

**GREATER EAST WENATCHEE AREA
COMPREHENSIVE PLAN**

**CITY OF EAST WENATCHEE
WASHINGTON**

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The creation of the Greater East Wenatchee Area's Comprehensive Plan and the continued update and revision process has been the result of hard work by a number of individuals. The current document was reviewed by the following members of the City and County planning commissions.

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CHAPTER 1 INTRODUCTION

The Greater East Wenatchee Area and the City of East Wenatchee, the area's urban center, are linked by common interests, a spectacular setting along the Columbia River and an interdependent economy. For these reasons, the City of East Wenatchee and Douglas County have joined together in forming an integrated community vision for the Greater East Wenatchee Area Volume of the Douglas County Comprehensive Plan. This document also serves as the City of East Wenatchee Comprehensive Plan. The planning area for this comprehensive plan is the urban growth area for the City of East Wenatchee.

Why Plan?

Planning establishes a long-range vision that balances the competing needs and desires of the community in a coordinated and orderly manner. Planning averts problems by making efficient use of scarce resources. Planning improves the physical environment of the community, making it more functional, beautiful, decent, healthful, interesting, and efficient. Planning makes sure tax dollars invested in public roads, water and sewer lines, fire stations, parks, and other public services are spent wisely. Planning incorporates long-range considerations into decisions on short-range actions. And, planning promotes the interest of the community at large, rather than the interests of individuals or special groups within the community.

In order to preserve the quality of life that has made Washington State such a desirable place to live, the Legislature passed the Growth Management Act (GMA) in 1990. The basic objective of the legislation is to guide and encourage local governments in assessing their goals, evaluating their community assets, writing comprehensive plans and implementing those plans through regulations and innovative techniques to encompass their future vision.

The comprehensive plan is the official statement adopted by the City and County establishing the goals and policies to protect the health, welfare, safety, and quality of life of the residents of the Greater East Wenatchee Area. A comprehensive plan is all about drawing a picture of how your community should develop and appear in the future, the vision. These 'sketches' consist of written and graphic displays developed by the citizens who live in the community. Successful comprehensive plans are a result of a vision firmly set forth in the goals and policies of the plan, and a land use map. These components are used to guide decision makers (elected legislative bodies) in implementing the plan. This plan is not an exception to those concepts and has relied upon our citizens' experiences in regard to how we should allocate open space, parks, traffic circulation, types of housing, job centers, schools and other types of land uses. Technical information such as population growth rates, relationship to adjoining growth centers, utilities and public facilities and services are also considered in order to put realistic expectations into the vision.

It is sometimes difficult to form a vision that is clear, represents the views of most of the people in the community and one that can be carried out through a comprehensive plan. It takes an enormous amount of time and commitment on the part of volunteer citizens and local government. Visions also change with time as the values and views of the residents change. It is a process, like so many in planning, that must be revisited at regular intervals to be sure you are on track. With this in mind, the visioning process for the Greater East Wenatchee Area of Douglas County has been extensive and ongoing.

Over the years the City and County have periodically conducted far-reaching public outreach efforts in a quest to obtain information from residents and the business community to better define the vision for the Greater East Wenatchee Area. It is these public involvement process that guide the development and amendment of the comprehensive plan.

In the fall of 1991, an intensive 'visioning' effort was carried out involving a tabloid and survey, advertised meetings, and a display booth at the North Central Washington District Fair. The goal of this effort was to educate the citizens of Douglas County as to the requirements and benefits of the Growth Management Act, and to allow the planning staff to see and understand the vision these people had for both their community and the County as a whole.

Another major 'visioning' effort was conducted during the spring and summer of 2002. A flyer was sent to 3,900 households announcing that listening posts would be conducted in three rural areas of the County and at the Wenatchee Valley Mall to provide opportunities for citizens to indicate their ideas and opinions for future growth and development. An informal survey, 'Picture the Future!' was featured at the listening posts and made available at County and City planning offices. Two vision evaluation workshops were held in June 2002; one for Douglas County officials and one for City of East Wenatchee officials. The purpose of the workshops was for the officials to look at the current community vision in their respective comprehensive plans and recommend changes, if needed. In August 2003 the Douglas County Regional Planning Commission and the City of East Wenatchee Planning Commission met in a joint workshop to review and further develop the language of the Draft Community Vision. The result of that project was the following vision statement for the Greater East Wenatchee Area.

THE VISION

Picture the Future! In the Greater East Wenatchee Area.

You will see:

- A versatile and diverse economic base, which promotes desirable employment growth and living wage jobs.
- The Greater East Wenatchee Area has developed in an orderly and economically feasible manner that makes the best use of geographic, demographic, and human resource, this development:

- Has created an area rich in destination tourism and recreation;
- Protects and enhances residential neighborhoods;
- Includes commercial, industrial, agricultural activities; and
- Compliments the economic and cultural opportunities in the area.
- Tourist activities located in appropriate places which may include river corridors and in agricultural areas.
- A balance between preserving agricultural activities, orchards and allowing urban growth and development.
- Farmland and agricultural activities sustained by allowing agricultural related activities on premises including, for example; fruit stands, wineries and related support services.
- Commercial and industrial investment is attracted into the area through a cooperative alliance among County, City and special purpose districts.
- The City of East Wenatchee as the urban center of the Greater East Wenatchee Area with an attractive Central Business District that is user friendly and meets the needs of local residents and pedestrian oriented tourism.
- Transportation systems that provide easy accessibility to the industrial, commercial, recreational, and residential assets of the community including; an all weather airport, bicycle and pedestrian trails and facilities, roads and streets.
- The Greater East Wenatchee Area is a safe and pleasant place to live.
- Housing that is available to all income levels.
- Growth that is managed to facilitate efficient provision of requested services within identified service boundaries.
- Parks, recreation areas, and open space are found along the Columbia River while protecting and enhancing the character of the shoreline and its wildlife.
- Guidelines are created and in place which acknowledge and respect private property rights.

NEIGHBORHOOD PLANNING

In the winter of 2004, as part of the 2006 update to the Greater East Wenatchee Urban Area comprehensive plan, the City of East Wenatchee and Douglas County held a series of seven neighborhood meetings with citizens in the urban area. The purpose of those meetings was to involve the citizens, business owners, and property owners in identifying their vision of what they wanted to see in their neighborhood in the next 20 years. The meetings were held in facilities in the neighborhoods and over 200 people participated in the process. The project was funded with a grant from the Washington State Department of Community, Trade and Economic Development.

The participants enjoyed the opportunity to meet their neighbors and express their vision for the neighborhood and the community. As a result of this neighborhood planning process, many insightful and unique comments were expressed. The comments can be categorized into four major topics: transportation, parks and recreation, neighborhood appearance, and utilities.

Transportation issues were a major theme throughout the process. Comments ranged from broad statements such as “better transportation planning” to the specific “we need a stoplight at Grant and Kentucky.” Included in the transportation category of comments were suggestions for sidewalks, better street lighting, better street linkages, and extension of public transportation.

Parks and recreation was the second most mentioned topic of major concern to the participants. Suggestions were made for locations for new parks and improvements to existing park facilities.

Neighborhood and community appearance comments included suggestions for more landscaping around commercial and industrial activities and general neighborhood beautification with landscaping and control of nuisance properties (junk vehicles, accumulations of yard waste etc.).

Utility issues included extension of sanitary sewer, improved storm water systems, provision of irrigation water, undergrounding of utilities, and extension of fiber optic services.

Our Valley What's Next/Nuestro Valley Que Sigue

The **Our Valley What's Next/Nuestro Valley Que Sigue** visioning and planning project was initiated in 2015 with a community survey and other public outreach efforts serving as the foundation for the development of a long-range vision and a strategic action plan for Our Valley.

This is the first time an initiative of this magnitude has been undertaken across multi-jurisdictional boundaries in Chelan and Douglas counties. The name, “**Our Valley**”, was chosen to reflect this regional approach. This was an effort being undertaken by public, private, civic, community and business partners in Our Valley to develop a shared, values-based, data-supported vision with defined strategies and actions to help create a more vibrant and prosperous future.

