paul.

Anybody else wish to address the Council on this public hearing item regarding Confluence Parkway?

Tammy, anybody on your -- on the --

MS. STANGER: No.

MAYOR KUNTZ: -- audio side?

MS. STANGER: I don't --

MAYOR KUNTZ: Nothing?

MS. STANGER: -- see anyone online, no.

MAYOR KUNTZ: All right. Going once, going twice, sold. All right. So this public hearing item is concluded. Thank you for being here tonight. This is all part of the official record. And we will address those concerns as -- with our consultants.

(END OF PUBLIC COMMENTS.)



**COURT REPORTER'S CERTIFICATE**

I, CHARLENE M. BECK, Certified Shorthand Reporter, do hereby certify:

That the foregoing proceedings were taken before me at the time and place therein set forth;

That the public comments made were recorded ~~stenographically~~ by me and were thereafter transcribed by me or under my direction;

That the foregoing is a true and correct record of all public comments given, to the best of my ability;

That I am not a relative or employee of any of the parties, nor am I financially interested in the matter;

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal this 30th day of January, 2023.

*Charlene M. Beck*

CHARLENE M. BECK, CCR, RPR  
CCR # 2543  
Notary Public in and for the  
State of Washington, residing  
at Wenatchee.

My commission expires on July 19, 2023.

## Public Comments Received:

**From:** [hickenbottom.c](mailto:hickenbottom.c)  
**To:** [CPNEPA](#)  
**Subject:** Comments Card  
**Date:** Wednesday, December 14, 2022 6:58:08 PM

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Comment Review Period ending Jan 31, 2023 for Confluence Parkway project

Two underpasses under BN Railroad (Miller, near Dennys and Mckittrick, between Wenatchee Ave and Hawley) are game changers for traffic flow in Wenatchee. Be sure that these new facilities are bicycle friendly. Both of these new underpasses facilitate access to the Loop Trail (Maple/Miller bike route and McKittrick from as far west as Western Ave).

Grez Pezoldt, former engineer with Chelan County, with very limited funding, tried vainly to site the Loop Trail behind the PUD facility on Hawley. In the end, he got the Loop Trail off of Hawley and onto a bike trail alongside Hawley in 2002. Recognition is due, and absent from your reporting, or so it seems.

Ideal phasing for the Confluence Parkway facility will limit closures to the Loop Trail during construction. This might occur with building out the new Loop Trail along the edge of the Horan Area as a first step, but continuing the trail use of the present Loop Trail bridge across the Wenatchee River. When the Loop Trail can be ridden across a combined bridge for CP and Loop Trail, then retire the older Loop Trail bridge built in 1989, now recognized as way too narrow to safely serve the needs of the popular Loop Trail.

Proactive barriers should be placed at both north and south ends of the Horan Natural Area during any Loop Trail closures, to prevent bicycle use through this riparian corridor. More than signs are needed, since not everyone follows the rules.

Charles Hickenbottom

Author, Greater Wenatchee Bicycle Routes, 2022  
Bicycle Committee, 1997-2022

**From:** [webmaster@wenatcheewa.gov](mailto:webmaster@wenatcheewa.gov)  
**To:** [CPNEPA](#)  
**Subject:** Wenatchee, WA: Confluence Parkway Comments  
**Date:** Thursday, December 15, 2022 4:29:33 PM

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A new entry to a form/survey has been submitted.

**Form Name:** Confluence Parkway Comments  
**Date & Time:** 12/15/2022 4:29 PM  
**Response #:** 59  
**Submitter ID:** 8250  
**IP address:** 63.142.209.134  
**Time to complete:** 30 min. , 44sec.

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#### Survey Details

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##### Page 1

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**Please provide your comments on Confluence Parkway:**

It appears to me that excellent work has been done in deciding, not only how to route traffic in the affected N. Wenatchee area, but also how to mitigate some of the adverse effects of the new traffic route. As a frequent user of the mouth of the Wenatchee River in human powered boats and as someone who is a leader in introducing school age children, as well as adults, to the natural assets of that area, I appreciate any efforts made to reduce noise from the new bridge crossing the Wenatchee. the 44" barrier proposed there is not as high as I would like it to be but would help a lot with this problem. The program of the Wenatchee Row and Paddle Club, called the Youth on the Columbia program will be ongoing and will bring hundreds of young people onto the mouth of the Wenatchee up to the bridges area.

**If you would like to be involved as a stakeholder, please provide your contact information:**

Larry Tobiska, 1618 Central Ave, Wenatchee 98801; Ltobiska@nwi.net; 509-881-5020

Thank you,  
**Wenatchee, WA**

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**This is an automated message generated by Granicus. Please do not reply directly to this email.**

**From:** [webmaster@wenatcheewa.gov](mailto:webmaster@wenatcheewa.gov)  
**To:** [CPNEPA](#)  
**Subject:** Wenatchee, WA: Confluence Parkway Comments  
**Date:** Wednesday, December 28, 2022 1:59:43 PM

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A new entry to a form/survey has been submitted.

**Form Name:** Confluence Parkway Comments  
**Date & Time:** 12/28/2022 1:59 PM  
**Response #:** 60  
**Submitter ID:** 8261  
**IP address:** 173.209.163.208  
**Time to complete:** 28 min. , 10 sec.

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#### Survey Details

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##### Page 1

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**Please provide your comments on Confluence Parkway:**

Great plan - well thought out. Feels like a win-win plan for motorists and users of the trail. Really appreciate incorporating McKittrick underpass of the railroad. Nice work!

**If you would like to be involved as a stakeholder, please provide your contact information:**

Not answered

Thank you,  
**Wenatchee, WA**

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**This is an automated message generated by Granicus. Please do not reply directly to this email.**

**From:** [Fred Schuenemann](#)  
**To:** [CPNEPA](#)  
**Subject:** Noise  
**Date:** Tuesday, January 10, 2023 10:23:15 AM

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Hi-I think the noise suppression efforts are lacking.For example a 42in. concrete wall doesn't seem like a noise barrier to me.I'm hoping the PUD study will agree with me.Tx,Fred Schuenemann

**From:** [webmaster@wenatcheewa.gov](mailto:webmaster@wenatcheewa.gov)  
**To:** [CPNEPA](#)  
**Subject:** Wenatchee, WA: Confluence Parkway Comments  
**Date:** Wednesday, January 11, 2023 12:30:36 PM

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A new entry to a form/survey has been submitted.

**Form Name:** Confluence Parkway Comments  
**Date & Time:** 01/11/2023 12:30 PM  
**Response #:** 62  
**Submitter ID:** 8267  
**IP address:** 97.94.154.14  
**Time to complete:** 14 min. , 8 sec.

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#### Survey Details

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##### Page 1

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**Please provide your comments on Confluence Parkway:**

The draft Individual Section 4(f) Evaluation is clearly flawed. As one of many many examples the extension of Western Ave is documented to NOT reduce congestion. This is obviously false. The report is full of inaccurate statements. This needs to be addressed and another entity that is not bias or has not been given the desired results by the city needs to be retained to conduct a non-bias evaluation. Please consider this to be documentation of my concerns in any upcoming legal proceedings.

**If you would like to be involved as a stakeholder, please provide your contact information:**

Not answered

Thank you,  
**Wenatchee, WA**

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**This is an automated message generated by Granicus. Please do not reply directly to this email.**

**From:** [cordybeckstead@gmail.com](mailto:cordybeckstead@gmail.com)  
**To:** [Laura Gloria](#)  
**Cc:** [CPNEPA](#)  
**Subject:** comments on Confluence Parkway project  
**Date:** Tuesday, January 10, 2023 7:11:58 PM

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**CAUTION:** This email originated from outside of the City of Wenatchee. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Laura,

I am writing to give my HUGE VOTE of SUPPORT for the Confluence Parkway project as is supported by the City of Wenatchee, specifically mayor Frank Kuntz.

I think it will be a very positive addition to the north end primarily for the large number of vehicles that currently cross the Wenatchee River bridge.

But also in case of any emergency. Two lanes out of town is just not enough for the growth in this area!

The animals/birds are already used to plenty of road and train noise, and will adapt easily as it is a nice area they have. I have seen it happen where the 520 bridge currently crosses Lake Washington. And that is a lot more traffic!

With the PUD moving their headquarters to the Confluence area and all of the home building in Sunnyslope and a new way both into and out of town cannot come too quickly.

Thank you for your consideration.

Very sincerely,  
Elisabeth C. Beckstead

**From:** [Krystal](#)  
**To:** [Laura Gloria](#)  
**Cc:** [CPNEPA](#)  
**Subject:** Confluence Parkway Comments  
**Date:** Tuesday, January 10, 2023 9:37:19 PM

**CAUTION:** This email originated from outside of the City of Wenatchee. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Laura-

I wanted to write to express my deep concern with building the Confluence Parkway. At a time where climate change is of the utmost importance to our health and resilience, and with the available knowledge that expanding roadways do not improve travel times or ease traffic, this proposal is outdated and ill-advised.

A few key notes on the project Purpose and Need as outlined by the City of Wenatchee:

- Congestion relief and capacity for future demand: Adding lanes to a congested area does not improve travel time or ease traffic congestion in the long run. Information on the principles of induced demand can be found in leading studies on traffic and road design, based off the several decades of expanding and building new roadways in the United States to disappointing outcomes for easing congestion. Mode shift is a proven strategy for preparing for future demand.
- Improve connectivity for all modes along and crossing SR 285: Adding car lanes will absolute not improve connectivity (or safety) for all modes along and crossing SR 285, only car drivers. Proven strategies for improving connectivity for other users include: protected intersections, road diets, curb bulbs, center medians, leading pedestrian intervals, at-grade crossings, and protected travel lanes (beyond paint and post) for cyclists traveling in the area. None of these safety and connectivity tools for non-drivers are proposed in the Confluence Parkway, it is simply rebuilding existing pedestrian and cyclist infrastructure, but closer to auto traffic, with negative health and environmental consequences for ALL users.
- Provide 3rd access/evacuation route: this scenario would only apply in situations where the existing or new bridge is considered unsafe for use, as the bridges are too close to provide safe alternatives as the ingress and egress is relatively in the same area on either side.
- Improve transit operations and pedestrian access to transit: without improved transit frequency, transit infrastructure connecting users through the entire trip, and a transit-ONLY dedicated lane or pathway, this will do nothing to improve operations or access. Transit is improved when it is properly funded, reliable, accessible, safe, and not hindered by general purpose traffic.
- Support North Wenatchee Business District: not only is this built as a bypass for most business in North Wenatchee--bike lanes, walkable housing options, and improved transit connections are PROVEN strategies for supporting business districts, not more single-occupancy vehicles and roads. Currently there are 5 lanes on North Wenatchee Avenue, ample parking and very spread out businesses that are hostile to access for those walking, using transit, or biking, or often driving. Rezoning, removing excessive surface level parking, increasing transit frequency, and infill development are appropriate responses to support business districts.
- Improve bicycle and pedestrian safety and access along waterfront: This project would not meet these goals—it would simply rebuild existing infrastructure. We already have fantastic connections for cyclists and pedestrians along the waterfront—rebuilding to accommodate more general purpose lanes is not an improvement when pedestrians and cyclists will be placed closer to auto traffic crossing the river.

Beyond the Confluence Parkway project not meeting the needs and goals for our community as outlined by the City, the construction and commitment to prioritize cars for several decades would be devastating to the environment and local wildlife. Losing part of our state park land, the Horan Natural area, increasing runoff from additional surfaces over the Wenatchee River, increasing traffic, and not encouraging greener transportation with car-centric design would be devastating to our community. A very expensive mistake to build, and an even more expensive and costly mistake to remove.

Please do not build the Confluence Parkway. It's an outdated response to a problem that demands modern, effective, resilient, and equitable solutions.

Thank you,  
Krystal Miller



**From:** [Peter Shreve](#)  
**To:** [CPNEPA](#)  
**Subject:** Confluence Parkway  
**Date:** Wednesday, January 11, 2023 11:13:47 AM

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One solution to excessive congestion on Wenatchee Avenue that has not been explored is to provide a road parallel to Wenatchee Avenue (within a few hundred feet) that would not only offload traffic but allow easy access to businesses in the area. Right now it is virtually impossible to get out of the Starbucks parking lot (and other businesses) during rush hour onto Wenatchee avenue. Many other cities have used this solution; this would not require crossing the railroad tracks twice or negatively impacting the loop trail, Horan Nature Area and Confluence State Park. Potentially a lane may need to be added to the Wenatchee River bridge, but not necessarily since the backups start at the Maiden Lane traffic signal.

Pete

**From:** [webmaster@wenatcheewa.gov](mailto:webmaster@wenatcheewa.gov)  
**To:** [CPNEPA](#)  
**Subject:** Wenatchee, WA: Confluence Parkway Comments  
**Date:** Wednesday, January 11, 2023 10:45:03 AM

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A new entry to a form/survey has been submitted.

**Form Name:** Confluence Parkway Comments  
**Date & Time:** 01/11/2023 10:44 AM  
**Response #:** 61  
**Submitter ID:** 8266  
**IP address:** 97.94.154.14  
**Time to complete:** 40 min. , 8 sec.

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#### Survey Details

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##### Page 1

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#### Please provide your comments on Confluence Parkway:

- 1) The confluence parkway will obviously not solve the traffic congestion as stated; it will only move the bottleneck to Miller street. Commute time will not be reduced and most likely will be increased. It does not direct traffic to residential areas where most of the people are going during times of congestion.
- 2) There are clearly much better alternatives that would solve the congestion long term much better. A PUD commissioner has even stated this publically.
- 3) There are low cost solution that can provide short term solutions much better; e.g. improving Maiden Lane and Western, provide right turn only onto Maiden Lane; eliminate left turn onto Maiden Lane (overpass one option); etc.
- 4) A viable long term solution would extend Western Avenue to highway2.
- 5) This project is clearly in violation of section 4(f) of the USDOT act of 1966.
- 6) This project will ruin a couple of Wenatchee's main tourist attractions for outdoor recreation (loop trail and Confluence State Park).
- 7) There are no reasonable (econically viable) mitigations that can address the negative impact on Confluence State Park, Haron Nature Area and the Loop Trail.
- 8) Since the pedestrain bridge across the Wenatchee river will be town down (at great expense after its short life) the loop trail willll no longer be a loop for years until a new, noisy, smelly pedestrain bridge built.
- 9) The public is clearly being ignored (illegal); the majority of people were against this project in the survey the PUD conducted. Because of this there most likely will be many lawsuits that will cost the city significant amounts of money and delay the project.
- 10) Crossing the railroad tracks twice will be excessively costly; especially when there are better alternatives.

#### If you would like to be involved as a stakeholder, please provide your contact information:

Peter Shreve

2458 Twin Peaks Vw  
East Wenatchee, WA 98802

**From:** [Larry Gross](#)  
**To:** [Laura Gloria](#)  
**Subject:** Parkway concerns  
**Date:** Thursday, January 12, 2023 9:31:09 AM

**CAUTION:** This email originated from outside of the City of Wenatchee. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Ms. Gloria,

I attended the function at the Confluence Tech center and expressed 3 concerns at that time. I do not know if I can make the meeting today so I am repeating my concerns to you now. I am from Columbia, SC & witnessed a failed attempt at a very expensive project to relieve traffic called the North Trenholm Road Project.

1) One of the failures of the Columbia project was failure to consider changes that had occurred between initial project development and project inception. This is the case with our project. I have been looking for a schematic of exactly how the project ends at the south end near Denny's. This intersection has recently changed because of the opening of Wenco. Is the new parkway planned to end at the intersection of Maple St. & Wenatchee Ave ? If so, I feel this would be a disaster because of the increase in traffic (& new left hand turn lane) caused by Wenco. Instead of ending here, I propose that the new parkway end on McKittrick.

2) A "parkway" , i.e. a highway that is supposed to have a consistent flow of traffic, absolutely MUST avoid two situations:

- a) stop signs/ traffic lights
- b) LEFT hand turns either onto Parkway OR off Parkway.

The current proposal to utilize Hawley street will be disastrous. The unanswered question is "What is the PUD plan for the property on Hawley that will be abandoned when they move to new facility?". Chances are that one day this property will be developed as either residential or commercial. Either way access to this "new" project will require left hand turns onto or off Parkway, perhaps also stop signs or traffic light.

Instead of using Hawley, the Parkway MUST be below the PUD property. I understand that this is land in the Horan Sanctuary. However, Hawley is obviously the wrong move !!! It might look ok now, but later it will KILL the parkway.

3) On the North end of the Parkway, the challenge to avoid stop signs/traffic light is presented because of access needed by all who work & visit businesses east of the parkway. This can be solved by maintaining the parkway right of way as a TRUE throughway and allowing east side access via either one or two underpasses. Will this be expensive? YES. However if the Parkway ends on the south end at McKittrick, there is no need for an underpass under the railroad tracks. This money saved here can be redirected to the north end.

Note: Miller street north end that passes Franz bakery and gives access to Walla Walla Street ( and thus: Walla Walla Park, Town Toyota Center, Residence Inn, Lowe's, etc, etc, etc) must END at or near Devox Fruit. Access to these businesses can not be via Hawley st. Hawley MUST dead end before the current curve that leads to Miller. St.

Should you have any questions, Please call me at 509-393-1871

I am NOT a genius !!!

I am NOT "the answer-man"

I am NOT a "know-it-all"

I am only trying to extend some observations based upon my experiences and observations. I hope & wish ONLY success for this project. We (i.e. citizens of the valley) have a challenge, indeed, to define "success" with this project.

It has been said that ALL great "leaders" are first great "listeners".