Our Valley initiated a conversation with the entire community, asking thousands of residents what they saw as the region's core values, biggest strengths, weaknesses, and challenges. Presentations were made at 38 meetings and volunteers attended 18 public events across the region - directly connecting with over 10,000 residents and community leaders at government meetings, service clubs, business organizations, ethnic groups and activities, recreation- and conservation-focused groups, and social service agencies. Interviews were conducted with 35 community leaders. A community summit was attended by 120 people.

A survey questionnaire was developed that was available online and in printed format. The survey was provided at community meetings, events and organizational

presentations; in mailed newsletters; at libraries, community centers, public gathering spots and recreation sites; and through an Our Valley open house. The online survey link was distributed via social media, the Our Valley website, e-newsletters, and links from various public and private organizations' websites.

1,550 surveys were completed. The survey questions are provided below along with 5 of the most common answers. They are ranked in order of frequency:

What is one thing you value about living in Our Valley?

1. Outdoors and recreation
2. The people
3. Natural and scenic resources
4. Climate
5. Personal safety

What is one way you see Our Valley changing now?

1. Population growth
2. Latino community's emergence
3. Increased traffic congestion
4. Commercial expansion
5. Better amenities

What is one idea you have for the future of Our Valley?

1. Outdoor recreation enhancements
2. Improved schools and a four-year college
3. Better amenities
4. More events and entertainment
5. Everyone working together

What is one action that would make your idea happen?

1. Community support
2. Make things happen
3. Educate (improve education levels community wide)
4. Grow business
5. Focus on recreation

What is Our Valley's greatest weakness as a place to live?

1. Lack of amenities
2. Few job openings, lower wages
3. Cultural divide
4. Affordable housing
5. Traffic

What is Our Valley's greatest strength as a place to live?

1. Community and its people
2. Outdoors and recreation
3. Scenery
4. Natural resources
5. Location

What is the biggest challenge for the future of Our Valley?

1. Population growth
2. Coming together as a community
3. Economic growth
4. Few job openings, lower wages
5. Affordable housing

Do you think Our Valley will be a better or worse place to live in the future?

Results:

- Definitely better — 27 percent
- Somewhat better — 31 percent
- About the same — 23 percent
- Somewhat worse — 16 percent
- Definitely worse — 3 percent

Demographics of respondents showed that 98% were from the Wenatchee Valley. Age groupings included 12% being less than 30 years old, 70% were 30 to 59 years of age

and 17% were 60 or older. A major effort was made to engage the local Latino community. Versions of the survey and other relevant documents were available in English and Spanish. According to the 2010 Census, 28.5 percent of the overall population in Chelan and Douglas counties is Latino or Hispanic. The results of the survey showed that those who self-identified themselves as Latino or Hispanic made up 23% of the respondents.

The **Our Valley What's Next** community survey results provide a snapshot of what resident's value most about living here, what they see changing, and what they view as our biggest challenges going forward, as well as their visions for the future and possible strategies to make them a reality.

The results show residents are optimistic and hopeful, they highly value the region's beauty, recreational opportunities and sense of community, and prefer a proactive collaborative approach in positioning Our Valley for the future in the face of change. They want greater efficiencies in government and greater collaboration between cultures, desire more bigger-city amenities and services, want better-paying jobs, more affordable housing, and believe the region should further capitalize economically on our natural attributes.

At the same time, residents also consider growth a threat to some aspects of their quality of life, and recognize tough decisions await community leaders and elected officials as they grapple with issues like traffic, poverty, affordable housing, cultural diversity, education, infrastructure, and workforce development.

Taken together, these findings provided the basis for the creation of a long-range vision and strategic action plan for Our Valley. The following overall vision was developed from the survey and public outreach process:

The Vision:

Our Valley is a united, prosperous and thriving region, built on our agricultural heritage and history of innovation. We collaborate across geographic, political and cultural boundaries. Together with our business community, our local governments, public agencies and organizations coordinate their decisions and actions, spending resources wisely and enhancing public services. Our communities have vibrant centers with housing, amenities and public transportation, and safe, affordable neighborhoods. Our diverse cultures embrace their commonalities – and celebrate their distinctiveness. At all levels, our educators, schools and colleges engage and prepare students for our future workforce. Our economy generates new opportunities through knowledge and innovation. We have living wage jobs that support our families, and rewarding programs and activities that enrich our children, young adults and seniors. We are a destination for recreation, ecotourism and agritourism. We are stewards of our natural environment, enhancing our livability, health and wellness. Our Valley is where we live, grow and work for a better future.”

In addition to the Vision, this extensive outreach effort enabled Our Valley to develop an action plan centered on six focus areas. The six focus areas are:

- How We Prosper
- How We Plan & Grow
- How We Sustain Our Environment
- How We Live & Care for One Another
- How We Learn & Create
- How We Participate and Decide

The overarching Vision is meant to guide and connect strategies, actions and implementation efforts for those focus areas.

During the first nine months of 2016, Our Valley’s citizen based Action Teams, a Think Tank of community leaders, and the Our Valley Core Team — totaling more than 150 residents and community leaders — researched, vetted and refined the actions and major projects. They also secured commitments from the businesses, public agencies, nonprofits and community groups that will champion the plan’s actions and major projects.

The Action Plan was unveiled at a public event attended by over 100 people. The Action Plan includes 149 projects and programs and 7 major “game-changer” projects spread out over the 6 focus areas.

The projects and programs are being led by 81 public agencies, businesses, nonprofit organizations and community groups. The lead partners have committed to championing and implementing the actions within a five-year period. By working on these projects, the partner organizations share responsibility in bringing Our Valley’s long-term, grassroots vision to fruition.

The Our Valley Action Plan is intended to be updated periodically as projects are completed, new initiatives come on board, and the community encounters other challenges – and opportunities.

The table below lists the Action Items that were identified during this public outreach program where the lead partner was identified as the City of East Wenatchee. There are existing goals and policies in the comprehensive plan that address several of these action items:



OUR VALLEY ACTION PLAN
City of East Wenatchee
LIST OF LEAD PARTNER ACTIONS

<u>OUR VALLEY</u> <u>'FOCUS</u> <u>AREA'</u>	<u>ACTION NUMBER & TITLE</u>	<u>ACTION TEXT</u>
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<u>How We Prosper</u>	<u>Prosper 5.6</u> <u>Waterfront Destination</u> (NOTE: This action was ranked the 13th highest priority in this focus area by the community in the 2016 survey.)	<u>Accelerate development of Our Valley's waterfronts into major tourist attractions and destinations.</u>
<u>How We Prosper</u>	<u>Prosper 5.7</u> <u>Expanded Retail Sector</u> (NOTE: This action was ranked the 16th highest priority in this focus area by the community in the 2016 survey.)	<u>Explore opportunities to expand the local retail sector and provide feedback on next steps to create a strategy for the achievement of meaningful growth in this industry cluster.</u>
<u>How We Prosper</u>	<u>Easy Win</u> <u>Prosper 6.6</u> <u>Restaurants & Retail Development</u> (NOTE: This action was ranked the 7th highest priority in the 'How We Plan and Grow' focus area by the community in the 2016 survey.)	<u>Encourage and support a mix of restaurants and retail shops to elevate the experience in the area's urban centers.</u>
<u>How We Plan and Grow</u>	<u>Plan 2.1</u> <u>Mixed-Use Planning</u> (NOTE: This action was ranked the 4th highest priority in this focus area by the community in the 2016 survey.)	<u>Encourage mixed-use planning region wide, emphasizing higher density, pedestrian- and transit-friendly development in designated urban centers that is coordinated with regional transportation planning.</u>
<u>How We Plan and Grow</u>	<u>Plan 2.2</u> <u>Downtown Residential</u> (NOTE: This action was ranked the 9th highest priority in this focus area by the community in the 2016 survey.)	<u>Promote and incentivize residential development the region's downtown urban centers.</u>
<u>How We Plan and Grow</u>	<u>Plan 2.3</u> <u>Corridor Beautification</u> (NOTE: This action was ranked the 11th highest priority in this focus area by the community in the 2016 survey.)	<u>Beautify urban corridors along key arterials in the region, including city/town gateways and entry points.</u>
<u>How We Plan and Grow</u>	<u>Plan 3.1</u> <u>Riverfront Redevelopment</u> (NOTE: This action was ranked the 6th highest priority in this focus area by the community in the 2016 survey.)	<u>Promote riverfront development on both sides of the Columbia River, including housing, shops, entertainment, and a large new public marina.</u>
<u>How We Plan and Grow</u>	<u>Plan 5.1</u> <u>Regulatory Barriers Affecting Affordable Housing</u> (NOTE: This action was ranked the 10th highest priority in this focus area by the community in the 2016 survey.)	<u>Review development regulations to identify barriers to affordable housing and propose alternatives.</u>
<u>How We Plan and Grow</u>	<u>Plan 5.2</u> <u>Incentives for Affordable Housing</u> (NOTE: This action was ranked the 1st highest priority in this focus area by the community in the 2016 survey.)	<u>Offer tax breaks and other incentives to builders and property owners to develop more affordable housing for middle- and lower-income earners.</u>