Lastly, my daddy taught me that " It is amazing what humans can accomplish when NO ONE cares who gets the credit !!!"

I wish you all the best.

Thank you for listening....

Larry Gross

Wenatchee

**From:** [Lisa Foster](#)  
**To:** [CPNEPA](#)  
**Subject:** Confluence parkway EA  
**Date:** Friday, January 13, 2023 5:33:57 PM  
**Attachments:** [EA timeline.png](#)

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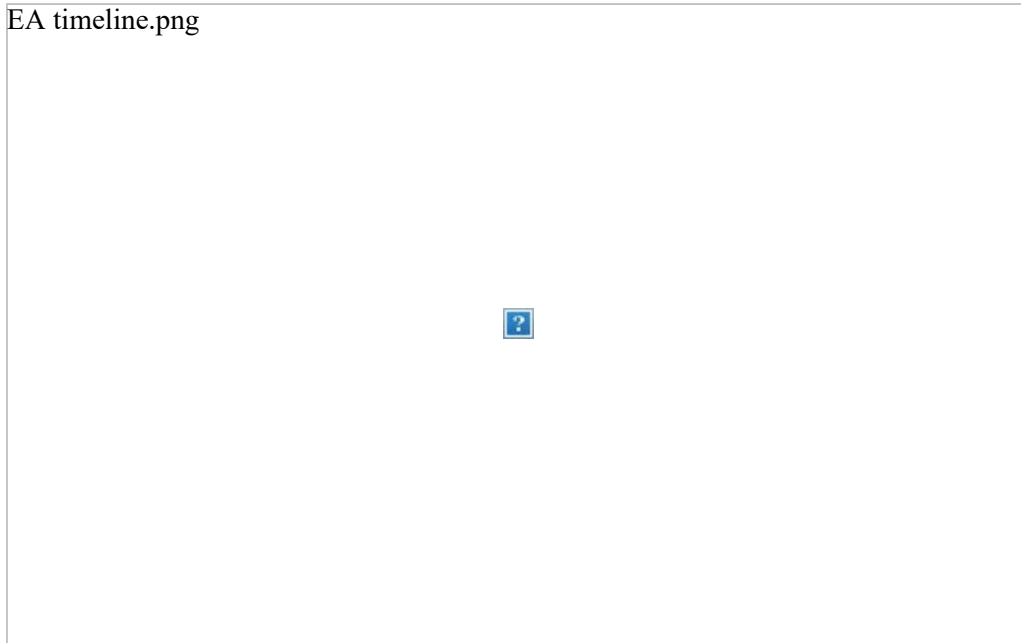
Hi,

I have a few questions about the EA.

1) The CONFLUENCE PARKWAY ENVIRONMENTAL ASSESSMENT UPDATES page does not appear to have a link to the actual EA document. Please add a link to this page and point me to where a link currently exists for public comment. I have only found it linked from City Council.

2) The project dashboard regarding the EA is misleading and confusing. It shows the Draft EA Target date as 6 days after the Final EA. It is unclear when the public comment period opens and closes, and whether the draft or Final EA has been release for review. Please clarify this for me and on your website.

EA timeline.png



Lisa

**From:** [Lisa Foster](#)  
**To:** [CPNEPA](#)  
**Cc:** [Neil Neroutsos](#); [Washington.fhwa@dot.gov](mailto:Washington.fhwa@dot.gov)  
**Subject:** Confluence Parkway Environmental Assessment comments  
**Date:** Tuesday, January 31, 2023 4:17:23 PM  
**Attachments:** [Confluence Parkway comments Lisa Foster.pdf](#)

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City of Wenatchee Confluence Parkway Project Environmental Assessment, Public Comment Period, Dec. 15, 2022-Jan. 31, 2023.

Lisa Foster  
Stream restoration biologist  
4th generation NCW resident  
353 Hinthorne Ln  
Leavenworth, WA 98826  
[Lfosterk@gmail.com](mailto:Lfosterk@gmail.com)

Dear City of Wenatchee, Chelan PUD and WA FHA,

I am concerned about the significant impacts of the Confluence Parkway project proposed by the Federal Highway Administration and the City of Wenatchee. My concerns include significant impacts to communities who are marginalized or disabled, wildlife, plants, wetlands, cultural practices, educational, and recreational opportunities. The growth for which this project intends to address impacts is ironically spurred by access to natural resources and outdoor opportunities. People are moving to the valley for access to the same resources this project intends to pave over.

Despite attempted mitigation efforts, this project will forever impact the only place in town where community members can easily access solitude in nature. I urge the city to consider alternatives which do not impact the Horan Natural Area, the Apple Capital Loop Trail, Confluence State Park, the river confluence, and nearby businesses.

**I am concerned about impacts to marginalized communities and English language learners.**

The [Wenatchee School District](#) is 53.95% Latino and 22% English language learners, yet the EA was not translated into Spanish. A substantial segment of the City's population has been disenfranchised in this process as they have been unable to read and comment on the EA.

The Horan Natural Area provides access to nature very close to town and public transportation, and has free parking at Walla Walla Point Park. This area is an important resource for a school district which is 60.1% low income, 6.5% homeless, and 15% students with disabilities. The Confluence Parkway project will have a disproportionate effect on low income and minority communities who can access the Horan, but may be unable to visit further-flung opportunities in nature. [Nature improves](#) mental, physical, and cognitive health outcomes, and aspects such as sense of wilderness, accessibility, opportunities for physical activity, and the absence of noise and air pollution all increase engagement in nature-based activities. "[Populations exposed to](#) greener environments also enjoy lower levels of income deprivation related health inequality. Physical environments which promote good health may be important in the fight to reduce socio-economic health inequalities." Depriving this community of access to opportunities for physical activity in a natural area free from the noise and air pollution of a nearby busy road could disproportionately affect health outcomes for

marginalized communities.

### **I am concerned about impacts to wildlife and plant species.**

Chinook salmon, steelhead, bull trout, and other fish species will be impacted. Chinook salmon redds located at the confluence will see road and trail stormwater runoff, including water contaminant 6PPD-quinone, which is known to be harmful to salmon, flowing into the river directly on top of them. An Environmental Impact Statement is needed to measure and assess the impacts to ESA listed species.

The movement barrier imposed by the new road will impact many terrestrial and avian species. The nesting bald eagles, who have drawn much public attention in recent years, will be impacted by increased noise, especially as the trail will be moved closer to the area that is closed annually for nesting season. The noise study does not adequately assess the impacts to bald eagle's nesting/roosting trees which are elevated above the proposed noise walls. Moving the trail closer to an area that is currently closed during the nesting season is not appropriate.

The Confluence is an important stop for migratory birds on the Pacific Flyway. This is a popular birding destination state-wide due to high diversity and viewing accessibility. [eBird](#) records document 222 bird species. Birding tourists pay for lodging and meals bringing money into the City.

Critically Imperiled (S1) riparian woodlands and shrublands found in the Columbia Basin, as well as a number of significant plant species, including Indian hemp/dogbane (*Apocynum cannabinum*) – a culturally important plant which Native Americans use for fiber, and showy milkweed (*Asclepias speciosa*) – a plant that is vital to Monarch Butterfly survival, will be negatively impacted. The EA does not mention the black cottonwood (*Populus trichocarpa*) riparian forest within the Horan Natural Area and on both sides of the Wenatchee River. Protocol level species surveys should be conducted to assess impacts and prioritization of black cottonwood forest overstory and understory species should be included in the Project's avoidance measures.

The EA is overly vague about impacts to important natural resources and includes no references to technical reports or documents. Furthermore, the EA includes no evidence of decision-making with any party despite required cooperation with BNSF, the PUD, WA State Parks, Tribes, and the Highway Department. I have had several conversations with current and former staff of stakeholder organizations who have expressed myriad concerns and are opposed to the project, however none of them are willing to go on record.

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The wetlands that will be impacted by this project are important for filtering stormwater to ameliorate toxins entering the streams, especially as the Wenatchee and Columbia Rivers are listed on the Department of Ecology's 303(d) contamination list for a variety of parameters including polychlorinated biphenyls (PCBs), dissolved oxygen, and pH.

The proposed Project trail is drawn within the wetland buffer, which is problematic in its own right. Due to the steep bank at the boundary, heavy equipment will likely be needed in and near the wetland and wetland buffer along the full length of the project.

Wetland delineation results and prioritized mitigation actions are missing from the EA. The text on page 68 states: “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.” The following sentences do not address nor suggest mitigations for the permanently impacted 2.22 acres of Wetland A Buffer, and incorrectly state “As there are **no permanent wetland impacts** identified based on the conceptual design, no wetland mitigation for permanent wetland impacts is required or proposed.” Replacing acres of wetlands and wetland buffers/riparian areas with upland acreage is not appropriate.

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Proposed mitigation for the removal of 4.7 acres of Horan Natural Area, including wetland buffer, may include the purchase of adjacent privately owned upland parcels. These parcels are not equivalent in ecosystem value and would require significant restoration. The EA proposes installation of native plants in these areas, but does not specify how planting success would be achieved or measured. Nor does it specify a maintenance strategy to ensure the long-term viability of restored lands. The EA does not specify survivorship standards for replacement plants, plant specifications, or maintenance protocols. Due to disturbed soil conditions and invasive species, replanting alone will likely fail without careful selection of planting stock, retention of native topsoil onsite, use of temporary supplemental irrigation, and at least five years of post-construction weed management and plant replacement to account for mortality. These factors are critical components of proper mitigation, and their omission calls into question the feasibility of compensatory mitigation for impacts to Horan Natural Area.

If this project must go forward in this location, I strongly suggest working with NCW Audubon to implement strong, measurable mitigation efforts including returning water to the impacted wetlands. Diverting irrigation water from the Highline Canal into the Number One Canyon system and using gravity to create a flowing water wetland system in the Horan, could return water to the ponds and deliver high impact and low cost returns. Wetlands and naturally vegetated riparian corridors should also be restored along adjacent lands in Confluence State Park and Walla Walla Point Park using specific methods described above.

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Greater tribal coordination needs to take place to ensure local tribes, especially the P’squosa Wenatchi, the Yakama, and the Colville are adequately included in this process and their concerns are addressed. Cultural impacts extend beyond physical human-created artifacts that might be uncovered to include cultural interactions with the landscape, both historical and current.

The confluence and Horan Natural Area provide invaluable opportunities for environmental education. As communities across the country become further separated from surrounding natural environments, Wenatchee has the opportunity to provide world class environmental education within a few short miles of its schools. Groups like Cascade Fisheries, Washington Native Plant Society, Cascadia Conservation District, Audubon Society, Wenatchee Naturalist, the Chelan-Douglas Land Trust, and local schools have taught courses and led educational outings here for years. Ecosystem impacts and noise from the Confluence Parkway would disrupt and likely put an end to these programs.

Negative impacts to trail and river recreation, like biking, jogging, fishing, and boating as well as birding and botanizing in Horan, and camping at the Confluence campground will be significant. Despite the noise that is currently present at the Confluence, these sounds are distant and a feeling of solitude and peace still exists here. Recreationists of all types seek out this sense of solitude, which is increasingly rare in the middle of an urban area, and will become exponentially more valuable as the city grows. A high school cross country teammate of mine, who later became a veteran, committed suicide, and a bench in the Horan was dedicated to his memory. I often sit on that bench and reflect when I am going through hard times. The sense of solitude in that place has incredible healing power.

There are surprisingly few opportunities to access natural areas, especially on relatively flat terrain, close to town. Thus, access to nature for people living with disabilities is very limited. The Horan Natural Area provides the only such space within walking or rolling distance of downtown. This is one of the few places in town I could imagine pushing my mom in a wheelchair as she gets older or my future child in a baby stroller and teaching them about the plants and animals that call it home. A busy road nearby would take away this opportunity from me. This unique feature of our community should be protected.

I sympathize with the difficult choices the City must make to serve our growing population, yet I acknowledge that people are moving to the Valley largely for access to nature and outdoor recreation. The city must realize that true opportunity lies not in developing every natural space, but in preserving these special places as treasured resources that attract growth and support a rich and vibrant community.

Sincerely,

**Lisa Foster**

Stream restoration biologist and fourth generation Wenatchee Valley resident

City of Wenatchee Confluence Parkway Project Environmental Assessment, Public Comment Period, Dec. 15, 2022-Jan. 31, 2023.

Lisa Foster  
Stream restoration biologist  
4th generation NCW resident  
353 Hinthorne Ln  
Leavenworth, WA 98826  
[lfosterk@gmail.com](mailto:lfosterk@gmail.com)

Dear City of Wenatchee and FHA,

I am concerned about the significant impacts of the Confluence Parkway project proposed by the Federal Highway Administration and the City of Wenatchee. My concerns include significant impacts to communities who are marginalized or disabled, wildlife, plants, wetlands, cultural practices, educational, and recreational opportunities. The growth for which this project intends to address impacts is ironically spurred by access to natural resources and outdoor opportunities. People are moving to the valley for access to the same resources this project intends to pave over.

Despite attempted mitigation efforts, this project will forever impact the only place in town where community members can easily access solitude in nature. I urge the city to consider alternatives which do not impact the Horan Natural Area, the Apple Capital Loop Trail, Confluence State Park, the river confluence, and nearby businesses.

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Sincerely,

Lisa Foster

Stream restoration biologist and fourth generation Wenatchee Valley resident

**DISCLAIMER: The material in the message below contains offensive and vulgar language**

**From:** [04.minions-omega@icloud.com](mailto:04.minions-omega@icloud.com)  
**To:** [Laura Gloria](#)  
**Date:** Saturday, January 14, 2023 8:52:56 PM

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CAUTION: This email originated from outside of the City of Wenatchee. Do not click links or open attachments unless you recognize the sender and know the content is safe.

You greedy m[REDACTED]s are taking land from our future our kids. Generations of school field trips. Money money money put that money towards helping the residents that have lived here for years our small businesses our elderly our children. Youselfish a[REDACTED] more money is what you will take from everyone more apts being built to bring more horrible people to this town. You stupid m[REDACTED] are turning Wenatchee/east Wenatchee/ cashmere/ Malaga/ rock island into a s[REDACTED] show. Especially now with all the homeless coming here, people have lost their homes because of Covid residents that lived in those homes for years lost their safe place because of Covid. But noooo instead you dumb f[REDACTED] want to spend money on a bridge. i hope in everything that is the future of Wenatchee, the future of our kids and their kids future that this idea never comes to be.

**From:** [Julanne Burts](#)  
**To:** [CPNEPA](#)  
**Subject:** Horan nature trail impact by project  
**Date:** Sunday, January 15, 2023 9:48:23 PM

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To whom this may concern

I have been taking pictures of the eagle pair in the Horan for 4 years and have seen junior eagles come back and other eagles, hawks herons etc, now I know some animals will adapt, they already have adapted to urban areas, but would hate to see a huge negative impact to the horan nature trail, the deer come in, they need an access to the Horan. Worried about deer getting hit by cars that's not good for cars or deer. The Horan is the only wildlife park so close to town. I'm hoping the bridge across the Wenatchee river that we can still see the sky and river.

I know you can't impact the eagle nest, but it does bring more noise to the Horan, want the trail to still be gravel not paved in the Horan. The road next to trail should have speed bumps here and there because people will be speeding. They will be in a hurry to get around traffic.

Thank you  
Julanne Burts  
5098602886  
[Julanneburts@gmail.com](mailto:Julanneburts@gmail.com)

**From:** [Ryan Crompton](#)  
**To:** [CPNEPA](#)  
**Subject:** Confluence Parkway Comments  
**Date:** Sunday, January 15, 2023 4:44:15 PM

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Hello,

My family lives north of the Wenatchee river and has to cross the Wenatchee river bridge everytime we come into town. We are very supportive of this project because there is already considerable congestion in this area running across bridges that are quite old. A huge concern we have with the current one crossing setup is if there were ever extended maintenance needed on the bridge (like has recently happened in Seattle), a large accident blocking the bridge or a natural disaster that damages it we would be cut off from the hospital, firefighter, grocery stores, the social security office, and more critical places. At the same time this new bridge would help improve access between areas like Town Toyota Center and Walla Walla State Park and the NCW communities up 97 like Entiat and Chelan.

I know there are concerns about the impact to Horan Natural area but I believe those are mitigateable and have to take into account that the area is already disturbed by the current bridge, the railroad bridge, the walking/biking bridge, boaters, kayakers, tubers, etc. I ultimately think the health and safety benefits that this project would bring for those living in the north end of Wenatchee and East Wenatchee needs to be given at least as high a weight.

Sincerely,

Ryan

**From:** [Juan Lopez](#)  
**To:** [CPNEPA](#)  
**Subject:** Confluence Parkway  
**Date:** Sunday, January 15, 2023 2:05:24 PM

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And this is the reason that nothing ever gets fixed in our country. Environmentalist will only obstruct and jack up the price of this already expensive undertaking. It seems that they aren't concerned about easing our traffic. Put me down as a yes for the completion of the Confluence Parkway.

Sincerely,  
Juan Lopez

Sent from [Mail](#) for Windows



**From:** [Chris Phillippi](#)  
**To:** [CPNEPA](#)  
**Subject:** Confluence Parkway  
**Date:** Sunday, January 15, 2023 7:46:06 PM

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I don't see any problem or significant impact by building a road next to busy rail road tracks. It will benefit our valley immeasurably and likely only impact wildlife minimally. When I ride my bike on that section of trail I see more of the railroad than the natural area so I don't see what all the complaints are about. It's not like it's some pristine area in that section and it is elevated above the natural part of the natural area anyway--- you know, the part with the huge towers in it.

**From:** [Froggy Hopper](#)  
**To:** [CPNEPA](#)  
**Subject:** Narrow bridge to nowhere.  
**Date:** Sunday, January 15, 2023 11:28:10 PM

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To whom it may concern;

Like many other highway projects in the Wenatchee area, by the time this one gets built, it's original function of relieving and diverting traffic will be outdated. Build and design it for the distant future traffic. The near future traffic moves fast. The distant future will be faster and more traffic.

Build it right guys!

Thanks, Russell S.

**From:** [Mark](#)  
**To:** [CPNEPA](#)  
**Subject:** Confluence Parkway Comments  
**Date:** Sunday, January 15, 2023 5:03:44 PM

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Thank you for this opportunity to comment.

After reviewing the NEPA EA and 4(f) documents, it is clear that there are probable significant adverse environmental impacts associated with the preferred alternative.

These include significant adverse impacts to protected 4(f) resources including, but not limited to, Wenatchee Confluence State Park, Apple Capital Loop Trail, Wenatchee Flats Traditional Cultural Property, and the Horan Natural Area.

In my opinion, these significant adverse impacts (both direct and indirect (or proximity)) associated with the current preferred road (freight truck route) alignment would substantially and irretrievably diminish and impair the value of these protected resources.

In particular, it should be noted the City's own noise analysis discipline report identifies significant and adverse noise impacts in several areas along the proposed alignment that cannot be mitigated. This alone calls for the preparation of an Environmental Impact Statement (EIS).

As a stakeholder in this proposal, it is my firm belief that the City of Wenatchee's Confluence Parkway project, as currently designed, has not met the requirement of federal law to protect park properties and historic sites from harm and has failed under Section 4(f) to show that there are no feasible and prudent alternatives that avoids harm to these protected properties.

Unfortunately, political and financial momentum on this proposal appears to have already created an insurmountable "snowball effect\*" where probable significant adverse environmental impacts are not being analyzed in a timely or meaningful way.

In this regard, I believe that the City should be required to take a step back and immediately begin the scoping process for purposes of completing a combined NEPA/SEPA EIS document, together with supporting discipline reports (including 4(f)) that will provide the necessary alternatives analysis and disclose likely adverse environmental impacts to project decision makers.

Lastly, there has been little mention of compliance with the State Environmental Policy Act (SEPA).

SEPA rules require disclosure of environmental impacts early in the review process so that decision makers have the ability to consider likely environmental impacts together with planning and engineering documents for the proposed undertaking.

It is already very late in the project design process for the preferred alternative for SEPA compliance to not have not been yet completed.

At the absolute very least, an SEPA environmental checklist should have been completed and released to the public together with the NEPA EA. This was not done.

The EA and environmental checklist both contain different elements of the environment that need to be analyzed and reviewed by decision makers prior to rendering threshold determinations under NEPA and SEPA.

Failure to disclose these impacts early is contrary to Legislative Intent as expressed in the SEPA statutes (RCW 43.21C) and thus presents a fatal flaw in the environmental review process.

Please enter these comments into the record.

Sincerely,

Mark Schulz  
3695 Ridgeview Pl  
Wenatchee, WA 98801

\*WA Courts have observed that "the risk of postponing environmental review is a dangerous incrementalism where the obligation to decide is postponed successively while project momentum builds." (King County v. Boundary Review Bd., 122 Wn.2d 648, 664, 860 P.2d 1024 (1993) (quoting William H. Rodgers, The Washington Environmental Policy Act, 60 WASH. L.Rev. 33, 54 (1984)).

In turn, this "may begin a process of government action which can 'snowball' and acquire virtually unstoppable administrative inertia." To avoid this, "decisionmakers need to be apprised of the environmental consequences before the project picks up momentum, not after."

Sent from my iPhone

**From:** [wendy sharp](#)  
**To:** [CPNEPA](#)  
**Date:** Sunday, January 15, 2023 7:39:49 PM

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### Confluence Parkway Comments;

-Please consider the negative impacts of the proposed plan. There are huge negative impacts on the Loop trail , Confluence State Park and the Horan. These include noise, water, and air pollution, and disruption of wildlife areas. Once it is gone, it is gone. No getting it back. It so baffles me how the city can support and promote destroying one of it's biggest jewels. As the city grows, we should be looking for ways to protect our green space, not squeezing a major road through it and calling it good with a few noise barriers. Please consider alternatives.

**From:** [jnsmith@nwi.net](mailto:jnsmith@nwi.net)  
**To:** [CPNEPA](#)  
**Cc:** [david.bernstein@townsquaremedia.com](mailto:david.bernstein@townsquaremedia.com); [newsroom@wenatcheeworld.com](mailto:newsroom@wenatcheeworld.com)  
**Subject:** Confluence ParkwayIII  
**Date:** Monday, January 16, 2023 12:38:02 PM  
**Attachments:** [Confluence ParkwayIII.pdf](#)

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FYI, thank you.

January 16, 2023

To: City of Wenatchee

From: Jeff Smith

Re: Confluence Parkway Decision

The City of Wenatchee has two monumental, historically, significant questions awaiting answers:

- 1) Will you allow Confluence Parkway to further destroy the integrity of the recreational facilities and open space created by Chelan PUD on behalf of its customer-owners along the Wenatchee waterfront?
- 2) Or, will you vote to halt the City of Wenatchee's systematic dismantling of the public shoreline development that PUD pioneers Vada McMullen, Kirby Billingsley, Joanie Kraft, Bob Parlette and many others worked so hard to create for the long-term benefit and enjoyment of millions of visitors who use these facilities each year?

These are certainly critically important decisions you are facing. In fact, I would suggest this will be a defining moment in shaping the legacy of the community. From my perspective, the issue before you is relatively straightforward. Why spend millions of public dollars to construct a curvy two-lane road that will not achieve the stated objective of reducing traffic congestion in the North Wenatchee corridor? And, why proceed with a project that will adversely impact portions of Wenatchee Confluence State Park, the Apple Capital Loop Trail and the Horan Natural Area – all of which are Federal Energy Regulatory Commission (FERC) requirements for the Rock Island Hydro Project license? The Parkway will cause irreparable damage and permanently alter the character of the unique environmental/urban interface of the state park, habitat area and loop trail. No amount of mitigation will change that. A second bridge will further add to adverse impacts to the highly sensitive Wenatchee River-Columbia River confluence without regard for known cultural resources in that area.

To make a decision that's contrary to the position of other local public agencies who're seeking "free" federal money for a frivolous project will require courage and fortitude on the part of Wenatchee officials and the people they represent. That's never easy, but you have been there before –

consistently willing to make tough decisions that have long-term implications and benefits in the best interests of your constituents. I am confident that you will once again stand strong and make the right decision that's based upon solid facts and sound principles, absent the influence of political rhetoric from various sources. The proposed Confluence Parkway project is bad public policy and an enormous waste of public money that will do little or nothing to relieve North Wenatchee traffic congestion. I challenge the community where I lived for 40 years to bring this proposed project to an end.

Respectfully,

Jeff Smith  
59894 East Pinyon Drive, Oracle AZ  
(509) 669-2309  
[jnsmith@nwi.net](mailto:jnsmith@nwi.net)

**From:** [Darrian Black](#)  
**To:** [CPNEPA](#)  
**Subject:** Confluence parkway project  
**Date:** Tuesday, January 17, 2023 3:05:59 PM

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As a resident here in town this project not only ruins a perfectly good habitat and quiet place for people and native wildlife, it's a waste of money that could instead go towards improving public transport and public areas of town. This project should be shut down and the funds reallocated to actual solutions. It's been proven that adding lanes or expanding capacity doesn't actually improve traffic congestion. [shorturl.at/kEGM8](http://shorturl.at/kEGM8)



**From:** [Elizabeth Edmunds](#)  
**To:** [CPNEPA](#)  
**Subject:** Environmental Impact of Proposed Hwy.2/97 Project  
**Date:** Tuesday, January 17, 2023 8:17:32 AM

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To Whom It May Concern,

I have read your proposal, looked at the pictures and personally concluded that this project over-steps the actual issue of congestion at the north end of Wenatchee.

The Wenatchee area has taken years to secure natural recreation areas for its citizens and wildlife. The area you propose using is vital to the beauty of the area in which we live. I believe keeping the traffic along the current footprint is a smarter use of time, money, and the environment.

If you widened the highway and bridge at N. Wenatchee Avenue and considered an overpass before the Maiden Lane and N. Wenatchee Ave. intersection to divert business traffic up and off that bottle-neck it would help. All people accessing the businesses on both sides of N. Wenatchee Ave. after the Horselake Rd. intersection would use the overpass to access those businesses. Use the area between Horselake Rd. and Maiden Lane on both sides for on and off ramps. Have an access road continuing down Maiden Lane past Marson and Marson and around the back of those businesses to enter and exit from the rear only. No Avenue access. The traffic light could be removed at Maiden Lane as traffic would go across the highway and merge back into traffic from the ramp. The businesses on the right, i.e. Easy's and Panda Express, could have right turn only traffic from Wenatchee Avenue but people going north could take the overpass and come back that way. No turn Lane on that section of N. Wenatchee Ave. needed.

This is a simplified version of a complicated issue but that section of N. Wenatchee Avenue is where the congestion lies. In my opinion, it was never thought out properly and numerous accidents have resulted due to traffic patterns intersecting and not flowing properly.

Please consider keeping traffic and nature separate. We love where we live and if we squander the natural areas we will never get them back again.

Sincerely,

Elizabeth Edmunds

[Outlook for Android](#)

**From:** [Patrick Henneghan](#)  
**To:** [CPNEPA](#)  
**Subject:** Confluence Parkway Public Comment  
**Date:** Tuesday, January 17, 2023 6:44:46 PM

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City of Wenatchee,

I am concerned about the Wenatchee confluence parkway project. I feel that the currently proposed project will not effectively achieve its stated goal of reducing congestion or traffic flow. The location of this project does not connect current high traffic pathways, and will still feed most of the "diverted" traffic into highly congested downtown roads. The assessment of previously proposed alternative projects evaluated in 2017 overlooks higher traffic pathways (namely western avenue connecting to Hwy 2). With Wenatchee's current acceleration of population growth since the 2017 assessment, I feel that revisiting the initial alternatives is of great value. The currently proposed development does an insufficient analysis of traffic patterns and efficacy of this "improvement" project, especially in light of our current population growth. Can you please provide updated modeling of these alternatives based on updated census data, and growth projections?

I do not feel that the environmental assessment performed to support this project is sufficient. The confluence parkway is a valuable natural resource, which is home to fish, birds and native plants, some of which are threatened or endangered as listed in your EA. The proximity of these natural resources to our community is of great value, which has been insufficiently evaluated. The recreation trail through the Horan natural area is within Wenatchee/East Wenatchee city limits and is unique in its natural beauty for a park within city limits. An EIS should be performed to accurately assess the impacts of this project on this resource, and it's recreation value/potential considered.

I urge you to perform an EIS to appropriately assess the impacts of this project on a highly valuable natural resource, which is improperly valued by your current EA. Additionally, if you are going to spend our tax payer dollars, please perform an appropriate assessment of traffic flows. As stated above, the current project will not achieve the main goals of the project in a substantive way.

Thank you for your consideration,  
Patrick Henneghan

**From:** [Kyle Somers](#)  
**To:** [CPNEPA](#)  
**Subject:** Do NOT Build The Bypass  
**Date:** Tuesday, January 17, 2023 7:44:42 AM

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Hi,

As a Wenatchee homeowner who frequently uses the Apple Loop trail, the stretch where the bypass is planned is my absolute favorite part of the loop. Pristine, beautiful, quiet. I love to just stand on the pedestrian path across the Wenatchee River and listen to the river. I love the peacefulness and solitude of the gravel paths through wetland preserve. A feeling of relief; there I can be in my own city and feel like I'm away from the cars, the bright lights, the exhaust.

As a Wenatchee Resident, I would much rather sit in traffic than on my commutes spend what free time I have jogging along the Columbia listening to more cars! We have so many big roads! This is a city built around cars and trucks. The worst part of the entire apple loop is the north bridge for this reason; great, now I guess we get to have more of that! No, a noise wall is not going to be an adequate solution! Why are we planning to ruin one of the few remaining nice spots to shave a few minutes off of our commutes? I am adamantly opposed to this. Anyone who frequents the apple loop would be. Go outside.

-Kyle Somers

**From:** [K N](#)  
**To:** [CPNEPA](#)  
**Subject:** Confluence Parkway project

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**Date:** Tuesday, January 17, 2023 10:14:03 AM

I recently walked the trail in East WEnatchee near the highway. The area near the highway had amazingly high noise levels. Please do not disturb the natural setting of the trail in Wenatchee, especially the wooded area. I have included a link to the trail area in East Wenatchee.

<https://www.google.com/maps/place/East+Wenatchee,+WA+98802/@47.3916507,-120.2737899,100m/data=!3m1!1e3!4m5!3m4!1s0x549bc899258d4d09:0xce79a726a1e71262!8m2!3d47.4156824!4d-120.2931263>

Kerry Newman

**From:** [Jane Zanol](#)  
**To:** [CPNEPA](#)  
**Subject:** RE: Confluence Parkway  
**Date:** Tuesday, January 17, 2023 8:35:17 AM

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I am writing to express my support for the city of Wenatchee's careful assessment of the proposed Confluence Parkway's environmental impact. The Parkway will impact Horan Natural Area, which is a wildlife refuge and popular recreation spot. It is a designated eBird hotspot, attracting visiting and local bird watchers in all seasons of the year. It is also a culturally significant area which was a regional meeting place in times past for native American people.

I have lived in Wenatchee for twelve years. I am retired and volunteer for North Central Washington Audubon and the Chelan Douglas Land Trust. I currently am engaged in planning the annual Leavenworth Spring Bird Festival, and several of our field trips are based in Horan.

I myself visit this area many times a month. Last week I walked through the snow to enter Horan, which was uncrowded and quiet. Along one of the side streams that runs through Horan parallel to the Columbia river, I saw a beaver chewing the bark off a stick. Later I saw Common Mergansers, Ring Necked Ducks, Lesser Scaups and a Kingfisher during my walk at Horan. In other seasons I have paddled my kayak through the same back channels there—several times I saw the moose when she was living in Horan. These kinds of experiences and wildlife are an invaluable part of living in Wenatchee. They define Wenatchee as a premier destination for viewing wildlife on the river's edge in a growing city.

The Bald Eagles that have successfully nested and reared young for the past several years in Horan currently coexist with our population and our city noise. It is imperative that the city of Wenatchee, Chelan County, and the state of Washington work very carefully to minimize the environmental impact the new Parkway will have while they enhance traffic flow in and around Wenatchee.

Thank you very much for your work on this important project.

Sincerely yours,

Jane Zanol  
336 Whitebirch Place  
Wenatchee, WA 98801

**From:** [Daniel Kuney](#)  
**To:** [CPNEPA](#)  
**Cc:** [Estimating](#)  
**Subject:** Confluence Parkway Project  
**Date:** Tuesday, January 17, 2023 9:15:40 AM

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Hello –

We are a general contractor based in Spokane who worked on the George Sellar Bridge years ago. We would be interested in bidding on the Confluence Parkway Project when the time comes. What is the best way to keep track of the project to make sure we are on top of it when the bidding process starts? Is it still slated to go Design-Build or Progressive Design-Build?

Thank you for your time -

Daniel Kuney  
Vice President  
Max J. Kuney Co  
O: 509.535.0651  
M: 509.994.3500

**From:** [Dale Cantrell](#)  
**To:** [CPNEPA](#)  
**Subject:** Wenatchee, WA: Confluence Parkway Comments  
**Date:** Wednesday, January 18, 2023 10:24:56 PM

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A new entry to a form/survey has been submitted.

**Form Name:** Confluence Parkway Comments  
**Date & Time:** 01/18/2023 10:24 PM  
**Response #:** 64  
**Submitter ID:** 8271  
**IP address:** 63.142.218.175  
**Time to complete:** 1 min. , 55 sec.

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## Survey Details

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### Page 1

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#### Please provide your comments on Confluence Parkway:

Susan Ballinger, 2009 Skyline Drive, Wenatchee WA 98801 skylinebal@gmail.com

Issues of Concern: The project's scope best fits an EIS, not an EA

After reading the EA, it is my assertion that an EIS is needed. The EA has no supporting evidence, such as links to technical reports or documents. The City of Wenatchee's webpage does not provide the public access to any documents created since the 2018 initiation of this project.

This project requires and partner cooperation with the railroad, the PUD, the State Parks, Tribes, and the Highway Department. The EA includes no evidence of decision-making with any party. The EA does not adequately assess the cumulative impacts of this project in concert with the Chelan PUD License Renewal. I personally have been engaged in all past public processes since 2018 by both the PUD and the City. As a member of NCWAS, I co-authored a Letter to the Editor, published in the Wenatchee World on May 25, 2022, including "The NCWAS continues to promote the idea that the HNA can represent a world-class park that provides valuable educational and recreational opportunities as well as bird and wildlife habitat. The city and PUD planning timeframes overlap today. NCWAS supports the Confluence Parkway and FERC relicensing projects. It is critical that the importance of the value of the HNA for the future of the Wenatchee valley is carefully coordinated between the two entities. Residents and visitors to the Wenatchee valley will be well served when the Horan Natural Area evolves into an ecologically and socially sustainable resource.