<u>How We Plan and Grow</u>	<u>Easy Win</u> <u>Plan 6.1</u> <u>Synchronize Traffic Signals</u>	<u>Synchronize major traffic signals in the region where feasible and appropriate to promote improved traffic flow and connectivity.</u>
<u>How We Sustain Our Environment</u>	<u>Sustain 2.1</u> <u>Open Space Preservation</u>	<u>Incentivize and preserve Our Valley's open spaces for their scenic and recreational values, and their diversity of native plants and wildlife.</u>
<u>How We Live and Care For One Another</u>	<u>Live 1.5</u> <u>Bilingual Signage</u>	<u>Establish more bilingual signage at key public facilities and major way-finding sites as well as for use during natural disasters, such as wildfires and floods.</u>
<u>How We Live and Care For One Another</u>	<u>Live 2.9</u> <u>Sidewalks and Street Lighting</u> (NOTE: This action was ranked the 2nd highest priority in this focus area by the community in the 2016 survey.)	<u>Identify and upgrade sidewalks and street lighting in South Wenatchee and East Wenatchee, promoting safe, convenient pedestrian mobility and places for people to congregate</u>
<u>How We Live and Care For One Another</u>	<u>Live 6.3</u> <u>Inventory of Sidewalk- Lighting Deficient Neighborhoods</u>	<u>Conduct an inventory of neighborhoods in the two cities to determine where sidewalks and street lights are deficient.</u>
<u>How We Participate and Decide</u>	<u>Decide 2.2</u> <u>Regional Storm Water System</u> (NOTE: This action was ranked the 18th highest priority in this focus area by the community in the 2016 survey.)	<u>Analyze the status of the region's existing stormwater systems and explore the possibility of merging the operation of these systems.</u>

The results of this public outreach effort further validates the Greater East Wenatchee Area Comprehensive Plan since many of the projects listed above are consistent with and would implement the goals and policies throughout this comprehensive plan.

CHAPTER 3 LAND USE

INTRODUCTION

The Land Use Element is the Greater East Wenatchee Area's 20-year vision for land use. This element generally describes the existing conditions regarding urban land use in the study area. *Urban lands* are those lands located within the East Wenatchee Urban Growth Area (UGA). These lands have growth patterns that have or will have an intensive use of the land for uses and buildings that are incompatible with rural or resource uses.

This element will take the conclusions and recommendations reached in other chapters and synthesize them into a land use map for the study area. While the Land Use Element builds upon the existing land use pattern and presence of natural features, it also sets forth some changes in the way land use development should occur in the future.

WASHINGTON STATE GOALS AND MANDATES

RCW 36.70A.070

Each comprehensive plan shall include a plan, scheme, or design for each of the following:

(1) A land use element designating the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses. The land use element shall include population densities, building intensities, and estimates of future population growth.

POPULATION

The Growth Management Act requires counties to adopt a 20-year population projection from a projection range provided by the Office of Financial Management (OFM) for planning purposes. (See Table 3.2 for the current OFM projections for Douglas County.) This population projection is the basis upon which comprehensive plans are developed. The Act also requires that plans focus the majority of the population growth within the urban growth areas where services and public facilities can be provided more efficiently. The boundary of the UGA is directly related to the projection of population assigned by the county for each UGA.

Historical trends

The population of Douglas County has grown from a population of 4,926 persons in 1900 to 38,431 in 2010. The decade with the largest population growth was from 1990 to 2000 with an increase of 6,398 persons. The growth between 2000 and 2010 slowed to 5,828 persons.

Table 3.1 Douglas County Population Trends – 1970 to 2010

Year	1970	1980	1990	2000	2010
Douglas County	16,787	22,144	26,205	32,603	38,431
East Wenatchee UGA	9,034	14,778	16,660	21,304	26,221
City of East Wenatchee	913	1,640	2,701	5,757	13,190

Source: US Census

The Washington State Office of Financial Management updated their GMA population projections in 2012. The table below shows the high, medium, and low series projections for Douglas County in five-year intervals.

Table 3.2 Douglas County OFM Population Projections

	Census		Projections				
	2010	2015	2020	2025	2030	2035	2040
High	38,431	45,031	49,469	53,935	58,270	62,336	66,223
Medium	38,431	40,603	43,619	46,662	49,583	52,256	54,762
Low	38,431	35,630	36,679	37,754	38,716	39,451	40,031

Source Office of Financial Management, Issue Date of Projections: August 2012

The sub-county population projection adopted by the Regional Council used the modified medium series projection with a planning period ending at 2035.

Table 3.3 County and East Wenatchee UGA Population Projection

Description	% of Population Allocation	2010	2015	2020	2025	2030	2035
East Wenatchee	72.00%	26,221	28,212	30,203	32,193	34,184	36,175
Urban	82.00%	31,458	33,725	35,993	38,260	40,527	42,795
Rural	18.00%	6,973	7,471	7,968	8,466	8,964	9,462
Douglas County Total	100.00%	38,431	41,196	43,961	46,726	49,491	52,256

Observations

- In the past 40 years, the population of the East Wenatchee urban area in relation to the overall County population has increased during each decade. In 1990 the East Wenatchee UGA was 63.5% of the county population. In 2000 it increased to 65.3% and in 2010 it increased to 68.23%.

Population projection

The ability to anticipate population change and allocate it to smaller geographic areas is an important planning tool for the development of the Greater East Wenatchee Area UGA. Population projections help to plan for the impacts of growth

and its demands on facilities and services such as roads, sewers, schools, water systems, fire stations, and power and other utilities.

The majority of the county's population growth is required, by GMA, to occur within the designated urban growth areas. The percentage that was approved by the Douglas County Regional Council in 2012 was an allocation of 82% of the growth to the 5 UGA's and 18% of the growth to the rural area.

Table 3.3 shows the projected population growth for the East Wenatchee Urban Growth Area. The year 2010 number is the actual population from the 2010 U.S. Census. The population projections indicate that the East Wenatchee UGA will need to accommodate an additional 9,954 persons.

UGA RESIDENTIAL LAND CAPACITY ANALYSIS

~~In 2013, t~~The County and the City ~~have~~ performed a residential land capacity analysis to determine whether the existing urban growth area ~~can~~could accommodate the population projection.

This land capacity analysis ~~has been~~was developed using available information and reasonable methodology and assumptions. The analysis of the data and resulting land capacity determination depended ~~ed on~~upon certain assumptions.

Methodology

Land Use Analysis - The first step of the process involved an extensive analysis of existing land uses to determine the available vacant land within the residential land use designations:

- All vacant residential lots were identified – if the parcel was between 4,000 sq. ft. and 1.5 acres in size and had no structure value - it was considered vacant.
- All other vacant residential property was identified.
- All underutilized residential lands were identified. If a parcel was between 1.5 acres and 5 acres and had one dwelling – 1 acre was taken off for the existing home and the remainder of the parcel was considered vacant. Lots where the structures occupied a larger than normal area or the remainder was less than ½ acre, up to 2 acres were taken off for the existing home.
- All properties owned by a utility, government entity or a quasi-public entity were deleted from the residential vacant land inventory.
- All critical areas were deleted from the vacant land inventory.
- The Mixed-Use and Waterfront Mixed-Use land use designations allow residential and commercial land uses. Due to the unknown variables of the Mixed-Use and Waterfront Mixed-Use, a residential capacity of those lands was estimated to be 50% for commercial and 50% for residential land uses.