Issues of Concern: Wetland delineation results and prioritized mitigation actions are missing from the EA Pages 66-68 and , Figure 16: Map Wetlands and Riparian Zones: Wetland A and a Wetland Buffer of 150-ft is illustrated on the map, but it does not include reference to either the Critical Areas Ordinance and a Wetland Delineation. The proposed Project trail is drawn within the wetland buffer, but the map does not show the steep slope that is the boundary between upland and wetlands, that will create construction challenges, including likely use of heavy equipment along the full length of the project.

The project area, including the Horan NA is within the City limits. The City's website doesn't include language describing wetlands and buffer widths, but does list "Wetlands" as a type of Critical Area within the City. A map of wetlands that meet the definition of Critical Areas is missing from the set of mapped

Critical Areas posted on the City Website.

The project's impact within the wetland boundary of the Horan Natural Area is not fully explained.

The EA text on page 68 states: 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

The next two sentences are confusing, as they do not address nor suggest mitigations for the permanently impacted 2.22 acres of Wetland A Buffer: 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.

Specific and impactful mitigation measures for the permanently impacted 2.22 acres of Wetland Buffer A are not addressed. The inadequacy is illustrated on page 68 by the single false sentence that states no need for mitigation: As there are no permanent wetland impacts identified based on the conceptual design, no wetland mitigation for permanent wetland impacts is required or proposed. WNSP argues that significant and strategic mitigation is necessary. The EA needs to disclose details about impacts, which are poorly explained using a single sentence.

The statement that Temporarily disturbed wetland and wetland buffer habitats would be replanted with native species following construction is not adequate. A plan for native species suited to each disturbance footprint within the upland and wetland sites must include habitat-specific selection of species, plant size, use of temporary supplemental irrigation, and three years of post-construction weed management. As stated, if the one-time planted plants die, there is no requirement for a survival rate over time with required plant replacement if this measure is not met.

The most impactful mitigation measure would be to return flowing water to the Horan Natural Area. The North Central Washington Audubon Society (NCWAS) has identified a new source of low-cost water, irrigation water supplied by the Highline Canal, that could be routed into the Number One Canyon drainage through the Horan Natural Area. I support these measures advocated by NCWAS. Returning water to the wetland and pond system will support increase in native wetland plant communities.

Issue of Concern: Post-construction restoration of Riparian Black Cottonwood Forest along Wenatchee Riverbanks.

The EA does not accurately describe the riparian plant community. The Washington Dept. of Natural Resources Natural Heritage program assigns the Riparian woodlands and shrublands found in the Columbia Basin a S1 rank of Critically Imperiled. The EA (Pages 65-66) inadequately summarizes post-construction actions as "Temporarily disturbed riparian habitats would be replanted with native species following construction." Prioritization of black cottonwood forest overstory and understory species must be included in the plan. Replanting alone will likely fail, without careful selection of species, plant size, use of temporary supplemental irrigation, and three years of post-construction weed management. As stated, if the one-time planted plants die, there is no requirement for a survival rate over time with required plant replacement if this measure is not met.

Issue of Concern: Water contaminant 6PPD-quinone that harm Federally listed fish species.

Best available science tells us that a chemical contained in vehicle tires that ends up in roadway runoff is a toxic pollutant harming Coho salmon. The EA does not discuss mitigation to collect road and trail runoff, and pipe it to an upland filtering system. As planned, all road and trail stormwater will flow into the river, directly on top of known Chinook salmon Redds in the Wenatchee River below.

Issue of Concern: The Most effective wetland mitigation action is not discussed in the EA: returning flowing water to the Horan Natural Area.

I serve on the North Central Washington Audubon Society (NCWAS) Conservation Committee, and I support the concept offered by the NCWAS Board. Irrigation water from the Highline Canal could be diverted into the Number One Canyon system, and gravity would create a flowing water wetland system in the Horan,



and return water to ponds. This is low cost and impactful. It requires coordination with Chelan PUD, and would offer high value mitigation to improve wetland habitats in the Horan.

Issue of Concern: The EA does not address Social and Environmental Justice concerns. Other alternatives need to be reconsidered.

The cultural significance of the Horan Natural Area to Native Americans is impacted by the project and mitigation is not addressed in a meaningful way. The Horan contains the largest population of native Indian hemp (*Apocynum cannabinum*) along Central Washington's Columbia River corridor. This plant served as a fiber for rope, nets, and textiles for tribes, and use continues by tribal members. Restoring flowing water to the Horan will improve habitat that supports this ethnobotanically important forb.

The EA does not address environment justice. The Horan is the only year-round accessible nature park available to Wenatchee residents. The Wenatchee School District serves 53% Latino and 60% low income students, a reflection of high poverty, especially for non-white residents. Creating spaces for solitude and connection to nature does not match placing a walking path adjacent to both a road and a railroad.

When all factors are weighed, I urge reconsideration of alternatives that can address the traffic needs, but not reduce the social and environmental values provided by the Horan Natural Area.

**If you would like to be involved as a stakeholder, please provide your contact information:**

Susan Ballinger, skylinebal@gmail.com

Thank you,  
**Wenatchee, WA**

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**This is an automated message generated by Granicus. Please do not reply directly to this email.**

**From:** [Laura Gloria](#)  
**To:** [skylinebal@gmail.com](mailto:skylinebal@gmail.com)  
**Subject:** RE: Wenatchee, WA: Confluence Parkway Comments  
**Date:** Thursday, January 19, 2023 10:57:45 AM

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Hi Susan,  
We have received and will respond to your comments after the period closes. I did want to note that the past information is all on the site. The main page has links to these pages but I've provided them for you below:

NEPA Documents:  
<https://www.wenatcheewa.gov/get-involved/confluence-parkway-in-wenatchee/confluence-parkway-environmental-assessment-updates>

Past Events:  
<https://www.wenatcheewa.gov/get-involved/confluence-parkway-in-wenatchee/confluence-parkway-project-events>

Thank you,  
**Laura Gloria**  
Executive Services Director  
(509) 888-3616



*NOTICE OF PUBLIC DISCLOSURE: This e-mail may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.*

**From:** [Kaden Morgan](#)  
**To:** [CPNEPA](#)  
**Subject:** Road Extension Comment  
**Date:** Wednesday, January 18, 2023 11:28:04 AM

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There is no actual way that the benefit of taking away any amount of Confluence Park and a designated wildlife area is a morally good idea. As a valley citizen, this is a horrible idea that serves only to ruin what makes this valley what it is. The hint is that it's not roads that make our home beautiful.

**From:** [Faethyra](#)  
**To:** [CPNEPA](#)  
**Subject:** Road Extension Planning  
**Date:** Wednesday, January 18, 2023 11:39:02 AM

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Dear Wenatchee Officials,

As someone who visits Wenatchee often,, I do not agree with the plan to cut through Confluence Park and a wildlife area. It does not seem like a sound decision and would only be a detriment to residents.

Thank you,

Bricanna Putt

**From:** [Odin McCarthy](#)  
**To:** [CPNEPA](#)  
**Subject:** Highway Bypass  
**Date:** Thursday, January 19, 2023 12:06:35 AM

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Hello. Please consider other options besides building a bridge through the Horan area. It should be obvious, but the project would greatly negatively impact the wildlife that lives there. We've already destroyed and built over so much. We as a species need to consider the creatures we share the planet with, as without them we would perish.

<https://www.theguardian.com/environment/2022/oct/13/almost-70-of-animal-populations-wiped-out-since-1970-report-reveals-aoe>

<https://www.bbc.com/news/science-environment-37775622>

**From:** [Jeanne Poirier](#)  
**To:** [CPNEPA](#)  
**Subject:** Confluence Parkway Project  
**Date:** Saturday, January 21, 2023 9:16:49 AM

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Thank you for allowing public comment on this project as it is not easy for many of us to attend events in person. There has been tremendous work done on so many fronts! Very educational to review the multiple documents on the project!

While I am bottom line supportive and greatly agree with the need for alternative travel route out of Wenatchee - especially in fire/emergency situation - it is the Horan Natural Area which is most concerning to me. We are greatly losing native, natural areas for all manner of wild life and native plant species. This is the result of more humans impacting nature. Very tough call to determine who/what holds greater value!

If this project goes forward, it would definitely impact my feelings of Sen. Hawkins proposed regional aquatic build out on the opposite side of the river.

Somehow we need to protect native land, nature and minimize the impact of ever increasing human population - Mission Ridge expansions etc.

Thank you for the work done here - for allowing public comment.

Jeanne Poirier  
Cashmere WA

**From:** [charlie.carmody](#)  
**To:** [CPNEPA](#)  
**Subject:** Confluence Parkway Project  
**Date:** Sunday, January 22, 2023 12:11:00 PM  
**Attachments:** [For your consideration#2.docx](#)

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Hello once again; they always say "it doesn't hurt to ask", well here goes. Please see the attachment below for clarification and consideration. All the best to you and yours, Charles J. Carmody, 2323 Overlook Drive, Wenatchee, Wa. 98801.

Confluence Parkway Project, for your consideration:

Sunday, January 22, 2023

1. The proposed redesign of bus and north bound traffic revision via a 'traffic spur' at the north traffic light, traffic flow is diverted up the hill into Wal-Mart and into residential neighborhoods via Horselake Road. I feel this will certainly make an already contentious traffic flow by non-local residents even worse for this residential neighborhood. More traffic sitting at the North Wenatchee Avenue traffic signal as approved to eliminate the left turn lane does nothing to improve traffic flow; may actually make it worse if traffic turning off Wenatchee Avenue to access this intersection, backs-up north bound traffic in the outside lane. High volume could actually block the intersection to south flow bridge traffic.
2. The intersection of Dawn Terrace and Horselake Road is the end of the equestrian trail. Could the widening/regrade of Dawn Terrace and Horselake Road be considered for Bicycle and equestrian traffic with a 'turn-a-bout' or "Yield" with widened corners?
3. Could the bike access/lanes be considered with the widening of Dawn Terrace and Horselake Road down to the Wenatchee Avenue intersection? Considerable bike traffic already accesses Horselake and Dawn Streets via Maiden Lane. A common route is Maiden Lane, Dawn Street, and either up or down Horselake Road.
4. Can there be a "crossing" for bicycles at the intersection of Horselake Road and Wenatchee Avenue with a designated bicycle "waiting area" at the intersection where bike traffic can pause waiting for a green light, and then proceed across and an intersecting route to the newly proposed parkway project that crosses the Wenatchee River into/adjoining Confluence Park and Horan wildlife area?
5. Widen and develop the Horselake Road and Dawn Street intersection to produce a safer comingling of bike, dog waking, and vehicular traffic. As it is now, that intersection is a 'crap shoot' whether your going to 'make it' or not, pretty scary throughout the summer months. Everyone is jockeying for position at that intersection, uphill traffic, bikes, local pedestrians walking dogs, joggers, non-local uphill and downhill traffic congestion attempting to avoid Wal-Mart and Home Depot summer congestion. Could a "LOCAL TRAFFIC ONLY" flashing sign be installed?
6. Please consider widening, regrading, and/or development of this intersection.
7. Install the pre-approved stormwater infrastructure from Overlook Drive, Horselake Road and Dawn Terrace to avoid the uncontrolled runoff, pooling, and freezing into/onto Dawn Terrace, Horselake Road intersection. Vehicles slide into the intersection during winter as the runoff freezes into/onto the undeveloped potholed intersection, melts, and continues into/onto the properties across the street and after pooling continues down Horselake only to refreeze on/at the North Wenatchee Avenue intersection. Ugly at times, screeching tires, horns, yelling, foul language, etc.

Once again, thank you for affording me the opportunity to comment. This is great fun!  
Charlie Carmody  
2323 Overlook Drive,  
Wenatchee, Wa. 98801

**From:** [amh91971@gmail.com](mailto:amh91971@gmail.com)  
**To:** [CPNEPA](#)  
**Subject:** Confluence Parkway  
**Date:** Sunday, January 22, 2023 7:49:05 AM

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To whom it may concern,

My name is Adam Howard and I am a resident of Wenatchee. I would like my voice counted among those who support the construction of the Confluence Parkway project without further delay. The City needs additional bridges over both its adjacent rivers, and detractors from that goal are not seeing that our vibrant, growing community has clear infrastructure needs that will require some level mitigated disturbance.

To the extent that simply alleviating traffic doesn't actually reduce the environmental impact on Wenatchee and East Wenatchee (and the NCW area, generally), it seems very likely that the customary safeguards for erosion control, in-water construction and on-site archeology will adequately protect impacted resources during build out of the project.

Thank you for including this comment in your public comment records.

Best,

Adam Howard  
1201 Orchard Ave  
Wenatchee, WA 98801

Sent from [Mail](#) for Windows

**From:** [Joachim Morrison](#)  
**To:** [CPNEPA](#)  
**Subject:** Opposition to proposed Confluence Parkway  
**Date:** Sunday, January 22, 2023 5:54:55 PM

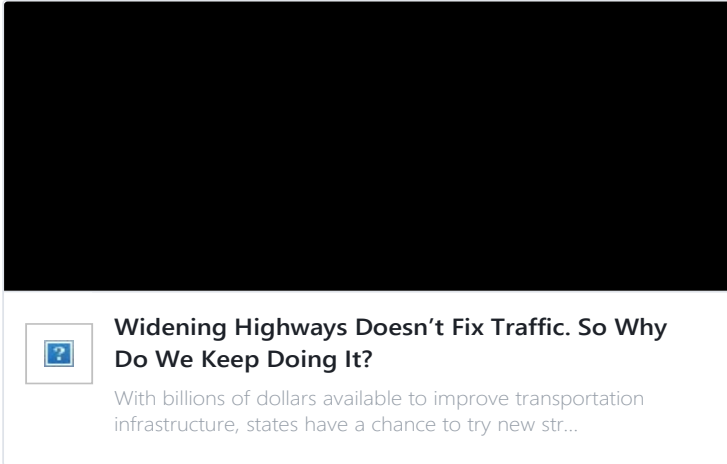
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Thank you for the opportunity to provide public input into the proposed Confluence Parkway. I am strongly opposed to this plan for several reasons.

First, this proposal runs right through land that was traditionally used by the P'squosa/Wenatchi tribe and was stolen from them as part of America's western expansion and extermination of native populations. The land should first be returned to the tribe to allow them to decide what the best future use of this land. Pushing through this proposal as planned will continue to diminish and devalue the rights of native people to control land they are entitled to.

Next, the proposal falls prey to the unsupported belief that building more roads will solve traffic congestion. It will not. I include a link to this recent New York Times article that thoroughly dispels this myth. It is simply dishonest and a misappropriation of taxpayer funds to fail to continue to push this fallacy.

[Widening Highways Doesn't Fix Traffic. So Why Do We Keep Doing It?](#)



The third reason this proposal should not go through is the tremendous negative impact it will on our natural environment, particularly the Horan Natural preserve. Not only will it permanently make this area less natural, it will undoubtedly negatively impact birds, fish, and other wildlife. Moreover, it will adversely impact recreation opportunities, especially for low-income populations and people of color. As someone who regularly walks and bikes in that area as well as rows and swims on the Wenatchee River, I do not want to see this proposal go through.

For all the above reasons, I strongly oppose the proposed Confluence Parkway.

Joe Morrison  
310 Whitebirch Place  
Wenatchee



**From:** [Joy](#)  
**To:** [CPNEPA](#)  
**Subject:** Confluence Parkway  
**Date:** Tuesday, January 24, 2023 2:35:29 PM

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I grew up in Wenatchee and have lived on Burch Mountain for the past five years. Since moving to Burch Mountain I have seen a significant increase in the volume of traffic on North Wenatchee Avenue and through the intersection of Hwy 2/97 and Easy Street. In addition, driving habits have become more aggressive. Traffic safety in the north end is a huge topic amongst those of us who deal with it on a daily basis. I encourage planners to adopt a plan for the Confluence Parkway Project that provides maximize vehicular safety and flow through the entire north end of town. It is evident that this area is going to continue to grow at a break-neck speed and the issues of safety should addressed with a long-term focus. I love wildlife and nature and spend a great deal of time outdoors. Cities all over the globe have had to deal with encroaching development into wildlands. Animals are adaptable and create new habitats when forced out by growth of communities. There is no doubt that the Horan Preserve is special, BUT those of us who live in the north end or who are passing through our area or who are driving an emergency vehicle to someone in need must have a SAFE roadway in which to travel. Please do not be short-sighted in addressing traffic woes in the north end. Choose the best plan, regardless of its impact on the Horan Preserve, that will have an effective, long-lasting, positive impact on traffic safety and flow.

Thank you for the opportunity to express my thoughts.

Joy Brown  
48 W Mountain Brook Lane  
Wenatchee, WA 98801

**From:** [J Banken](#)  
**To:** [CPNEPA](#)  
**Subject:** Comments regarding the proposed Confluence Parkway  
**Date:** Tuesday, January 24, 2023 5:12:02 PM

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Dear City Council Members,

I am writing to ask you to complete a more thorough Environmental Impact Statement before proceeding with the proposed Confluence Parkway project. We have too much to lose to not take all its effects into account. We must consider every possible alternative, keeping the health of the environment and the health of Wenatchee's people as our highest priorities.

If you have ever been to the riverfront trail in Yakima or the park by the freeway in Moses Lake, you know how traffic negatively affects a natural area. Noise, pollution, and just seeing cars and trucks whizzing by in a natural space all take away from the peace that we should be able to experience in nature. This article provides just one example of how traffic noise affects us. It shows that traffic noise increases feeling of depression, while birdsong alleviates anxiety: [Birdsongs alleviate anxiety and paranoia in healthy participants - Scientific Reports](#)  
Adding a new road along the edge of the Horan Natural Area will only add more traffic noise to a place that is already too noisy as it is.

It is extremely important to remember that traffic affects wildlife, too. Birds and insects that rely on sound to locate each other or their prey can't hear over traffic noise. There is a *long* list of research showing this to be true. The effect of a new road on wildlife must not be ignored.

I appreciate the difficulty of deciding how to plan Wenatchee's future growth. We live in such a wonderful place. An Environmental Impact Statement must be performed before we alter it forever.

Sincerely,

Julie Banken

---

Joel and Julie Banken

*509 860 4498 (Joel mobile)*  
*509 663 7060 (Julie mobile)*

*1317 South Hills Drive*  
*Wenatchee WA 98801 USA*

**From:** [Fred Schuenemann](#)  
**To:** [CPNEPA](#)  
**Subject:** Proposed Confluence Parkway  
**Date:** Tuesday, January 24, 2023 10:35:37 AM

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Hello,

For years I have walked the Confluence Park trail starting on Hawley Street and continuing either through the estuary or on down to the river and beyond. I walk it 365 days a year unless I am occasionally out of town for a few days.

Here is what I experience:

1. Only the sounds of nature and pleasant people also enjoying the pristine environment.
2. No noise pollution or toxic fumes.
3. PYGMY endangered BUNNIES, a multitude of bird species including eagles, woodpeckers, kingfishers, plus snakes, racoons, skunks, and so many more species.

Here is what I know:

1. If you build a road, all the wildlife there will be negatively impacted.
2. People will go elsewhere because you can never eliminate the noise and toxic pollution that will infiltrate the area. That is not what the people who visit the area are seeking.

Here is the ultimate result of this easy but ill conceived plan:

1. You will never be able to recreate it what we now have.
2. There is no other area in the town to replace this park down by a beautiful river.
3. This rare and beautiful asset will be lost forever and will not attract visitors and others to this area as before.
4. The beautiful, peaceful campground will be impacted forever. Who would leave a city to come here and listen to traffic?

My conclusion:

1. Think out of the box and find another way.
2. Give the wildlife a break. Someone needs to.
3. This area was designated to be parkland. Keep it that way. It is one of the largest assets this area has.
4. YOU CAN NEVER GET IT BACK.
5. It's on you!

Thank you,  
Susan Jewell  
509-393-4772  
Resident of Wenatchee

**From:** [Bruce McCammon](#)  
**To:** [CPNEPA](#)  
**Subject:** NCWAS comments on the Confluence Parkway EA  
**Date:** Tuesday, January 24, 2023 12:36:41 PM  
**Attachments:** [Confluence Parkway EA\\_NCWAS response\\_01-20-2023.docx](#)

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Hello, Laura.

Comments from the North Central Washington Audubon Society are attached.

Thanks for the opportunity to comment.

Bruce McCammon



North Central Washington Audubon Society  
P.O. Box 2934  
Wenatchee, WA 98807  
www.ncwaudubon.org

Ms. Laura Gloria  
City of Wenatchee  
P.O. Box 519  
Wenatchee, WA 98807-0519

January 20, 2023

Re: Confluence Parkway Environmental Assessment

Ms. Gloria:

The North Central Washington Audubon Society (NCWAS) began advocating for improved ecological conditions in the Horan Natural Area (HNA) in 2016. Our "[Vision Paper](#)" (2019) lists eight possibilities to create a more ecologically sustainable mix of bird habitats as well as improved educational and recreational experiences. Central to these improvements is the need to return flowing surface water to the Horan area. The City of Wenatchee's Confluence Parkway project presents both opportunities and risks to achieving desired future conditions in the HNA. Areas of primary interest and concern related to the Confluence Roadway project are:

- Re-establishment of flowing and still water within the HNA
- Maintenance or improvement of wetland, riparian, and upland bird habitat
- Recognition and protection of the many bird species that use the HNA for foraging, nesting, and rearing young.

#### **Basis for comments**

NCWAS believes that a fundamental purpose of a NEPA document such as this Environmental Assessment (EA) is to disclose direct, indirect, and cumulative effects with sufficient description and analysis to support them. The EA relies heavily on appended technical studies. The EA itself provides very little detail from which to determine possible adverse or beneficial effects.

Broad statements like "As there are no permanent wetland impacts identified based on the conceptual design, no wetland mitigation for permanent wetland impacts is required or proposed."<sup>1</sup> have little analysis context from which to make such conclusions. Similar statements about possible effects may not be based on data or observation and sweep away possible damaging effects to birds – e.g., "... (birds and mammals that are habituated to human disturbance), and some species would successfully relocate to other suitable habitat..."<sup>2</sup> Conclusions like "If necessary, additional floodway could be created to offset the reduction in capacity."<sup>3</sup> show up without a basis to support such a conclusion.

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<sup>1</sup> EA, page 68

<sup>2</sup> Anchor QEA, Ecosystems Technical Study, page 17

<sup>3</sup> EA, p. ES-22

Key findings or conclusions contained in the technical appendices are not transferred to the EA to support broad statements about important effects. This is particularly true with respect to the need for close coordination and cooperation between the city and the Chelan PUD to reintroduce water as pointed out in the Confluence Parkway Stormwater Report prepared by KPG Interdisciplinary Design, February 2021 revision.

### **Re-establishment of flowing and still water within the HNA**

Historically, the created ponds in the HNA provided valuable bird and mammal habitat. Aesthetics and recreational values were enhanced by the presence of the ponds. When the primary sources of inflow to the area were curtailed, the ponds began to dry out and revert to dry habitat. Today, groundwater levels controlled by the fluctuations of the Wenatchee and Columbia River's stages create fluctuating water levels in a few ponds. Infrequent extreme high flows in the Columbia River result in the entire HNA being inundated. Surface inflow is negligible. Intermittent flows enter the HNA from Number One Canyon Creek, encounter a plugged channel on private land shown (KPG 2021<sup>4</sup>) and then spread out over the area occupied by the radio towers.

The 2021 technical report prepared by KPG provides an accurate and clear description of inflow to the Horan from surface sources (Basin D, pp 3-7). The description on page seven of the report is particularly well presented. The report presents the possibility of returning stormwater flows to the HNA. The KPG report (p. 7-11) goes on to describe a distinct opportunity to return water to the HNA through modifications to the existing City stormwater system. Unfortunately, the EA does not expand on this opportunity and does not provide information about how the Confluence Parkway project could facilitate the return of this surface water source<sup>5</sup>.

Stormwater can provide a limited source of surface water to reinvigorate existing wetland habitat within the HNA. Treatment would be required prior to this use as conceptually shown in Figure 4A of the KPG report. NCWAS believes that it may also be possible to introduce water to the Horan area by adding water from the Highline canal directly to Number One Canyon Creek where the canal crosses the creek at Woodward Dr. This possibility is outside the Confluence Parkway project area and the project, as presented, does not preclude the possibility. NCWAS believes that the EA should describe how the new roadway could accommodate additional water to the Horan via Number One Canyon Creek.

### **Wetland and Bird Habitat**

The Confluence Parkway EA presents information about significant wetlands that lie within the project area. The EA presents information that indicates that project effects on the wetlands and associated bird habitat is temporary and mitigatable through replanting disturbed areas with native plants<sup>6</sup>. The EA concludes that "Most wildlife species (e.g., birds, raccoons, and coyotes) are able to move away from areas of disturbance." (p. ES-20). This conclusion is repeated several times throughout the EA and the Ecosystems technical report. NCWAS does not fully agree with the conclusion.

The bird list provided in the Anchor QEA technical report references an Audubon source. The list is cited as being on the NCWAS website but we are unable to locate the specific reference. The list is inaccurate and quite abbreviated from the list of birds documented in the Cornell Lab of Ornithology's eBird database for sites in the

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<sup>4</sup> Diagram accessed via link provided on the Confluence Parkway Environmental Assessments Update webpage. Labeled as "Proposed Mitigation for Impacted 4f Properties-PUD". A variation of this diagram appears in the KPG 2021 stormwater report.

<sup>5</sup> Confluence Parkway Environmental Assessment, 2022, page 73.

<sup>6</sup> Confluence Parkway Environmental Assessment, 2022, page ES-20.

Horan/Confluence area is included at the end of this letter.

Several bird species nest and raise young in the project area. These include, but are not limited to, Wood Duck, Say's Phoebe, Bullock's Oriole, Canada Goose, and Bald Eagle. Once a bird begins to nest, disturbance is highly likely to result in nest abandonment as the parents "move away". This is not a trivial or desired outcome. In-water work windows are provided to protect aquatic species and similar efforts should be made for birds.

The project map on page 67 of the EA shows Wetland A and Wetland Buffer areas. Figure 3C of the Anchor QEA Ecosystems technical report shows "potential project disturbance areas" overlaid on the wetland/buffer areas. While the diagram is a simple depiction of the areas, it clearly shows effects from disturbance in both the buffer and Wetland A area. This wetland lies at the base of a very steep slope from the bench above where the new roadway will be constructed. Pinned between the steep slope and the railroad, it is a challenging site to put a new roadway. Designers are commended for trying to minimize effects. However, to state that "As there are no permanent wetland impacts identified based on the conceptual design, no wetland mitigation for permanent wetland impacts is required or proposed." (EA, p. 68) cannot be true. While the possible effects of ravel into or fill of Wetland A may be small, it is the job of the EA to lay these effects out and describe how they will be minimized and/or mitigated. Recognition of the possibility to create viable wetlands in the interior of the Horan through reintroduction of flowing surface water would be a wonderful way to recognize mitigation of any, although small, direct impacts to Wetland A and its buffer.

Wetland A is very important for a wide range of bird species. Wood Ducks nest and raise their young in the wetland and the constructed ponds that are hydrologically attached to the wetland. The wetland is located away from existing trails in the Horan area and, as such, provides a relative sense of isolation for birds and mammals using the wetland. NCWAS recognizes the challenges presented by the road project to protect the valuable wetland. The EA should detail the actual impacts that might be anticipated rather than using categories like "temporary or permanent". What, exactly, is a "temporary effect"?

### **Conclusions and recommendations**

The NCWAS concludes that the Confluence Parkway Environmental Assessment does not provide sufficient information for the Federal Highway Administration to judge whether or not the project has significant effects. Our organization has officially supported the Confluence Parkway project with the stipulation that it will be critically designed to minimize effects and provide effective mitigation for any impacts that cannot be avoided. Unfortunately, the document does not sufficiently address likely effects and necessary mitigation. We recommend that an Environmental Impact Statement be prepared to provide the detail that is needed to make a truly informed decision.

Sincerely,

North Central Washington Audubon Society



Art Campbell  
President

## Bird Species documented in the Confluenc Park/Horan Natural Area

Source: eBird (www.ebird.org)

Jan-23

### Waterfowl

American Wigeon  
Barrow's Goldeneye  
Blue-winged Teal  
Bufflehead  
Cackling Goose  
  
Canada Goose  
Canvasback  
Cinnamon Teal  
Common Goldeneye  
Common Merganser  
Eurasian Wigeon  
Gadwall  
Greater Scaup  
Greater White-fronted Goose  
Green-winged Teal  
Harlequin Duck  
Hooded Merganser  
Lesser Scaup  
Long-tailed Duck  
Mallard  
Northern Pintail  
Northern Shoveler  
Red-breasted Merganser  
Redhead  
Ring-necked Duck  
Ross's Goose  
Ruddy Duck  
Snow Goose  
Surf Scoter  
Trumpeter Swan  
Tundra Swan  
Wood Duck

### Falcons and Caracaras

American Kestrel  
Merlin  
Peregrine Falcon  
Prairie Falcon

### Tyrant Flycatchers: Pewees, Kingbirds, and Allies

Dusky Flycatcher  
Eastern Kingbird  
Gray Flycatcher  
Olive-sided Flycatcher  
Pacific-slope Flycatcher  
Say's Phoebe  
Western Kingbird  
Western Wood-Pewee  
Willow Flycatcher

### Shrikes

Loggerhead Shrike  
Northern Shrike

### Vireos

Cassin's Vireo  
Red-eyed Vireo  
Warbling Vireo

### Jays, Magpies, Crows, and Ravens

American Crow  
Black-billed Magpie  
Common Raven  
Steller's Jay

### Larks

Horned Lark



### **Grouse, Quail, and Allies**

California Quail  
Ring-necked Pheasant

### **Loons**

Common Loon  
Pacific Loon  
Red-throated Loon

### **Grebes**

Eared Grebe  
Horned Grebe  
Pied-billed Grebe  
Red-necked Grebe  
Western Grebe

### **Cormorants and Anhingas**

Double-crested Cormorant

### **Pelicans**

American White Pelican

### **Hérons, Ibis, and Allies**

Black-crowned Night-Heron  
Great Blue Heron  
Great Egret

### **Vultures**

Turkey Vulture

### **Osprey**

Osprey

### **Hawks, Eagles**

Bald Eagle  
Cooper's Hawk  
Golden Eagle  
Northern Goshawk  
Northern Harrier  
Red-tailed Hawk  
Rough-legged Hawk

### **Martins and Swallows**

Bank Swallow  
Barn Swallow  
Cliff Swallow  
Northern Rough-winged Swallow  
Purple Martin  
Tree Swallow  
Violet-green Swallow

### **Tits, Chickadees, and Titmice**

Black-capped Chickadee  
Chestnut-backed Chickadee  
Mountain Chickadee

### **Nuthatches**

Red-breasted Nuthatch

### **Treecreepers**

Brown Creeper

### **Wrens**

Bewick's Wren  
House Wren  
Marsh Wren  
Pacific Wren

### **Dippers**

American Dipper

### **Kinglets**

Golden-crowned Kinglet  
Ruby-crowned Kinglet

### **Thrushes**

American Robin  
Hermit Thrush  
Swainson's Thrush  
Townsend's Solitaire  
Varied Thrush  
Veery

Sharp-shinned Hawk  
Swainson's Hawk

### Rails, Gallinules, and Allies

American Coot  
Sora  
Virginia Rail

### Cranes

Sandhill Crane

### Shorebirds

Baird's Sandpiper  
Dunlin  
Greater Yellowlegs  
Least Sandpiper  
Lesser Yellowlegs  
Long-billed Dowitcher  
Pectoral Sandpiper  
Solitary Sandpiper  
Spotted Sandpiper  
Western Sandpiper  
Whimbrel  
Wilson's Snipe  
Kildeer

### Gulls, Terns, and Skimmers

Bonaparte's Gull  
California Gull  
Caspian Tern  
Common Tern  
Forster's Tern  
Herring Gull  
Ring-billed Gull  
Short-billed Gull

### Pigeons and Doves

Band-tailed Pigeon  
Eurasian Collared-Dove  
Mourning Dove

### Owls

Western Bluebird

### Catbirds, Mockingbirds, and Thrashers

Gray Catbird  
Sage Thrasher

### Starlings and Mynas

European Starling

### Wagtails and Pipits

American Pipit

### Waxwings

Bohemian Waxwing  
Cedar Waxwing

### Wood-Warblers

Black-throated Gray Warbler  
Common Yellowthroat  
MacGillivray's Warbler  
Nashville Warbler  
Orange-crowned Warbler  
Townsend's Warbler  
Wilson's Warbler  
Yellow Warbler  
Yellow-rumped Warbler

### New World Sparrows

American Tree Sparrow  
Chipping Sparrow  
Dark-eyed Junco  
Fox Sparrow  
Golden-crowned Sparrow  
Harris's Sparrow  
Lark Sparrow  
Lincoln's Sparrow  
Savannah Sparrow  
Song Sparrow  
Spotted Towhee  
Swamp Sparrow  
Vesper Sparrow  
White-crowned Sparrow

Barn Owl

### Owls

Barred Owl  
Great Horned Owl  
Northern Pygmy-Owl  
Northern Saw-whet Owl

### Nightjars

Common Nighthawk  
Common Poorwill

### Swifts

Black Swift  
Vaux's Swift  
White-throated Swift

### Hummingbirds

Anna's Hummingbird  
Black-chinned Hummingbird  
Calliope Hummingbird  
Rufous Hummingbird

### Kingfishers

Belted Kingfisher

### Woodpeckers

Downy Woodpecker  
Hairy Woodpecker  
Northern Flicker  
Red-naped Sapsucker  
Williamson's Sapsucker

White-throated Sparrow

### Yellow-breasted Chat

Yellow-breasted Chat

### Cardinals, Grosbeaks, and Allies

Black-headed Grosbeak  
Lazuli Bunting  
Western Tanager

### Blackbirds

Brewer's Blackbird  
Brown-headed Cowbird  
Bullock's Oriole  
Red-winged Blackbird  
Western Meadowlark  
Yellow-headed Blackbird

### Finches, Euphonias, and Allies

American Goldfinch  
Cassin's Finch  
Common Redpoll  
Evening Grosbeak  
House Finch  
Lesser Goldfinch  
Pine Siskin  
Purple Finch  
Red Crossbill

### Old World Sparrows

House Sparrow

**From:** [Ali Gray](#)  
**To:** [CPNEPA](#)  
**Subject:** Confluence Parkway comment  
**Date:** Wednesday, January 25, 2023 1:44:27 PM

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Hello,

As a member of the Wenatchee community, I'm writing to share my voice against the proposed Confluence Parkway project.

I moved to Wenatchee 2.5 years ago – away from a city – to be closer to nature, wildlife, and other people who also value those things. I know others who have moved to Wenatchee for the same reason. We want to live in a city where leaders prioritize the community and its citizens (human, plant, and animal) over catering to cars. I realize congestion is an issue and that it's only increasing, but we need an alternative plan. I think a good place to start would be widening the existing Wenatchee Ave and bridge, and conducting a full Environmental Impact Statement of the project.