Housing Unit Projection - To determine the number of housing units and other land uses that should be provided to serve the projected population; the first step is to convert the population projection to a housing unit need. That conversion can be accomplished by looking at the historic household count and then applying a vacancy factor since a “household” is an occupied housing unit. Since many factors can influence the vacancy rate in a community, another method is to simply divide the number of persons by the total number of housing units to obtain a “persons per housing unit” rate. This is a simpler approach that accounts for vacancies and other influencing factors. Over the past 20 years, there has been a decline in the number of persons per housing unit. This is particularly true in urban areas. An average of 2.57 persons per housing unit was used for the land capacity analysis.

Projection of Land for Other Uses – Increasing the size of the UGA to accommodate the projected residential land use needs also requires a corresponding increase to the total land area to accommodate commercial and industrial land uses. The same ratio of area per land use was assumed based upon the previously adopted land use distribution. (See Table 3.8 for the ratio of the various land use categories.)

Factors/Assumptions Land Capacity Analysis

- A factor of 2.57 persons per housing unit was used based upon historic trends.
- The target percentages of 83% for single family dwellings and 17% for multi-family dwellings was based on historic census information for the East Wenatchee UGA.
- The residential low density land use category allows up to 8 dwelling units per acre. The medium density multi-family designation allows up to 15 dwelling units per acre and the high density multi-family designation allows up to 24 dwelling units per acre. Since achieving those densities depends upon many factors, this analysis uses a lesser assumed density. The assumed average density of 4 dwelling units per acre was used for single family housing units and 12 dwelling units per acre was used for multi-family housing units. These factors were agreed upon by the East Wenatchee Planning Commission and the Douglas County Regional Planning Commission in August 2003. These assumed densities are net densities since an additional factor accounts for land needed for roads, public or non-residential uses, and utilities.
- Land for public purposes includes future roads, utility corridors, parks and other non-residential land uses. A Roads and Public Uses factor of 25% was added to the land needs.
- A market factor of 25% was added to the land needs to account for land that for some reason will not be available for development during the planning period. . The 25% figure was agreed upon by the East Wenatchee Planning Commission and the Douglas County Regional Planning Commission in August 2003.

- Maintain the ratio of commercial and industrial lands within the UGA. It should be noted that the open space, recreational, and other public and quasi-public land uses are permitted within the various land use designations and have not been designated specifically for a particular parcel of land.

Analysis

The table below converts the projected population growth to a total for needed housing units based upon the factors and assumptions listed above.

Table 3.4 Projected Housing Units Needed:

2035 Population	36,175
2010 Population	26,221
Projected Pop Growth	9,954
Av. Persons/Housing Unit	2.57
Housing Units Needed (9,954/2.57)	3,873

The table below shows the breakdown, by housing unit type, for the housing units needed to accommodate the projected growth and converts the need to an acreage calculation based upon the factors and assumptions listed above.

Table 3.5 Projected Net Residential Acres of Land Needed:

	SF	MF
Ratio of Total Number of Housing Units	83%	17%
Units Needed by Type	3,215	658
Average Assumed Density (DU/Acre)	4	12
Acres Needed	804	55

Conclusion

The results of the land capacity analysis determined that the existing UGA was deficient and needs to be expanded to accommodate the projected population growth. The results of the Land Capacity Analysis are shown in Table 3.6.

**Table 3.6 – Land Capacity Analysis and Summary Table UGA Expansion Area
Residential Land Capacity Analysis**

	A	B	C	D	E	F	G	H	I	J	K	L
	DU Needed	Existing Vacant R-L Lots	Market Factor	Net Lots Available	Net DU Needed	Net Acres Needed	Land for ROW & Public Uses	Sub-Total	Market Factor	Sub-Total	Vacant RL Land	Gross Acres Needed
			-25%	B-C	A-D	⁴ DU/AC	25%	F+G	25%	H+I		J-K
Single Family Housing Units	3,215	400	100	300	2,915	729	182	911	228	1,139	923	216

*Multi-Family Housing Units	DU Needed	Net Acres Needed at 12 DU/AC	Land for ROW & Public Uses 25%	Subtotal B + C	Market Factor 25%	Gross AC Needed D + E	Vacant Multi-Family	Gross Acreage Needed	**Target Ratio of 17% MF Housing Units	Target Acreage Expansion Area
	658	55	14	69	17	86	181	-95	336	241

*Density calculations considered 50% of the Mixed Use and Waterfront Mixed Use designation as available for multi-family development.

**Currently, the single family designation accounts for 89% of residentially designated properties without the mixed use designations. Including the mixed use designations that brings the percentage down to 86%. The target ratio of single family to multi-family is 83% single family and 17% multi-family. This requires an increase in the multi-family designation to offset the addition to the single family designation to achieve this target ratio. This is an important factor since single family homes are permitted in the multi-family designation but multi-family is not permitted in the single family designation.

Summary Table UGA Expansion Area

Plan Designation	Needed Acreage	Proposed Acres	Critical Areas & Non-Vacant	Total Net Acres
Residential Low Density	216	373	51	322
Medium Density Residential	241	172	9	163
Mixed Use		86	20	66
Light Commercial	63	72	0	72
<i>Total</i>	520	703	81	622

EXISTING LAND USE DISTRIBUTION

To plan effectively for the twenty-year planning period it is necessary to understand existing land use distribution and trends. To accomplish this, the County and City undertook a land use inventory. The Land Use Inventory was used to determine the extent and intensity of existing land uses within the East Wenatchee UGA. The land use inventory used tax parcel information from the Douglas County Assessor's Office, building permit information from the City and County, and the geographic information system (GIS) developed by Douglas County.

The urban growth boundary encompasses a land area of approximately 8,000 acres. Table 3.7 shows the result of the land use analysis. This table shows the land use of the property regardless of the current comprehensive plan land use designation.

Table 3.7 Land Uses in the Existing Urban Growth Area

Type of Land Use	Acreage	% of Total
Residential	2,710	40%
Multi-family	218	3%
Commercial	300	4%
Industrial	104	2%
Quasi-Public (churches etc.)	100	1%
Utilities, Public & ROW	304	4%
Schools	183	3%
Recreation	300	4%
Agricultural	1,346	19%
Vacant	878	13%
Partially vacant/underutilizes	400	6%
Total	6,933	100%

Notes:

1. The land areas shown in the table above includes parcels of land and does not include all existing street rights of ways and several stormwater facilities since many of them are not parcels. As such, the total does not add up to the total UGA boundary of 8,000 acres.
2. The Residential category above includes single-family detached, single-family attached, and duplexes. Multi-family includes only those buildings with 3 or more dwelling units in them.

LAND USE DESIGNATIONS WITHIN THE URBAN GROWTH AREA

Table 3.8-7 Acreage by Designation

Plan Designation	Designation Acreage	Percent of Total
G-L	72.48	0.84%
G-N	12.20	0.14%
G-BD	241.80	2.81%
G-C	399.74	4.65%
I-G	544.04	6.33%

R-H	233.75	2.72%
R-L	5,999.24	69.83%
R-M	554.07	6.45%
MU	146.08	1.70%
WMU	388.29	4.52%
Total	8,591.68	100.00%

Zone	Description	Acres	% of Total Acres
CBD	Central Business District	242	2.81%
C-L	Light Commercial	76	0.88%
CN	Neighborhood Commercial	12	0.14%
G-C	General Commercial	401	4.65%
I-G	General Industrial	544	6.31%
MU	Mixed Use	148	1.72%
R-H	Residential High Density/Office	233	2.71%
R-L	Residential Low Density	6,021	69.88%
R-M	Residential Medium Density	551	6.40%
WMU-N	Waterfront Mixed Use-North Bridge	183	2.12%
WMU-U	Waterfront Mixed Use-Uptown	168	1.95%
WMU-D	Waterfront Mixed Use-Downtown	37	0.43%
	Total Acres	8,617	

Note: The acreages in the table above include streets.

RESIDENTIAL

The quality and integrity of residential neighborhoods defines the character of the community. Ensuring that these neighborhoods remain stable and vital is of primary importance. To meet the goals of the Growth Management Act, the Land Use Plan, and the Housing Plan, several residential land use density types have been established.