The Apple Capital Loop Trail, specifically through the Horan Natural Area, has become one of my favorite places in the city to visit. The proposed "new and improved" trail through Horan would do nothing but negatively impact critical and fragile habitats and the wildlife that lives there. Plus, no one wants increased traffic disturbing the wildlife we're there to quietly enjoy, if we can even hear anything over the roar of traffic right next to the trail. More important than my personal feelings are the lives of the plants and animals that call Horan home. Increased road noise, runoff waste, and a decreased migration/hunting corridor can, and will, cause harm to these species.

The relocation of the vehicle bridge and loss of the pedestrian bridge particularly concerns me. I frequent the pedestrian bridge, and traffic roaring above me would be a tremendous detriment to the experience. From the bridge, I've seen hundreds of animals on the shore, in the water, and on the island right below the bridge – herons, swans, geese and ducks, amphibians, fish, songbirds, and the bald eagles who nest right nearby, to name a few. The issues of noise, waste runoff, increased shade, decreased plant life and shade in the riparian zone, and disturbances during the construction would have a very negative impact on this area.

Thank you for your time and consideration,  
Ali Gray

**From:** [Davis Love](#)  
**To:** [CPNEPA](#)  
**Subject:** Parkway Input  
**Date:** Thursday, January 26, 2023 5:01:13 AM

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Please also put in a new walking-biking-running bridge pathway across the Columbia from Walla Walla Point Park to near the 27th Street NW Loop Trail parking lot. The river is quite narrow to make that span and it's a way to get people commuting out of their vehicles so the north end and elsewhere benefits.

Plus it would add a new dimension to the Loop Trail in that a new five mile loop becomes feasible and fun for all!

Thank you and please let me know if it is possible.

[Draft Individual Section 4\(f\) Evaluation \(wenatcheewa.gov\)](#)

[Confluence Parkway in Wenatchee | Wenatchee, WA \(wenatcheewa.gov\)](#)

**From:** [Dale Cantrell](#)  
**To:** [CPNEPA](#)  
**Subject:** Wenatchee, WA: Confluence Parkway Comments  
**Date:** Friday, January 27, 2023 5:54:07 PM

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A new entry to a form/survey has been submitted.

**Form Name:** Confluence Parkway Comments  
**Date & Time:** 01/27/2023 5:53 PM  
**Response #:** 65  
**Submitter ID:** 8274  
**IP address:** 75.139.181.192  
**Time to complete:** 4 min. , 46 sec.

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#### Survey Details

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##### Page 1

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**Please provide your comments on Confluence Parkway:**

I am strongly opposed to this plan. I think it will ruin the natural character of the Horan nature area and disturb the wildlife there. We need to preserve pockets of nature in the city or we will regret it some day. I also don't think we need a larger road - I drive that area twice a day and traffic is really not a problem, even on "busy" days at rush hour I only get slowed down by 5 minutes. More road capacity is unnecessary and harmful to the environment. Adding more road capacity will just convince more Seattle people to move here and make the area unlivable.

**If you would like to be involved as a stakeholder, please provide your contact information:**

Not answered

Thank you,  
**Wenatchee, WA**

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**This is an automated message generated by Granicus. Please do not reply directly to this email.**

**From:** [Barbara Fish](#)  
**To:** [Laura Gloria](#); [CPNEPA](#)  
**Cc:** [John Fish](#); [Barbara Fish](#)  
**Subject:** John and Barbara Fish Comments regarding Confluence Parkway and Horan Natural Area  
**Date:** Monday, January 30, 2023 1:38:44 PM  
**Attachments:** [JohnBarbaraFishParkwayEAREsponse1\\_29\\_23.docx](#)

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Sent from [Mail](#) for Windows

John Fish and Barbara Kenady-Fish  
3507 Burchvale Road  
Wenatchee, WA 98801  
January 30, 2023

Laura Gloria  
City of Wenatchee

Dear Laura Gloria:

Thank you for the opportunity for us to comment on the Confluence Parkway Environmental Assessment. John and I are long time visitors of the Horan Natural Area and are concerned about its future.

We have walked several thousand miles within the HNA in 30 years and have had the fortune of observing all kinds of wildlife and plants within the area. We watched when the first eagle pair built their nest in a large cottonwood tree, repairing it over the years and successfully raising young. We've watched moose browse shrubs and grass on the edge of the ponds, have happened upon otters cavorting in the ponds, and have heard the slap of a beaver tail. It's a treat to see newly hatched wood ducks swimming in the ponds and hear the red-winged blackbirds sing. Once we discovered a tree swallow bringing insects to its young in a tree cavity. And, we have met other year-around daily diehards of the park, undaunted by snow, ice, cold and mosquitoes, and have watched the delight on people's faces when they see a raccoon, an eagle, a deer, or one of the numerous red tail hawks and kestrels.

The HNA is 97 acres, a mostly wild and fairly undisturbed gem in a very urban area. Most of the HNA is not accessible and is extremely important to wildlife and birds. According to BirdWeb, the HNA is "especially important for migrating birds, due to its location in the bottom of the Wenatchee Valley and substantial riparian and wetland habitat. Several local and state rarities have been recorded here".

The Washington Dept. of Natural Resources Natural Heritage program assigns the riparian woodlands and shrublands found in the Columbia Basin, presumably including the HNA, a S1 rank of critically imperiled. The HNA itself comprises one of the largest remaining black cottonwood stands on the Columbia River.

Eighty-three species of plants have been identified by the [Horan Natural Area - iNaturalist](#). Two are listed as threatened. The HNA is also home to a number of culturally significant native plant communities, particularly Indian hemp.

Our concerns are as follows:

*“The Project would physically incorporate approximately 4.7 acres of the Horan Natural Area into the transportation facility.” “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”.*

We cannot see where an additional 4.7 acres of equal or better quality will replace an already established ecosystem. To replace the current established ecosystem would require many years and in the meantime be unavailable as habitat for the native species currently relying on that ecosystem. In addition, ground disturbance of any kind is a vector for invasive species.

*“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.”*

Planting native species in the newly disturbed areas is a good idea; however, we believe invasive plants (the Chelan PUD lists 13 species of noxious weeds) will always be a problem and the site will need continual monitoring. “Following installation of new native plants, controlling the recruitment and spread of invasive plant species is one of the most important elements to ensure the success of a restoration project. Once established, invasive species can outcompete native species, form dense stands, and eventually dominate an entire plant community. Restoration projects that involve earth-moving or alterations to hydrology are particularly vulnerable to the influx and spread of invasive species”.<sup>1</sup>

The same USDA manual goes on to say (on Page 60), “Too often, not enough thought is given to what might happen to the restoration site after the plants or seeds are installed, and project failure can be the unfortunate result. Monitoring provides a long-term look at the ecological changes occurring after the initial restoration project and enables proactive management to prevent failure of the project. Some examples of factors that can interfere with the success of a

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<sup>1</sup> [https://www.fs.usda.gov/wildflowers/Native\\_Plant\\_Materials/documents/intronatplant.pdf](https://www.fs.usda.gov/wildflowers/Native_Plant_Materials/documents/intronatplant.pdf); page 56



restoration project include invasion of noxious weeds or invasive plants, intense browsing or grazing by wildlife, failure of introduced plantings due to drought conditions, acts of nature that severely damage restored areas, and damage resulting from human trespass”.

Will the PUD monitor for erosion, failure of plantings, predator damage, human trespass, and control further weed spread? Will glyphosate be used or hand pulling? We have concerns about any chemical use in the HNA, particularly in the wetland.

*“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.”*

We enjoy the HNA because it IS a natural area, not overly disturbed by noise pollution, light pollution or development. We understand that several acres on the south end of the HNA are slated to become an apartment complex. This, in addition to the parkway and all of its “improvements” and resulting developments are encroaching and putting pressure on an already small and fragile ecosystem.

*“Construction is anticipated to begin in 2025, depending on availability of funding, and would span multiple years.”*

While we understand that not all construction of this multi-year project will be in or near the HNA, we must assume a substantial amount of time would be required. How will this affect access to the HNA during construction?

*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*

Seven of the 10 locations where there will be permanent traffic noise impacts are near or within the HNA. This is a significant number for an area that is valued by many for its relative peace and quiet. Birders often identify species solely on their song.

A November 22, 2019 article in the Smithsonian Magazine<sup>2</sup> states that “researchers stress that noise pollution poses threats that could impact the survival of many species. Amphibians, birds, insects and mammals all rely on sound to convey essential information, like mating and warning signals. Owls, like bats, use acoustic signals to locate prey. All of these fundamental behaviors are at risk if animals can’t hear properly over booming anthropogenic noise”. The article goes on to say, “Some birds, for instance, will steer clear of excessively noisy areas during migration, the researchers found. And this in turn reduces species richness—something that is vital to the health of the planet”.

Finally, we are concerned about lighting on the Parkway through the HNA. While it is not clear to us how the plans will address lighting, presumably the Parkway will be well-lit. We did not see any mention in the EA of effects or mitigation for lighting. As the parkway will be encroaching onto the HNA, we expect the amount of light into the area will increase. This will have an effect on wildlife. According to the International Dark Sky Association, light pollution radically alters the nighttime environment for nocturnal animals. The Website (<https://www.darksky.org/light-pollution/wildlife/>) states, “According to research scientist Christopher Kyba, for nocturnal animals, the introduction of artificial light probably represents the most drastic change human beings have made to their environment. Predators use light to hunt, and prey species use darkness as cover”. It goes on to say that, “Glare from artificial lights can also impact wetland habitats that are home to amphibians such as frogs and toads, whose nighttime croaking is part of the breeding ritual. Artificial lights disrupt this nocturnal activity, interfering with reproduction and reducing populations”.

Thank you for this opportunity to share our concerns.

Sincerely,

John Fish and Barbara Kenady-Fish

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<sup>2</sup> <https://www.smithsonianmag.com/smart-news/noise-pollution-impacts-wide-range-species-study-finds-180973635/>

**From:** [Melissa LaFayette](#)  
**To:** [CPNEPA](#)  
**Subject:** Confluence Parkway Project comments  
**Date:** Monday, January 30, 2023 5:22:31 PM

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Dear City of Wenatchee,

I'm writing to express my concerns about the Confluence Parkway project.

I understand the importance of the project for connectivity in the Wenatchee valley, but have concerns about the environmental impacts on the Horan Natural Area, and the actual efficacy of this project to alleviate traffic in the area.

- How did you model the traffic impacts coming from vehicles driving North/West on 97a compared to traffic driving East from Leavenworth/Cashmere/Blewett pass? From personal experience driving in that area, it seems unlikely to me that providing an alternate route for cars driving from the North/West will not do nearly as much to mitigate traffic as alternatives.
- The Horan Natural Area is an extremely unique location in an urban area that has economic value to the region in attracting recreationalists, and confirming the City of Wenatchee's identity as a community that promotes and supports the natural environment. I'm concerned about impacts on the animals there, as well as the visual, noise, and pollution impacts on humans recreating in the natural area.

In addition, from reading the ES, it looks like significant cultural and environmental impacts came up that were dismissed. I strongly recommend performing an Environmental Impact Statement (EIS) in order to fully measure the cumulative impacts of the project and more fully explore alternatives.

Sincerely,  
Melissa LaFayette

**From:** [Mary Ann McNair](#)  
**To:** [CPNEPA](#)  
**Subject:** Confluence parkway project  
**Date:** Monday, January 30, 2023 5:04:21 PM

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I encourage you to do more study to find a different way to improve traffic flow into Wenatchee from the North end of town. The Horan Nature Area is such a unique opportunity to enjoy and study bird and other wildlife to close to our urban environment. We have take our grandchildren through it in every season and in every weather. The ability for them to see Eagle's nesting, spot unusual birds such as heron, pheasant, and wood duck is a special joy. This area is enjoyed and appreciated by citizens of all ages. Reconsider how it can be continue to be so.

Thank you.

**From:** [jamie tackman](#)  
**To:** [CPNEPA](#)  
**Subject:** Environmental Assessment for Confluence Parkway.  
**Date:** Monday, January 30, 2023 4:22:04 PM  
**Attachments:** [Environmental Assessment for Confluence Parkway..pdf](#)

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Sent from my iPhone

Environmental Assessment for Confluence Parkway, Horan Natural Area.

Thanks for allowing me to lend my voice to the review process. I would suggest that any time you intend to build a road that disrupts such a unique riparian area the highest level of review, an Environmental Impact Statement should be required. Adding roads is rarely the solution to traffic congestion, numerous studies support this statement. Horan Natural Area is a gem to the greater Wenatchee area. It is a great place to walk, bird watch, animal watch, enjoy a quiet moment away from the hustle and bustle. This is all made possible by this small preserved island of wild, once this is disrupted it will never be recovered. It represents an ever shrinking element of the natural world, there is only one confluence of the Wenatchee river and the Columbia. Please give it the careful consideration it deserves.

Thank you

Jamie Tackman

2261 8th Street SE

East Wenatchee WA

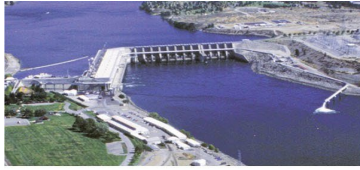
**From:** [Kirk Hudson](#)  
**To:** [CPNEPA](#)  
**Cc:** [Frank Kuntz](#); [Laura Gloria](#); [Justin Erickson](#); [Daniel Appel](#)  
**Subject:** Chelan PUD Comments on Confluence Parkway and 4(f) Evaluation  
**Date:** Tuesday, January 31, 2023 1:44:49 PM  
**Attachments:** [01.31.23 Chelan PUD Comment on Confluence Parkway.pdf](#)  
[01.31.23 Chelan PUD Comment on 4\(f\) Evaluation.pdf](#)

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Good afternoon,

Please find attached Chelan PUD's comments on the Confluence Parkway and 4(f) Evaluation.

Thank you,  
Kirk Hudson



**PUBLIC UTILITY DISTRICT NO. 1 of CHELAN COUNTY**

P.O. Box 1231, Wenatchee, WA 98807-1231 • 327 N. Wenatchee Ave., Wenatchee, WA 98801

(509) 663-8121 • Toll free 1-888-663-8121 • www.chelanpud.org

January 31, 2023

Honorable Frank Kuntz  
Mayor, City of Wenatchee  
301 Yakima Street  
Wenatchee, WA 98801

**Re: Confluence Parkway Project – Public Utility District No. 1 of Chelan County Comments on the National Environmental Policy Act (NEPA) Environmental Assessment**

Dear Mayor Kuntz:

The Public Utility District No. 1 of Chelan County, Washington, (“the District”) appreciates the opportunity to comment on the Environmental Assessment (“EA”) prepared by the City of Wenatchee (“the City”) on behalf of the Federal Highway Administration (“FHWA”) and the Washington State Department of Transportation (“WSDOT”) pursuant to the National Environmental Policy Act (“NEPA”) for its proposed Wenatchee Confluence Parkway Project (“Project”). The City is proposing the Project to address regional traffic congestion and safety challenges on North Wenatchee Ave. The District applauds the City’s efforts to address these important issues and is a cooperating agency for the proposed Project under NEPA. In furtherance of the NEPA process, the District entered into a Memorandum of Understanding with the City as well as the Washington State Parks and Recreation Commission (“State Parks”).

As the City is aware, the City’s proposed Project raises distinctive and important interests for the District. Not only would the Project involve the taking of District-owned lands, but the management and disposition of these lands are regulated by the Federal Energy Regulatory Commission (“FERC”) under the Federal Power Act (“FPA”). The District’s FERC license for the Rock Island Hydroelectric Project (“Rock Island Project”) prohibits the conveyance or alienation of these lands without prior approval by FERC. Absent FERC approval, the City’s proposed Project cannot proceed.

Thus, the overlapping federal requirements for the City’s proposed Project are complex. In addition, the District’s responsibilities related to the City’s Project are multifaceted given the District’s responsibilities as a cooperating entity in the NEPA process, its commitments to State Parks, its responsibilities as the FERC licensee for Rock Island, and its duties to the public and the District’s customer-owners.

As a result of these unique circumstances affecting the District’s unique position in this matter, the District has been closely coordinating with the City to ensure that the EA and associated administrative record will be sufficiently durable to support requests that the District will ultimately need to make to FERC to facilitate the Project.

COMMISSIONERS: *Kelly Allen, Garry Arseneault, Carnan Bergren, Steve McKenna, Randy Smith* GENERAL MANAGER: *Kirk Hudson*

### Background

As background, the District owns and operates Rock Island under a license issued by FERC on January 18, 1989. Because the proposed Confluence Parkway would require the transfer of lands that are part of the District's FERC license for Rock Island—specifically, portions of the Horan Natural Area (“HNA”) and Wenatchee Confluence State Park (“Confluence Park”)—FERC approval is required for: (1) changes to the HNA and Confluence Park that will be needed to accommodate the City's proposed Project; and (2) the conveyance of property interests of Rock Island Project lands to the City. Thus, FERC is a participating agency for purposes of FHWA's ongoing NEPA process and has informally designated the District as its non-federal representative for participating in this process.

Moreover, as the FERC licensee, the District also has similar responsibilities under its FERC license to ensure that any proposed changes to its FERC license are protective of the scenic, recreational, and environmental values of Rock Island. In fact, as noted above, several District filings and FERC approvals will be required to facilitate the proposed Confluence Parkway—including a license amendment to remove lands from the Rock Island project boundary and to modify certain elements of the FERC-approved Rock Island Recreation Plan. In evaluating the applications, FERC will need to comply with NEPA and other federal and state environmental requirements, which require development of a full and complete record and consultations with federal and state regulators, Native American Tribes, and the public. The District anticipates that FERC will rely on FHWA's EA and its associated administrative record to the extent possible.