Low Residential

It is envisioned that this designation would permit a range of housing options and densities to provide areas desirable for single-family residential use. The primary and preferred land use is residential. The use of innovative housing techniques such as attached single family, zero-lot line housing, averaging lots sizes, and other alternates should be encouraged infilling and variety of housing types and densities. In order for these techniques to be used in a manner that protects the integrity of the surrounding properties, there must be mechanisms to ensure neighborhood compatibility and good design quality.

Urban governmental services and infrastructure must be available at the time of development or there must be a plan in place, with funding, to insure that a full range of

urban governmental services is available to serve the development within the planning period. To ensure that land development patterns provide urban densities, mechanisms such as minimum densities, maximum setbacks, and other regulatory tools may be necessary in areas where these urban services are planned for but are not yet available.

Residential densities allowed in the low residential land use category should be up to 8 dwelling units per acre or up to 10 dwelling units per acre if developed adjacent to commercial or mixed uses. Future development within the UGA is expected to attain a target average density of at least 4 dwelling units per acre.

Medium Residential

The Medium Residential designation is intended to provide areas suitable and desirable for residential use accommodating multi-family and medium density single-family opportunities. Mixed residential and professional office or residential and retail can also be accommodated in this district adjacent to commercial designations.

Urban governmental services and infrastructure must be available at the time of development or there must be a plan in place, with funding, to insure that a full range of urban governmental services is available to serve the development.

Multi-family designations should be applied in areas along existing or planned arterial/collector transportation corridors, or areas in proximity or within walking distance of commercial nodes. The multi-family designation may provide a transition from low density residential to higher intensity residential and commercial uses. Multi-family areas should be accompanied by open spaces, and transit linkage in order to make these densities viable and compatible with the community.

Design standards should be applied during the development phase of the projects to ensure that multi-family development is compatible with existing and surrounding neighborhoods.

Residential densities allowed in the medium residential land use category should be up to 15 dwelling units per acre with a target density of at least 12 dwelling units per acre.

Residential High/Office

The Residential High/Office designation is a land use category that would allow a range of housing choices and a limited range of office style commercial opportunities for low intensity personal and professional services. This district is a transition designation providing a buffer between lower density land uses and higher intensity uses such as between residential and commercial uses or areas along major transportation routes where the intensity of activities on adjacent land make it less attractive for low density residential uses.

Urban governmental services and infrastructure must be available at the time of development or there must be a plan in place, with funding, to insure that a full range of urban governmental services is available to serve the development.

The Residential High/Office designation should be applied in areas along existing or planned arterial/collector transportation corridors and areas adjacent to commercial

nodes. Development of this land use type should adhere to design standards to achieve compatible scale and design to enhance the livability and appearance of the community. These projects should be configured to be transit-oriented, pedestrian friendly, and provide affordable housing. This land use designation is also intended to provide a location for low intensity- office space.

Residential densities allowed in the Residential High/Office land use category should be up to 24 dwelling units per acre with a target density of at least ~~12~~8 dwelling units per acre.

COMMERCIAL

The commercial center of a community serves as the major economic and employment sector. Commercial properties provide goods and services to the community to satisfy the needs of existing and future residents and visitors. These commercial centers provide revenue to the community in taxes collected on goods and services, increased property values, as well as wages.

In preparing for updates to the comprehensive plan, the planning commissions from the city and county used an active citizen involvement process with a visioning process and neighborhood meetings.

The Community Vision project completed in 2002 resulted in the development of a community vision statement providing direction for planning in the Greater East Wenatchee area as well as the remainder of Douglas County. Some of the components of that vision are particularly relevant to the discussion of commercial land uses. The Community Vision stressed:

- Growth in employment and living wage jobs
- Encouraging tourism and recreation opportunities
- Recognizing East Wenatchee as the urban center of the Greater East Wenatchee Area
- Improving transportation systems including pedestrian facilities to better serve commercial areas
- Providing street trees and creating “gateways” to the community.

In 2004, the city and county planning commissions participated in a series of neighborhood planning meetings with residents and property owners in the Greater East Wenatchee Urban Area. The purpose of that series of meetings was to find out what the residents wanted to see in their neighborhoods and the community in the next 20 years. Many consistent comments were received regarding commercial properties including:

- More attractive commercial areas, more landscaping
- Development of the riverfront with hotels, restaurants, and a marina
- Limiting big box stores
- More neighborhood commercial areas such as mini marts to serve residential areas

- Better commercial planning – more defined commercial areas
- Expansion of the commercial areas

Based upon the Vision, the comprehensive plan should ensure that commercial properties are developed with quality designs that reflect the vision of the community and in a manner that is compatible with surrounding residential and commercial land uses. The goals and policies in this chapter address the community’s vision for these commercial areas.

~~Providing adequate land for commercial development will ensure that jobs are created in the East Wenatchee area that will support the employment expectations of the local residential population. The table below shows the breakdown of the civilian labor force for individuals 16 years of age or older by industry for East Wenatchee, Douglas County and Washington State. The four largest employment sectors are:~~

- ~~#1 Education and health care services~~
- ~~#2 Agriculture in the county and retail trade in the city~~
- ~~#3 Retail trade in the county and construction in the city~~
- ~~#4 Arts, entertainment, recreation, accommodation and food services~~

Table 3.9 Civilian employed population 16 years and over by Industry

Industry	East Wenatchee	% of Total	Douglas County	% of Total	-State	% of Total
Agriculture, Forestry & Fishing	386	6.3%	2,763	15.9%	79,925	2.5%
Construction	602	9.8%	1,339	7.7%	220,452	7.0%
Manufacturing	315	5.1%	903	5.2%	330,083	10.5%
Wholesale Trade	231	3.8%	861	4.9%	97,669	3.1%
Retail Trade	885	14.4%	2,168	12.4%	363,620	11.6%
Transportation, warehousing, and utilities	329	5.4%	1,022	5.9%	160,705	5.1%
Information	39	0.6%	83	0.5%	77,945	2.5%
Finance, Insurance, Real Estate	261	4.2%	830	4.8%	188,886	6.0%
Professional, scientific, management, administrative, and waste management services	421	6.8%	1,029	5.9%	369,301	11.8%
Education, health and social services	1,545	25.1%	3,598	20.6%	659,183	21.0%
Arts, entertainment, recreation, accommodation and food services	555	9.0%	1,520	8.7%	275,131	8.8%

Other Services	341	5.5%	716	4.1%	145,205	4.6%
Public Administration	236	3.8%	599	3.4%	167,857	5.4%
Total	6,146	-	17,431	-	3,135,962	-

Census ACS 2007-11

DESIGNATED COMMERCIAL AREAS

Revisions adopted in the 2005 comprehensive plan amendment process resulted in the city and county adopting the same commercial land use designations and the same development regulations for properties within the UGA.

The intent of the commercial designations varies in type and intensity in order to achieve the overall community vision. All of these designations should be sited according to the goals, policies and design criteria set forth in this section.

The expansion of the UGA must provide additional locations for commercial development. Several areas were identified as being feasible for commercial development. Existing commercial land use options may not be suitable for these new areas due to existing neighboring land uses and other factors. Additional commercial land use options will be explored by the city and county to better meet the needs of the community and these expansion areas.

Table 3.8 provides the area calculations for the existing commercial designations. Since the Mixed Use designations stress a strong residential component, it is anticipated that they will contribute to the commercial and residential land base.

Central Business District (CBD)

The Central Business District generally follows a north to south direction as it follows Valley Mall Parkway and a west to east direction as it follows Grant Road. To ensure commercial development is compatible with surrounding uses and the general character of the community, design criteria has been developed that promotes street trees along major corridors, and stresses architectural and landscaping design to create pleasant and attractive developments. New development should be designed to be transit oriented, pedestrian friendly, and provide open spaces.

Within the CBD there are existing land uses that are not permitted under the existing zoning regulations for that district. The CBD designation should be analyzed periodically during the development of the zoning districts regulations to determine the appropriate land uses for various locations. In the future, it may be appropriate to separate this district into smaller sub-districts to better address the particular land uses that currently exist and to insure that existing and proposed land uses are compatible. This analysis should also evaluate the infrastructure existing and planned for those areas with regards to the needs of the particular land uses.