Beyond these responsibilities under the FPA, the District is an Official with Jurisdiction under Section 4(f) of the Department of Transportation Act of 1966 (“Transportation Act”). The Transportation Act prohibits the FHWA from approving a transportation project that uses land from a significant public park, recreation area, wildlife or waterfowl refuge, or land from a historic site of national, state, or local significance, unless there is no feasible and prudent alternative, and the project includes all possible planning to minimize harm to the property. The District's 4(f) properties related to the City's proposed Project are significant: Confluence Park, HNA, Walla Walla Point Park, and the Apple Capital Loop Recreation Trail. The District will provide a separate comment letter to the City regarding its Draft Individual Section 4(f) Evaluation.

### Discussion

The City has documented its public, tribal and agency involvement and community outreach in Chapter 5 of the EA. In the City's outreach since at least 2017, the City has included in its Project the acquisition of private properties to mitigate for unavoidable Project impacts. These private parcels were intended to mitigate for land and habitat impacts from its Project—and particularly to lands within the boundaries of the District's Rock Island Project. The City has estimated that the transfer of approximately 4.71 acres of District property located within the Confluence Park boundary will be needed for its Project. The City's proposal of mitigation properties involve an approximate 1:1 exchange, with the addition of land and habitat improvements. Although the City for years consistently included these mitigation lands in Project-related proposals and documents, they appear to be absent from the EA. The District believes that ensuring an appropriate level of mitigation through the acquisition of replacement property, together with necessary restoration of that property, and conveying them to the District, is requisite to the success of the overall Project, and particularly for the District's need to obtain necessary FERC approvals.

An EA involves a process of identifying, predicting and evaluating the potential effects of a proposed project as well as associated mitigation. Although the City has separately provided information to the public and interested stakeholders regarding its mitigation proposal, the EA should also describe not only the City's development proposal, but also its mitigation commitments with sufficient specificity for the mitigation to be fully evaluated and relied upon



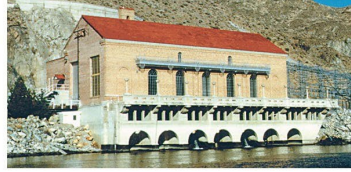
by FWHA and FERC in their respective approvals. The District believes that the City has documentation in the record of its mitigation proposal that should be incorporated into the EA process.

The District remains committed to continuing discussions with the City related to its Project and mitigation proposals, including the associated properties and we appreciate the City's renewed efforts focused on identifying and acquiring potential replacement lands.

Sincerely,

A handwritten signature in cursive script that reads "Kirk W. Hudson".

Kirk Hudson  
General Manager  
Public Utility District No. 1 of Chelan County  
kirk.hudson@chelanpud.org



**PUBLIC UTILITY DISTRICT NO. 1 of CHELAN COUNTY**

P.O. Box 1231, Wenatchee, WA 98807-1231 • 327 N. Wenatchee Ave., Wenatchee, WA 98801  
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January 31, 2023

Honorable Frank Kuntz  
Mayor, City of Wenatchee  
301 Yakima Street  
Wenatchee, WA 98801

**Re: Confluence Parkway Project – Public Utility District No. 1 of Chelan County Comments on the Draft Individual Section 4(f) Evaluation**

Dear Mayor Kuntz:

The Public Utility District No. 1 of Chelan County, Washington, (“the District”) appreciates the opportunity to comment on the City of Wenatchee (“the City”) Draft Individual Section 4(f) Evaluation. The District is an Official with Jurisdiction under Section 4(f) of the Department of Transportation Act of 1966 (“Transportation Act”). The Transportation Act prohibits the Federal Highway Administration (“FHWA”) from approving a transportation project that uses land from a significant public park, recreation area, wildlife or waterfowl refuge, or land from a historic site of national, state, or local significance, unless there is no feasible and prudent alternative, and the project includes all possible planning to minimize harm to the property. The District’s 4(f) properties include: Confluence State Park, the Horan Natural Area, Walla Walla Point Park and the Apple Capital Loop Recreation Trail.

As discussed in the District’s comment letter regarding the Confluence Parkway EA, FHWA’s EA does not identify or analyze the potential replacement properties in the City’s proposed Project that mitigate the Project’s impacts. Absent such analysis, at this time the District cannot fully evaluate whether (or not) there is a feasible and prudent alternative to the City’s proposed Project, and that the Project includes all possible planning to minimize harm to the property. See 49 U.S.C. § 303(c).

Although any substantive comment on FWHA’s Draft Individual Section 4(f) Evaluation is premature at this time, the District remains committed to continued dialogue with the City related to needed mitigation measures to meet Transportation Act requirements, Federal Power Act mandates under the District’s Federal Energy Regulatory Commission license for the Rock Island Hydroelectric Project, and the District’s responsibilities to its customer-owners. We look forward to continuing discussions that would memorialize a suite of mitigation measures that meet all these obligations.

Sincerely,

Kirk Hudson  
General Manager  
Public Utility District No. 1 of Chelan County  
Kirk.hudson@chelanpud.org

**From:** [Matthew Danielson](#)  
**To:** [CPNEPA](#)  
**Subject:** Confluence Parkway Project - EA Comments  
**Date:** Tuesday, January 31, 2023 4:55:56 PM  
**Attachments:** [Confluence.Pkwy.EA.Comments\\_Danielson.23.31.1.pdf](#)

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Hello,

Attached are my comments on the Confluence Parkway Project's EA. Please let me know if there is any formatting issues or suggestions.

Thank you,  
Matt

RE: Confluence Parkway Project (c4) Environmental Assessment  
January 31, 2023

Dear City of Wenatchee Officials,

### **Introduction**

I am concerned about the significance of the environmental impacts of the Confluence Parkway Project. After reviewing the Environmental Assessment (EA), other project documents, and the history of the project development, it is not clear how concerns raised by resource consultation, Wenatchee residents, and public participation meetings are addressed. The lack of detailed environmental information and in some cases, the inclusion of inaccurate or confusing information, does not provide enough information to make an informed decision about how significantly this project could impact local fish and wildlife species. **Please consider preparing an Environmental Impact Statement for this project** so that habitat impacts are comprehensively addressed, mitigation is thoroughly developed, and transparent information is clearly delivered to the residents of Wenatchee.

### **Comment 1**

The Purpose and Need outlined in this NEPA entirely focuses on improving transportation flow, so the only alternatives that can feasibly be selected, such as the current chosen alternative, will not give any value or weight to existing conditions that include small businesses, culturally significant locations, recreational and educational spaces, and undeveloped natural habitat. **City Officials should reframe the Purpose and Need to include what is already valuable to people in Wenatchee** and consider that natural settings are the very reason many people choose to move to and live in this region. Cultural and educational importance are not included in the *Land Use* section of the EA. The location of this project is in one of the last undeveloped natural settings within Wenatchee city limits and the significance of any impacts should be framed with this in mind.

### **Comment 2**

The effect of this project on **terrestrial wildlife and habitat are weakly addressed in the EA** and supporting information prepared for this project is not comprehensive enough to determine the significance of impacts. In the Ecosystem Technical Study (ETS) prepared by Anchor QEA in 2021 as a supporting document to this EA, terrestrial wildlife and habitat resources were only evaluated in one site visit using qualitative instead of quantitative assessments of habitat. The rest of the assessments were completed remotely from computers. Despite this assessment effort, some information provided was inaccurate while greater information could be yielded from public databases. This is concerning and shows signs that minimal effort was taken to assess the impacts of the project. The Ecosystem Technical Study (ETS) lists bird species that do not even occur at the project site such as bushtit, chestnut-backed chickadee, and winter wren, while also spelling

genus and common names wrong for species of waterfowl. It lists that there would not be any significant impact to yellow-billed cuckoo (state endangered, federally threatened) because of the lack of recent sightings, but it is well known that riparian forests such as those in the Wenatchee River Delta are prime examples of yellow-billed cuckoo habitat. The ETS and EA do not list impacts to migrating sandhill cranes or breeding American white pelicans despite significant concentrations of these species occurring at these locations. Bald eagle nests, osprey nests, waterfowl breeding concentrations, and important riparian songbird habitat are identified in project development documents, but there is no mitigation procedure to minimize noise pollution from construction and the resulting traffic during the nest season.

In addition to birds species, the ETS looked at mammal and reptile species, but still did not include species that had publicly available records within the project area. The EA makes many assumptions about the adaptability and mobility of these species to move into other spaces, which conflicts with information in the ETS that states adjacent habitat limits movement since it is already developed or has reached carrying capacity. The riparian forest along the Wenatchee River provides a vegetated corridor connecting habitat at the Wenatchee River Delta to other undisturbed habitats outside of the project area and Wenatchee and this is also the location of the project area. Mule deer, black bear, coyote, American mink, beaver, river otter, raccoon, striped skunk, and moose are all species of mammals observed in the Horan Natural Area's using the riparian forest to along the Wenatchee River to navigate. Despite this area also holding natural and constructed wetlands, the ETS did not assess amphibian species beyond listing the general life stages of amphibians.

### **Comment 3**

The EA provides minimal language for mitigation, habitat rehabilitation, or restoration regarding significant proposed habitat alterations and erasure. The EA and ETS identify many invasive plant species, including Siberian elm and Himalayan blackberry, that should be addressed in mitigation information with a noxious weed management plan after completion of the project. Improve the affected habitat by increasing two-to-one restoration methods to three- or four-to one methods, recognizing noxious weed maintenance and long-term habitat effects will be the most significant and require greater work than planting shrubs and putting habitat back in place. The EA claims that a wetland will not be permanently affected, but the buffer of the wetland will be. Wetland buffers affect wetlands, so it is unclear how the wetland will not be impacted. With heavy equipment already present, construction of this project in the wetland could take advantage of an opportunity to identify impacts properly and thoroughly and even improve habitat by altering the excavated wetland sites within Confluence Park to improve wetland connectivity and hyporheic exchange between the river and the floodplain.

### **Comment 4**

There is a large amount of confusing language in the EA that dances between whether impacts will be temporary or significant, but **the Biological Assessment (BA) is clear that chinook salmon, steelhead, and bull trout will be adversely impacted.** The EA and ETS do not mention other significant anadromous species present in the Wenatchee River such as sockeye salmon, coho

salmon, and Pacific lamprey. There does not appear to be any consultation with regional salmon and aquatic habitat restoration organizations about other priorities and projects that will be impacted by construction at the mouth of the Wenatchee River. Millions of public dollars are funding restoration in the Wenatchee River watershed to improve salmon and steelhead populations and fishing opportunities so it would be a waste taxpayer money if construction impacts the mouth of the river. Construction in the mouth of the Wenatchee River threatens the well-being of anadromous fish species in the entire Upper Columbia River, as well as the people, communities, and animals that enjoy salmon. The BA outlines adverse impacts to chinook, steelhead, and bull trout populations, including significant impacts to designated critical habitat for Chinook salmon and bull trout. The EA does not adequately specify how temporary pilings used during construction will impact habitat for listed fish species. It does not consider how bank filling and temporary pilings will permanently alter the timing of anadromous fish life cycles and create habitat for populations of invasive predatory fish such as small-mouth bass.

### **Conclusion**

**Please consider preparing an Environmental Impact Statement for the Confluence Parkway Project.** The Purpose and Need was not developed to consider existing values that represent the interests of the community. The EA and the EIS prepared as supporting material did not adequately assess the significance of impacts on habitat and species, some of which are critically endangered. Many opportunities exist to create better habitat mitigation plans if more information can be evaluated. The public has raised many concerns since the project is located in the last accessible natural setting in the area. I hope you consider these recommendations that would give greater transparency and trust to Wenatchee residents that this project is environmentally sound and the best effort that should be put forth.

Sincerely

A handwritten signature in black ink, appearing to read "Matt Danielson". The signature is fluid and cursive, with the first name "Matt" being more prominent.

Matt Danielson

**From:** [Cornejo, Lucila \(ECY\)](#)  
**To:** [CPNEPA](#)  
**Subject:** Confluence Parkway Ecology Comments  
**Date:** Tuesday, January 31, 2023 3:37:18 PM  
**Attachments:** [202300112\\_Chelan\\_Confluence Parkway.pdf](#)

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Please see the attached comment letter for the Confluence Parkway.

Share these comments with the applicant.

Thank you,

Lucila Cornejo  
WA State Dept. of Ecology  
Central Regional ERTS & SEPA Coordinator  
1250 W, Alder Street  
Union Gap, WA 98903-0009  
(509) 208-4590



STATE OF WASHINGTON  
**DEPARTMENT OF ECOLOGY**

Central Region Office

1250 West Alder St., Union Gap, WA 98903-0009 • 509-575-2490

January 30, 2023

Laura Gloria  
City of Wenatchee  
P.O. Box 519  
Wenatchee WA 98807-0519

RE: Confluence Parkway

Dear Laura Gloria,

Thank you for the opportunity to comment on the notice for the Confluence Parkway project. We have reviewed the plan and have the following comment.

**SHORELANDS**

Thank you for the opportunity to provide comments to this project as it pertains to the Shoreline Management Act (SMA) of 1971, RCW 90.58; Wetlands RCW 90.48; and Shoreline management permit and enforcement procedures, WAC 173-27. Department of Ecology regulates wetlands in Washington State regardless of federal jurisdiction. Wetlands are protected and managed through multiple state laws, including the state Water Pollution Control Act and the Shoreline Management Act (SMA). Additionally, Ecology SEA program is the authority to review and approve projects under Section 401 of the federal Clean Water Act.

Permanent and temporary wetland and riparian impacts were identified in the provided documents and may be subject to the following permits:

Shoreline Management Act; RCW 90.58

All development and uses within Shoreline Jurisdiction shall be consistent with the local Shoreline Master Program (SMP). All proposals for activities that are exempt from the Shoreline Substantial Development Permit (SDP) process should be documented with an exemption letter (WAC 173-27-050) that identifies what is included as part of the exemption and includes development conditions, if any. Local governments are required to send exemption letters to Ecology and the applicant if one or both of the following federal permits are required: 1) A U.S. Army Corps of Engineers Section 10 permit under the Rivers and Harbors Act (projects on or over navigable waters) or 2) A Section 404 permit under the Clean Water Act (projects involving discharge of dredge or fill material to water or wetlands). According to Chapter 3.3.3(F) of the City of Wenatchee SMP, If any part of a proposed development is not eligible for exemption, then a Shoreline Permit is required for the entire proposed development.

In addition, potential and/or historically delineated SMA wetlands appear in the shoreline jurisdiction maps of the City of Wenatchee Shoreline Master Program (SMP). The limit of shoreline jurisdiction, as defined in the SMP, will be helpful in identifying all development subject to the SMA. All impacts to SMA wetlands, whether temporary, indirect or permanent, will be subject to Appendix B: Critical Areas Regulations. For more information, see: [Shoreline Master Program | Wenatchee, WA \(wenatcheewa.gov\)](#).

If a wetland study was provided, consultants should coordinate and update drawings to represent current wetland delineations to adequately demonstrate avoidance and minimization of development direct and indirect impact. The limit of the proposed development within shoreline jurisdiction, including clearing, grading will be necessary as part of

a complete shoreline application, WAC 173-27-130 and 180. Additional resources for local governments regarding shoreline permitting can be found at: [1706029.pdf \(wa.gov\)](#)

#### Section 401 Water Quality Certificate

For federally-regulated wetlands, applicants must submit a request for a Section 401 Water Quality Certification under the federal Clean Water Act. Section 401 of the federal law provides the state authority to review proposed projects directly affecting waters of the United States, including wetlands, to ensure they meet state water quality standards. When an individual Section 401 water quality certification is needed, any actions necessary to protect water quality are included as conditions in the certification and incorporated into the federal permit. For more information, see: <https://ecology.wa.gov/Water-Shorelines/Wetlands/Regulations/State-wetland-regulations>.

Development resulting in a discharge to Waters of the State and Waters of the United States are required to obtain a 404/401 permit with the Army Corps of Engineers.

For more information regarding Ecology's role with the Section 401 Water Quality Certificate, see Ecology's webpage for State regulations & applicant resources - Washington State Department of Ecology at <https://ecology.wa.gov/Water-Shorelines/Wetlands/Regulations/State-wetland-regulations>.

Wetlands; Water Pollution Control Act; RCW 90.48

For non-federally regulated wetlands, applicants must submit a request for an Administrative Order to comply with the state Water Pollution Control Act ([Chapter 90.48 RCW](#)). Department of Ecology SEA program issues Administrative Orders under this act for impacts to wetlands that are not jurisdictional under the federal regulations (e.g., non-federally regulated wetlands or NFRs). These wetlands remain protected under state and local laws and rules. For more information, see <https://ecology.wa.gov/Water-Shorelines/Wetlands/Regulations/State-wetland-regulations>

Please contact Alicia Schulz, Shorelands and Environmental Assistance, [alicia.schulz@ecy.wa.gov](mailto:alicia.schulz@ecy.wa.gov) or (509) 379-4541 if you have any questions about the comments provided.

#### **ADDITIONAL SHORELANDS COMMENT**

Please ensure any development in a Special Flood Hazard Area (SFHA) adheres to flood damage prevention regulations. Keep in mind that there are FEMA map updates happening in this area and better data may exist that can help with analyses.

For further clarification please reach out to Sandra Floyd at (509) 571-5679 or email at [sandra.floyd@ecy.wa.gov](mailto:sandra.floyd@ecy.wa.gov).