General Commercial (GC)

The General Commercial designation permits a greater range of commercial uses than those allowed in the CBD designation. Additional uses may include mini-storage, light

warehousing, or other non-retail uses in addition to a full range of retail uses. The intent of this designation is to allow commercial uses that will create varied job opportunities and provide services to the community that are not strictly retail in nature.

Although pedestrian access is stressed throughout this plan, the general commercial designation is expected to be more automobile oriented than the CBD designation. Design criteria for commercial and industrial land development in this designation should be similar to the CBD but with less reliance on pedestrian access.

Neighborhood Commercial (NC)

The purpose of the Neighborhood Commercial designation is to provide convenient commercial facilities for those residential areas that do not have easy access to the Central Business District. This commercial designation is intended to form at nodes as neighborhood retail and activity centers that provide a contrast to the typical linear orientation of commercial strips. These commercial centers are focal points for the neighborhood with low-intensity, small-scale retail sales and services that cater to the surrounding neighborhood. There should also be provisions for residential uses. These neighborhood centers are best located in areas where there is a residential neighborhood within walking distance for the residents.

These districts have regulatory provisions for site size, building height, and bulk of structures to insure that they are neighborhood oriented. Standards also include landscaping and buffering methods to protect and preserve the residential character of adjacent homes and apartments. Facilities must be provided for bicyclists, pedestrians, and vehicular access. There should also be transit access considerations, where possible. The following guidelines must be used when considering a site for Neighborhood Commercial designation.

- a) Site size should be no larger than 5 acres, excluding right-of-way, and situated to have minimal impact on surrounding residential areas;
- b) Sites should be located in residential areas that are at least one mile from the Central Business District or General Commercial designation and one half mile from any other site designated Neighborhood Commercial;
- c) These sites will be located on either a collector or arterial street and oriented to face that street. However, access to the site may be from a local access street if sight distance or traffic impacts warrant it;
- d) Structures should generally be designed at a pedestrian-scale (two stories or less) and promote pedestrian activity while providing facilities for local automobile traffic;
- e) 100% of the total gross floor area of the ground floor of all structures must be used for commercial purposes, residences may be permitted on the upper stories, and
- f) Shared parking between adjacent uses will be by written agreement. Parking will be designed and located so as to enhance pedestrian activity.

There are four Neighborhood Commercial sites designated within the UGA. A 2.7 acre area site is located on State Route 28 north of 33rd St. NW. A 2 acre site is located at the intersection of Kentucky Ave. and Grant Rd. A 2.7 acre site located at the intersection of Fancher Field Road and Gun Club Road. A 1.57 acre site at the intersection of Sunset Highway and 29th Street NW.

New Commercial Designations:

Commercial Low Density (C-L)

The ~~potential for a~~ UGA expansion ~~in 2015~~ ~~presenteds~~ an opportunity to establish additional commercial land designations to provide greater flexibility for those areas. The GMA stresses providing livable, walkable communities both to increase the activity level of residents and to reduce green-house gas emissions by providing commercial centers in close proximity to residential areas. With the exception of the Neighborhood Commercial and Mixed-Use designations ~~described below~~, the existing commercial land use districts are more automobile oriented. A new low density or limited intensity commercial designation ~~should be considered~~ was developed for use within the expansion of the urban growth area and for potential use within the existing UGA.

New commercial development within the UGA ~~is targeted in two places: a neighborhood-scale center in Fancher Heights and a community-scale center~~ along Grant Road at Nile Ave was established. ~~The Fancher Heights commercial center is intended to serve the daily shopping and services needs for residents in that part of the UGA located along Badger Mountain Rd near Sand Canyon.~~ The City and County's 2013 work to study the UGA expansion characterized this area as being designed to be integral to the residential character of the surrounding area, constructed alongside a mixed-use and multi-family development concept to provide a transition to surrounding single family neighborhoods.

The Grant Rd/Nile Ave commercial district comprises approximately 70 acres and is intended to mature into a community-serving commercial and mixed-use district, serving the needs of the immediate neighborhood and the entire community. This designation is applied in the hope that it will stimulate more intense residential and mixed-use development adjacent to it, creating a dynamic and walkable urban environment that is robust and convenient to residents of eastern East Wenatchee.

Mixed-Use

To increase the variety of development opportunities, two types of mixed-use commercial areas have been designated. The Waterfront Mixed Use designation takes advantage of the proximity to the Columbia River, and the General Mixed-Use designation is located on upland areas that do not have specific shoreline influences. These mixed-use designations allow a mixture of uses including moderate density residential, recreational, and commercial activities where people can enjoy shopping, working, and living in the same area. People appreciate variety in housing, shopping, recreation, transportation, and employment. This type of compact development can reduce traffic congestion and benefit public health by promoting a pedestrian atmosphere, enhancing the general viability of the community. Integrating different

land uses and varied building types with a strong residential component is intended to create a vibrant and diverse community as an alternative to the traditional “9 to 5” commercial zones where activities are centered on the workplace.

Mixed uses at a smaller scale may also be permitted in commercial and multifamily residential designations, making a transition between commercial and single-family uses or providing for a retail street edge along the community’s arterials.

The following guiding principles should be used when designating the Mixed-Use areas and implementing them through the adoption of development regulations:

- a) Development should be by master plan to ensure an integrated design.
- b) Allow for select commercial uses, recreation, and residential development in a way that serves the needs of the neighborhood and the community.
- c) Residential uses are encouraged to be integrated as a component in all development projects and should target a density of 15 dwelling units per acre. Single-family detached dwelling styles are discouraged.
- d) Encourage a variety of housing options within this designation including residences above commercial uses.
- e) Provide for a type, configuration, and density of development that will entice pedestrian shoppers to frequent the area, encourage pedestrian traffic between businesses, provide access to transit, and stress less reliance on motor vehicles.
- f) The mixed use designation is not intended for automobile oriented or businesses that rely on outdoor storage or display of merchandise.
- g) Insure compatibility of mixed use developments with the surrounding properties, minimize any off-site impacts associated with development with requirements for buffering, landscaping, compatible scale and design to ensure that proposed projects enhance the livability of the proposal and integrate with existing residences in this designation.
- h) Multiple buildings on a single site should be designed to create a strong visual relationship between or among the buildings.
- i) Development should take into account the relationship of adjacent buildings in terms of height, materials, scale, and architecture. The goal is to achieve attractive structures and preserve significant views.
- j) Promote design which will increase opportunities for activities both within the project boundaries and between existing adjacent developments and neighborhoods.
- k) Relate the size, character, and siting of proposed buildings to create a design that requires businesses or other activities to front a central or common court or plaza at ground level to provide a human scale to the development. Avoid siting parking areas along street frontages and within shoreline areas.

- l) Encourage the design of multi-use facilities to accommodate retail and other commercial uses at the pedestrian level.
- m) To facilitate development of commercial uses in conjunction with residential, all development should provide at least 50% of the gross floor area of the ground floor for commercial purposes.
- n) Buildings should be designed and located to complement and preserve existing buildings, streets and paths, bridges, and other elements of the built environment. Particular care should be given to building materials (color and texture), setbacks, building heights and roof lines, and overall proportions.
- o) The mixed-use designation should be established in locations where an orientation to walkable communities is desired.

General Mixed Use

The designation of General Mixed-Use was originally designed for a 60-acre area located across from the Kirby Billingsley Hydro Park between SR 28 and Rock Island Road from S. Jarvis to Lyle Avenue. This designation was anticipated to develop into a mixture of residential and commercial land uses to provide an integrated community that would attract a variety of business activities and residential styles.

The expansion of the UGA ~~may~~provided a great opportunity to expand this type of designation to allow the development of commercial and recreational facilities to serve these urbanizing area in the 10th Street NE corridor. A new general mixed-use designation was applied to 88 acres of a larger site north of 10th Street NE between Kentucky Avenue and the alignment of Nevada Avenue.

The City and County utilized the assistance of a design architect during the development of the original designation and criteria for the mixed-use areas near Kirby Billingsley Hydro Park and the Waterfront Mixed-Use area. To implement the mixed-use concept in different locations, the City and County ~~should conduct further planning level studies in this area to address the following issues~~ used the following criteria:

- a) Building heights in relation to the airport protection areas;
- b) Increased sound insulation for properties within the airport noise control area;
- c) Design for an integrated transportation network to insure that the carrying capacity and efficiency of major freight and mobility routes are not adversely impacted;
- d) Ensure that transportation system plans provide for pedestrian and public transportation options;
- e) Develop strategies to insure that adjacent low-density development is provided with adequate buffers and screening to preserve their neighborhood character,

- f) Provide for a variety of land uses to establish a mixed-use pattern that enhances the existing character of the surrounding area.
- g) This designation should be provided to properties of sufficient size to accommodate the mixture of uses and the master plan approach to development. It is recommended that these sites be a minimum of 10 acres in size.
- h) Urban governmental services and infrastructure must be available at the time of development or there must be a plan in place, with funding, to insure that a full range of urban governmental services is available to serve the development.

Waterfront Mixed-Use

This designation is intended to take advantage of the shoreline area that makes up the western boundary of the East Wenatchee Urban Area. This designation is intended to provide a mixture of residential, recreational, and commercial land use opportunities that can enhance the shoreline area and would benefit from access to the Apple Capital Loop Trail. Although much of the shoreline in this designation is currently publicly owned, this area could develop water-related and water-dependent uses such as marinas and water parks.

Five areas are designated for Waterfront Mixed Use:

- Between SR 28 and the Columbia River north and south of the Odabashian Bridge
- Between 14th St. NW and 19th Street NW from SR 28 to the Columbia River
- Between NW Cascade Avenue and the Columbia River south of Bellevue St. SW
- Between SR 28 and the Columbia River south of the George Sellar Bridge
- At the intersection of NW Empire Avenue and 27th Street NW.

In addition to the general principles outlined above, the following guiding principles should be used when designating the Waterfront Mixed-Use designation and implementing that designation with the adoption of development regulations:

- a) Allow for select commercial uses and residential development in a way that serves the needs of the neighborhood and the community and enhances the appearance of the shoreline;
- b) Developments in this designation should be designed to take advantage of site conditions and shoreline views;
- c) Visual and physical access to the waterfront, for residents of developments and general public should be incorporated as a design feature in developments within this land use designation;
- d) Due to the proximity of the shoreline and existing residential buildings, structures in this designation should be smaller in scale (height and footprint) than those allowed in other commercial designations;

- e) Allow recreational uses that complement water-related and water-dependent uses such as marinas and water parks.

Adoption by Reference. Shoreline Master Program - Douglas County and the City of East Wenatchee, under the authority of the Shoreline Management Act of 1971, as amended, adopted a Shoreline Master Program in 2009 and 2010, respectively. The Douglas County Regional Shoreline Master Program serves as a guide for the use and development of the shoreline under the statutory authority of the Shoreline Management Act. In accordance with the Growth Management Act, Master Program goals and policies are to be integrated and incorporated into local comprehensive plans. All goals and policies of the Shoreline Master Program are hereby adopted and incorporated into this Plan by this reference

The Master Program works in conjunction with the Comprehensive Plan. By adopting the goals and policies by reference, it is the city's and county's intent to integrate the shoreline management planning process with its comprehensive plan without the need to create a separate Shoreline Management Element.

COMMERCIAL --- GOALS AND POLICIES

GOALS:

- 1. Provide sufficient commercial land that is properly sited to take advantage of existing utility and public service infrastructure and the transportation network to ensure growth of the local business community.**
- 2. Create commercial districts that are safe, attractive, pedestrian friendly, and transit oriented.**
- 3. Establish commercial areas that accommodate a variety of land use activities to support a diverse and stable economic base while maintaining the quality of life in the community and the natural environment.**
- 4. Provide an opportunity for mixed-use areas in locations where residential and commercial land uses can develop in a manner that is complimentary to neighboring properties and/or will establish and sustain unique character areas for individual neighborhoods.**

POLICIES:

- C-1. Promote development of commercial activities in attractive nodes or clusters and prohibit the linear expansion of commercial development.
- C-2. Commercial development should provide well designed buffer areas to insure that the land use is complimentary and compatible with adjacent land uses.
- C-3. Adopt consistent design standards for development in commercial districts to insure that proposed uses are complimentary and compatible with adjacent land uses. The standards should address landscaping, pedestrian access, vehicular access, traffic control, signage and other amenities ensuring that

- commercial uses will enhance and contribute to the natural attractiveness of the community.
- C-4 Adopt standards for commercial development adjacent to shorelines to ensure that visual and physical access to the shorelines is preserved.
 - C-5 Commercial development proposals located adjacent to major arterials and highways should incorporate shared access and parking to reduce the number of driveways intersecting with these major transportation corridors. Develop access management strategies for such development.
 - C-6 Establish sites for a mixed-use commercial classification where it is appropriate to develop a mix of commercial, recreational, and residential land uses that can co-exist.
 - C-7 Promote appropriately buffered multi-family residential and office development compatible with existing and potential commercial activities. Such uses should be permitted as transition between high-intensity uses (e.g. commercial) and low-intensity uses (e.g. single-family residential).
 - C-8 Require interior and perimeter landscaping which will provide an attractive entrance environment for commercial development, soften parking lots, provide shade, and screen unsightly areas.
 - C-9 Designate neighborhood commercial districts which provide services to the immediate neighborhoods and establish standards for these commercial areas to insure that they are designed and developed in a manner that is compatible with the surrounding residential areas.
 - C-10 Develop standards for off-street parking to insure that parking is adequate for diverse commercial needs. Encourage public/private partnerships in the provision of parking facilities.
 - C-11 Encourage and promote infill development and redevelopment efforts to revitalize and support established commercial areas.
 - C-12 Design and create transportation systems which will improve the accessibility to commercial establishments for pedestrians, and transit as well as automobile travel.
 - C-13 Expand commercial uses adjacent to existing similarly developed areas.
 - C-14 Promote the extension of utilities, public facilities, and services to support commercial areas. Foster interagency cooperation and coordination in the extension and upgrading of infrastructure and facilities to support commercial areas.
 - C-15 Development of commercial uses shall only occur if a full-range of urban services is available to support the development.
 - C-16 If the property is located outside of the service district boundary of a utility, annexation into the service district must occur prior to development of the property.

- C-17 Development of commercial uses within any of the protection zones identified in conjunction with Pangborn Memorial Airport must consider the proximity to the airport and will be required to comply with any height limitations, density restrictions, and should consider additional sound insulation in consideration of noise from the airport operations and overhead flights.
- C-18 The City and County should conduct further studies of the mixed-use classifications:
- To determine suitable designation locations and implementation strategies for potential locations considering the unique attributes of the property to insure that development of these properties enhances the general character of the neighborhoods within which they are located and the general community;
 - To further refine the standards applicable to these classifications to facilitate the development of these properties in compliance with the purpose and intent of these districts
 - To establish specific standards to guide and regulate smaller scale mixed-use development in commercial and multi-family residential designations.
- C-19 The North Bridge Waterfront Mixed Use Area between SR28 and the Columbia River north and south of the Odabashian Bridge shall be designated as a Master Planned Development Overlay Zoning District and master planned developments shall be encouraged. It is anticipated that Master Plans may be conceptual in nature and may include alternative development scenarios, provided that:
- a) Approved master plans may include land uses not otherwise permitted in the General Commercial and the Waterfront Mixed Use zoning districts such as higher density residential developments, professional offices, and/or a regional hospital and medical facilities in a campus-like setting;
 - b) Approved Master Plan(s) and/or related Development Agreements may specify development standards that do not conform to the requirements of the underlying zoning district, including but not limited to: building height, parking requirements, signage requirements, lot coverage, and setbacks;
 - c) Existing buffer requirements may be modified in order to provide greater protection to neighboring property owners and to promote more compatible land uses. This may include lower intensity development proposals such as senior housing, assisted living, and/or professional offices in a business park setting provided that there is a finding that adequate standards have been established for building height, setbacks, and landscaping to effectively buffer the neighboring residential properties;

- d) The development scenarios must include provisions for the phased implementation of private development plans and the required supporting infrastructure.