Sincerely,

*Lucila Cornejo*

Lucila Cornejo  
SEPA Coordinator  
Central Regional Office  
(509) 208-4590  
[crosepacoordinator@ecy.wa.gov](mailto:crosepacoordinator@ecy.wa.gov)

202300112



**From:** [Claire Ellwanger](#)  
**To:** [CPNEPA](#)  
**Subject:** Confluence Parkway EA Comments  
**Date:** Tuesday, January 31, 2023 12:24:03 PM

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To whom it may concern,

Confluence Parkway EA Comments:

1. The EA does not adequately consider impacts to the Horan Natural Area and the impacts it will have on the people that use the natural area.
  - a. This area is unique, and a highway going through it will have a significant impact on the visual experience, noise, and natural quality of the area. Mitigation would only make these impacts less severe, but not insignificant.
  - b. A simple land swap is inadequate to mitigate these impacts. Contiguous natural space cannot be compared to adding a piece somewhere else, habitat fragmentation is well documented to have significant impacts on natural space. The Horan Natural Area should be permanently protected from all future encroachment and development by a change in ownership. Once one highway is built, it's only a matter of time until it will need to be widened, as the proposed one will effectively widen the existing roadway. This process will slowly chip away at Wenatchee's remaining natural spaces. Although eminent domain will always play a role, the natural space would be less vulnerable if it wasn't owned by a willing developer like the PUD.
  - c. Cities are judged based on how they preserve natural spaces over time, and those natural spaces are what make the most notable cities so special. It can be easy to focus on road widening for temporary congestion relief and lose sight of irrevocable changes. As likely the most cherished natural space in Wenatchee, this plan is short sighted, and the significance of the proposed action is not captured in the EA.
2. Alternatives that do not significantly impact the Horan Natural area are the only appropriate options for an EA. If the proposed alternative goes forward, an EIS should be prepared, which will consider alternatives in more detail and at the very minimum come up with more comprehensive mitigation measures for the significant impacts on the Natural Area.
  - a. By deeming these impacts insignificant in an EA the mitigation measures are perfunctory and inadequate.

b. Cost is an inadequate reason to rule out an alternative when the proposed one results in impacts that are invaluable.

3. Having worked reviewing DOT projects as a US Fish and Wildlife Biologist, I've experienced first hand how NEPA can be perfunctory. Just a hurdle to get through. At first I rolled my eyes when I heard people were writing comments to try and change this alternative. However, I do believe in active community engagement, because without it, what really is our government there for? Just because a few people identified this area in a 10 year plan for the city years ago, why should this project be pushed through now, to widen a road that will need widening again? Since the DOT keeps getting money for roads, they will keep building bigger ones. This location is a poor choice, and although an alternative will go ahead if it's the only one that meets the purpose and need, I'd weigh the need of temporarily alleviating traffic with the permanent significant impact to one of Wenatchee's most special natural places.

Sincerely,

Claire Ellwanger

Wenatchee Resident

Eastern Washington Zone Geneticist, US Forest Service

**From:** [Jordan Koch](#)  
**To:** [CPNEPA](#)  
**Subject:** Public Comment on the Confluence Parkway Project  
**Date:** Tuesday, January 31, 2023 11:47:53 AM

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Hello, and thank you for your time!

I am writing to provide a public comment regarding the Environmental Assessment (EA) for the Confluence Parkway. I will address my concerns, ask for clarification on the current proposal, and advocate for a more comprehensive Environmental Impact Statement (EIS).

The Horan Natural Area is important to preserve from a biodiversity standpoint.

- Its ~100 acres of wetlands and ~97 acres of forest & trails provide refuge for over 220 bird species during migration (source: eBird records dating 1901-2023 document 222 bird species in the area), and it houses a variety of native plant and tree species. The EA states that “[a]pproximately 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”. The EA does not address this impact or propose any mitigations for this permanent disruption of wetland. Will this be addressed moving forward, perhaps in an EIS?
- Meddling with this natural area would have adverse side effects on the many species that are vital to the local economy and biodiversity, including bull trout, steelhead, Chinook salmon, yellow warblers, dogbane, milkweed, and monarchs.
  - Sources: Washington DNR Natural Heritage Program, Ecological Systems of Washington: A Guide to Identification, Prepared by F. Joseph Rocchio and Rex. C. Crawford October 19, 2015, page 242-246. Page 15 of the EA: “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.)” Will this be addressed in an EIS?

The Horan Natural Area is important to preserve from a social justice standpoint.

- It is one of the few natural areas in Wenatchee that is accessible to people with differing abilities, due to its relatively flat terrain and free, accessible parking nearby.
- It is on land of the p'squosa/Wenatchi/Wenatchapum Native peoples, and many of these people continue to live in our community and have an ongoing relationship with this land. According to p. 15 of the EA, "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.**" Will this be addressed in an EIS?
- It serves to educate the diverse students and children in the Wenatchee School District (15% of which are students with disabilities) about the local biodiversity that will sustain future generations. Its 15 viewing stations allow passersby to observe nature and learn about conservation, and multiple schools across Wenatchee take field trips there. Do any alternate field trip and educational outreach proposals exist?

In addition to these listed concerns, I hope that a more comprehensive Environmental Impact can address the following questions:

- What types of traffic analyses are in place to assess alleviating congestion with the current proposal, and how do these analyses differ from the current traffic assessment (with no Confluence Parkway project)?
- Are there any plans within the Confluence Parkway project to implement measurable and effective mitigation efforts on the local habitat, including returning water to the impacted wetlands and developing plans to plant and maintain a healthy, native plant population (and treat invasive plants) over several years?

Thank you for your time and attention. I greatly appreciate your efforts in listening to the community address concerns and questions about the Confluence Parkway project.

All the best,  
Jordan Koch  
Wenatchee School District Substitute Teacher  
Project Coordinator for the Washington State Department of Health

**From:** [Matthew Koenig](#)  
**To:** [CPNEPA](#)  
**Subject:** Confluence Parkway EA Public Comment  
**Date:** Tuesday, January 31, 2023 4:56:39 PM

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Hello –

My name is Matthew Koenig, I am an area resident writing about my concerns associated with the Confluence Parkway Environmental Assessment.

I am writing this comment in support of developing an EIS for this project to gain a more thorough understanding of the negative ecological and social impacts to the project area, and strongly urge pursuing viable alternatives (specifically the C5 alternative) that will better limit the impacts of such a development by placing the bypass farther away from Confluence Park.

The piece of the EA that stood out to me most was the impacts, both temporary and permanent, to the riparian and wetland areas during and after construction. For example, from page 68 of the EA – “Approximately 2.22 acres of Wetland A buffer would be permanently impacted and approximately .93 acre of Wetland A buffer would be temporarily impacted.” How have no permanent wetland impacts via construction work in a buffer been identified, and how are no mitigation measures required?

I understand the purpose and need highlighted in the EA, and the need to create safe evacuation routes and alleviate congestion. Improved transit should not come at the cost of impacting culturally and ecologically significant places, especially when there is a viable alternative that might just cost extra. In my mind this is even more true of natural areas such as wetlands and riparian zones; areas known to be important to endangered species - places that will become increasingly valuable as the impacts of climate change come to fruition. I would like to see an EIS to better understand impacts to habitat that would be utilized by endangered and threatened species.

Lastly, as a frequent trail user, the Apple Capital loop and Confluence Park is a great spot as it is. It’s one of the few easily accessible places in the city to find something quiet. While I do not have a family and am not disabled, I have seen many that fall into those categories enjoying nature in places where they are most capable of accessing it. Using a vegetated berm to visually separate park-goers from traffic doesn’t hide the noise pollution; it would greatly reduce the appeal of the park. Putting a double decker bridge and inviting industrial traffic to the area isn’t the most appealing either, speaking as a biker trying to navigate Wenatchee traffic. I used to live in LA, and the overdevelopment is a huge reason that I left.

I would like to see an EIS utilized to assess the long-term potential impacts of the proposal – to provide more opportunity for public input, and allow for greater consideration of what it would mean to have a bypass so close to a natural area.

Thank you for the opportunity to comment.

Matthew Koenig  
(740)602-0298

**From:** [Dale Cantrell](#)  
**To:** [CPNEPA](#)  
**Subject:** Wenatchee, WA: Confluence Parkway Comments  
**Date:** Tuesday, January 31, 2023 1:38:03 PM

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A new entry to a form/survey has been submitted.

**Form Name:** Confluence Parkway Comments  
**Date & Time:** 01/31/2023 1:37 PM  
**Response #:** 66  
**Submitter ID:** 8275  
**IP address:** 66.172.102.125  
**Time to complete:** 0 min. , 42 sec.

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## Survey Details

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### Page 1

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#### Please provide your comments on Confluence Parkway:

To Whom It May Concern:

The Preferred Alternative (PA) involves constructing a new road along the western edge of the Horan Natural Area (Horan NA). I would like to make the argument that the resulting encroachment on the Horan Natural Area constitutes significant impacts to vital native plant communities through removal of riparian vegetation and wetlands, as well as the introduction of noxious weeds in disturbed areas. Furthermore, the project significantly impacts nearby community members who engage with these native plant communities through environmental education, botanizing, and recreation.

The PA listed in the EA describes permanent impacts to 4.7 acres on the western edge of the Horan NA. Specifically, the project would remove all vegetation within the project footprint and replace it with an active roadway and an adjacent earthen berm. The impacted area includes both riparian and upland vegetation communities likely to include culturally and environmentally significant native plant species, including Indian hemp (*Apocynum cannabinum*) and showy milkweed (*Asclepias speciosa*). These plants are locally adapted native species which do not regenerate quickly following disturbance. Once removed, replacement is difficult, and competitive advantage is given to aggressive noxious weeds which thrive in disturbed areas.

The proposed mitigation for the removal of these 4.7 acres may include the purchase of privately owned parcels within the Horan NA. The EA proposes to install native plants in these areas, but does not specify how planting success will be achieved or measured. Nor does it specify a maintenance strategy to ensure the long-term viability of restored lands.

The Horan NA is a culturally significant site for indigenous peoples. The local P'Squosa tribe has gathered here for many years to engage with the ecosystem, including collecting and learning about culturally significant plant species like Indian hemp. The Horan NA is also an important area for native plant enthusiasts to gather for botanizing. Local schools and community groups lead frequent field trips to Horan NA, to educate students and community members about plants and their important role in ecosystems. These are just a few of the myriad ways Wenatchee Valley residents engage with the Horan Natural Area. The proposed permanent impacts of the PA would irreparably damage these valuable native plant communities and the people who engage with them.

As part of the Federal Highway Administration review of the project, the published EA will be assessed to

determine whether the project is likely to have significant environmental impacts. As written, the EA identifies multiple environmental impacts which merit further investigation. It does not mention the black cottonwood (*Populus trichocarpa*) riparian forest within the Horan NA and on either side of the Wenatchee River. The Washington Dept. of Natural Resources Natural Heritage program assigns the Columbia Basin Foothill Riparian Woodland found in Horan NA a S1 rank of Critically Imperiled (United States National Vegetation Classification System code CES304.768). Prioritization of black cottonwood forest overstory and understory species should be included in avoidance measures. Due to disturbed soil conditions and invasive species, replanting alone will likely fail without careful selection of planting stock, use of temporary supplemental irrigation, and at least five years of post-construction weed management. The EA does not specify survivorship standards for replacement plants, plant specifications, or maintenance protocols. These factors are critical components of proper mitigation, and their omission calls into question the feasibility of compensatory mitigation for impacts to Horan NA.

Multiple significant environmental impacts are demonstrated for which the EA does not adequately describe feasible compensatory mitigation. For these reasons, I propose that the City of Wenatchee create an Environmental Impact Statement to more thoroughly investigate environmental impacts and better evaluate alternatives which do not impact the Horan NA.

Thank you for this opportunity to voice my concerns regarding this project.

Ryan Lefler  
(559) 394-3656

**If you would like to be involved as a stakeholder, please provide your contact information:**

Not answered

Thank you,  
**Wenatchee, WA**

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**This is an automated message generated by Granicus. Please do not reply directly to this email.**

**From:** [Bryan Maloney](#)  
**To:** [CPNEPA](#)  
**Subject:** Confluence Parkway EA comments  
**Date:** Tuesday, January 31, 2023 3:50:52 PM  
**Attachments:** [Confluence Parkway Environmental Assessment comments\\_Maloney.pdf](#)

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Hi,

I am emailing to submit my comments on the Confluence Parkway Environment Assessment (EA). This EA is flawed due to the lack of a no-action alternative. The missing no-action alternative is necessary, even if the project purpose and need requires selection of one of the proposed alternatives. Without a no-action alternative, there is no baseline to compare the effects of all other proposed alternatives. As such, the public cannot know the true impacts of this project. This EA needs to be revised to include a no-action alternative.

Thank you,  
Bryan Maloney

### **Confluence Parkway Environmental Assessment comments:**

The Confluence Parkway Environmental Assessment (EA) is flawed due to the lack of a no-action alternative. The missing no-action alternative is necessary, even if the project purpose and need requires selection of one of the proposed alternatives. Without a no-action alternative, there is no baseline to compare the effects of all other proposed alternatives. As such, the public cannot know the true impacts of this project. This EA needs to be revised to include a no-action alternative.

Thank you,  
Bryan Maloney



**From:** [Andrew Mills](#)  
**To:** [CPNEPA](#)  
**Subject:** Confluence Parkway Environmental Assessment comment  
**Date:** Tuesday, January 31, 2023 2:55:59 PM

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Laura Gloria, City of Wenatchee

Regarding the proposed highway and bridge across the Confluence area and bordering the Horan Nature area: The matter of carbon emissions has an inescapable impact bearing directly on future human lives and possibly all life on Earth. Emissions are inherent in the project construction. Concrete and steel production processes utilize fossil fuel energy and emit enormous amounts of Green House Gases (GHG). Simply moving earth releases carbon dioxide. The size and scale of this project imply that the City of Wenatchee is aware of the damage that will be caused by continuing with the project. I am not sure of the priorities and values of people living in the Wenatchee area, but I

seriously question if causing this sort of pollution is consistent with the self-identity of people who reside in our communities. Alternatives such as public mass transport can be conceived. Therefore I believe a true valuing of the Environmental Assessment for this project will necessitate finding alternative solutions.

Comment submitted by Andrew Mills. Jan. 31, 2023, 3 pm by E-mail.

**From:** [Katie Tackman](#)  
**To:** [CPNEPA](#)  
**Subject:** Confluence Parkway Comment  
**Date:** Tuesday, January 31, 2023 11:05:40 AM

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To whom this may concern:

I appreciate the opportunity to comment on my thoughts and concerns on the Confluence Parkway. After careful consideration of your Environmental Assessment, such a special area requires scrupulous attention to the impacts on our local cultural and natural resources. I would be more excited and more supportive of this project after a more thorough Environmental Impact Statement. In addition, I would like to see greater analysis of the local traffic flow and predictions of how it will change over the next decade with the natural shift of communities and industry to the outskirts of town.

I am encouraging an Environmental Impact Statement, in addition to your Environmental Assessment, and upcoming NEPA to allow a more holistic and complete analysis of ecological impacts, more consistent opportunities for public comment, and thorough consideration of parkway alternatives as our Valley grows and changes. An Environmental Impact Statement, would not only expand on the research already done, but invest in what long term impacts the project might have. The research currently accomplished, has been a wonderful start, but our Wenatchee Confluence is too precious of a resource to cut corners.

First and foremost, the 100 acres of the Horan Natural area, has stated in the management plan to “Protect, preserve, and interpret significant natural resources of the park, including rare, fragile, and/or high-quality examples of vegetative and animal communities, associations and species; important wildlife corridors and habitat areas, and usual, relative undisturbed natural area adjacent to an urban area.” Which not only highlights the delicate landscape, but also the important role it plays for our local natural resources. With hundreds of local migratory birds, wildlife, and rare plants that are so protected and of great concern that the whole area is closed from December-April every year to minimize disturbance; what impact would YEARS of nearby construction and eventual daily traffic have on our local ecology? Before any final decisions are made, I would appreciate more holistic evidence of minimal influence on our fragile local ecosystems.

In the information provided in the Environmental Assessment, the historic and cultural value of the Wenatchee Confluence is thoroughly highlighted, however after the construction of the new PUD building and the discovery of cultural artifacts (although determined to be an isolated find) I am concerned with what will be discovered after starting and moving forward with an even larger construction project in the same area without more thorough archeological studies and research.

Another of my concerns stems from the lack of research surrounding local traffic and consideration of where the Wenatchee Valley will grow in the next decade. With the

PUD moving their headquarters to the Olds Station Area, there will be an inevitable shift in the flow of traffic with another one of the largest employers in the valley moving to the North end of town. In addition, most of the construction in the valley is in East Wenatchee and fringe areas surrounding Entiat, Quincy, Cashmere, or the extremes of both North and South Wenatchee. Industrial growth is also stemming from the same areas. If most of our economic and community growth is remaining in our outskirts, daily traffic will shift to Highway 97 and Highway 2, but with little need and less efficiency to travel through Wenatchee. Before the project moves forward, I would appreciate more research and consideration of the predicted growth of our Valley.

We are so lucky to live in such a wonderful place, and it is understandable that we are facing a time of growth and change. To keep the sparkle, we need to see the value we have, and do everything within our power to maintain the quality of the spaces we have already set aside. Unfortunately, thoughtful progression is often tedious and slow, but I think we owe it to our community and ecosystem to take cautious steps towards change.

Sincerely,

Katie Tackman

1 <https://www.chelanpud.org/docs/default-source/default-document-library/nov-6-horan-natural-area-workshop-handout.pdf>

Sent from [Mail](#) for Windows