It is the intent of these comprehensive plan policies to maximize the development potential of vacant and underutilized property in the North Bridge Commercial Area. This may include, but is not limited to:

- a) Preparing an access management plan in consultation with WSDOT and affected property owners to guide the design and construction of future road improvements necessary to serve the North Bridge Commercial Area;
- b) Preparing and implementing, in consultation with the Douglas County Sewer District and affected property owners, a strategy to extend sanitary sewer service throughout the North Bridge Commercial Area;
- c) Conducting an environmental review of proposed master plans in order to identify potential adverse impacts and to develop appropriate mitigation strategies that will facilitate the permitting of site specific development proposals;
- d) Acquiring surplus public property and/or securing long term public access to the Columbia River;
- e) Preparation of a financing strategy that provides for the timely construction of public improvements necessary to serve new development in the North Bridge Commercial Area and that equitably allocates the costs among benefiting property owners;
- f) Executing a development agreement to establish the development standards to govern future development activities; and/or
- g) The addition of parcels adjacent to this or other portions of the East Wenatchee Urban Growth Area to offset the use of property within the North Bridge Commercial Area for Essential Public Facilities.

C-20 The General Commercial area designated on the upper bench area, east of Empire Street, west of State Route 28 (Sunset Highway) and north of 35th Street NE is intended to develop as a master planned project.

- a) A total of 80 acres is designated for this general commercial district. Along the southern perimeter of the site a transition area would incorporate landscaping and open space consistent with the North End Master Site (Subarea) Plan. The purpose of the transition area is to buffer this commercial area from the less intensive development surrounding the area.
- b) Design features for the master plan for projects in this General Commercial area would include landscaping, transition buffer, linkages to the trail system, open space, design consistency between adjacent

buildings, establishment of an interior road network, and orientation of buildings for access from the interior road system.

c) Direct access to the SR 28 by individual uses would be prohibited.

C-21 The City and County should establish additional commercial land use designations that are not auto-dependent to provide for more flexibility for low intensity commercial activities in closer proximity to residential areas where it is appropriate to permit commercial uses on larger sites than would be permitted under the Neighborhood Commercial designation.

C-22 Design of development in or near shoreline areas must be consistent with the Douglas County Regional Shoreline Master Program.

INDUSTRIAL

Like commercial lands, industrial lands within the Greater East Wenatchee Area are in great need. There is a total of ~~414~~ 544 acres allocated for industrial purposes inside the urban growth area. The industrially designated land uses are currently not served by a full range of urban services. ~~However, major~~ Major water system improvements ~~are planned and funded~~ have been completed that would provide providing domestic water and fire-flow to the industrial area. However, public sewer service is not available to the area.

The Baker Flats Industrial area is located east of SR2/97 and west of the Douglas County 115 KV Transmission Line. It exhibits some topographical changes, sloping from east to west. The basalt cliffs serve as its eastern boundary while State Route 2/97 Highway serves as the western boundary. This site consists of some industrial activities, orchards, and unimproved properties. This site makes an ideal location for industrial activities due to its proximity to a major highway system, availability of domestic water and location to service centers. In addition the area is buffered on three sides by topographical features. Factors considered ranged for the location of major orchards and agricultural activities to the north (Bray's Landing, Bridgeport, Chelan, and the Okanogan Valley), lack of appropriately zoned industrial properties and the need to preserve other prime agricultural lands.

This site should be developed as an industrial park. Design features should include provisions for perimeter landscaping with a buffer strip adjacent to SR 2/97 and other land uses. The buffer strip consists of a berm measuring a minimum of 30 feet wide, 10 feet high, and landscaped with trees, shrubs, and ground cover. Additionally, an interim 100 foot buffer will be required adjacent to designated agricultural uses, incumbent upon the industrial user. Access from SR 2/97 is limited with connection to interior roadways. Ingress and egress along the designated industrial area is limited to the interior roadway which connects to SR 28 in at a new roundabout that was constructed to improve access. Special site plan approval is required for all uses to ensure proper linkages to the internal road network, intersection improvement, extensions to existing roadways, adequate parking, landscaping, protection of sensitive area, and continuity in overall project design. Industrial land uses should be permitted

on the east side of SR 2/97 only, and at no time should industrial uses be allowed west of the highway.

INDUSTRIAL --- GOALS AND POLICIES

GOAL:

Promote industrial development which contributes to economic diversification, growth and stability of the community without degrading its natural systems or residential living environment.

POLICIES:

- I-1 Encourage the continued development of light industries that are agriculturally related.
- I-2 Encourage industrial development to locate in industrial/business park areas adjacent to major street arterials, preferably on lands not suited for residential uses or agricultural uses.
- I-3 Encourage variety and innovative design in industrial site development and encourage an attractive and high quality environment for industrial activities through good landscaping, parking and building design where land uses of distinct character or intensity adjoin.
- I-4 Actively support economic development measures that serve to revitalize and promote the growth of existing industrial locations.
- I-5 Encourage air related industries and nonconflicting light industries in the Pangborn Industrial Service Area.
- I-6 Encourage, whenever possible, the extension of support facilities and services for industrial activity.
- I-7 Potential impacts on nearby properties and public facilities and services shall be identified and mitigated when evaluating industrial development proposals.

PROPERTY RIGHTS – GOAL AND POLICIES

The following goal and policies recognize the importance of protecting property rights.

GOAL:

Protect property rights from arbitrary and discriminatory actions.

POLICIES

PR-1 Ensure all proposed regulatory or administrative actions do not result in an unconstitutional taking of private property, in accordance with RCW 36.70A.370.

PR-2 Procedures for avoiding takings, such as variance or exemptions, should be maintained the in the city and county regulatory scheme.

GENERAL LAND USE -- GOALS AND POLICIES

ESSENTIAL PUBLIC FACILITIES

The Growth Management Act requires that comprehensive plans include a process for identifying and siting essential public facilities (EPF), as defined in RCW 36.70A.200(1). Essential public facilities include facilities and uses which are usually considered "difficult to site" such as, airports, state education facilities, state or regional transportation facilities, state and local correction facilities, solid waste handling facilities, in-patient facilities, mental health facilities and group homes. The Growth Management Act also states that the siting of such essential facilities may not be precluded from a comprehensive plan or development regulations. The State Office of Financial Management is maintains a list of essential state public facilities that are required or are likely to be built within the next six years.

The Douglas County Regional Policy Plan includes policies that are guiding principles for local comprehensive plans regarding processes for siting essential public facilities of countywide or statewide significance. Policies and standards must assure that:

- a) EPF are served by the full range of services necessary to support the use;
- b) EPF located outside of an urban growth area must be self-contained or are extended services in a manner that does not promote additional development or premature conversion of lands to other uses;
- c) State-mandated siting criteria be incorporated where applicable;
- d) EPF are not located on resource lands or critical areas if incompatible.

Essential Public Facilities goals, policies and process for their designations are set forth in the Douglas County Countywide Comprehensive Plan and are adopted by this reference for use in the Greater East Wenatchee Area Comprehensive Plan. Additionally, the following goals, processes and criteria should be considered when siting essential public facilities within the city or the East Wenatchee UGA and in the establishment of development regulations applicable to such facilities.

GOAL 1:

Essential public facilities needs should be acknowledged and conditionally accommodated.

a) Identification of essential public facilities

The city and county must recognize those essential public facilities that are identified as necessary and of a state-wide nature by the Washington State Office of Financial Management, those that are identified as necessary and of a county-wide nature by Douglas County, and those that are deemed to be locally necessary and difficult to site by the city and county.

b) Available lands

The city and county shall maintain lands suitable for public purposes within the planning area of the Greater East Wenatchee Area Comprehensive Plan.

GOAL 2:

Essential public facilities should be located in areas which are optimally suitable for such uses and which are served, or are readily capable of being served, by necessary public services.

a) Site Selection Process

- 1) Prior to selection of a site for an essential public facility, the sponsoring agency or jurisdiction must provide to the city and/or Douglas County justifiable need for the facility within the city or within the county inside the urban area. Such need must be based upon a documentable forecasted need and the logic of the service area proposed.
- 2) Prior to the consideration of the siting of an essential public facility within the city or its urban area, the sponsoring jurisdiction or agency must establish a public involvement process by which the residents of the area potentially affected have the reasonable opportunity to participate in the site selection process.

b) Site Suitability

- 1) Essential public facilities should be located in areas which have the least constraints in terms of environmental character or compatibility, access to major transportation facilities and corridors, and availability of supporting public services.
- 2) Site suitability should be based upon:
 - i) A minimum parcel size, dependent upon the scope and nature of facility to be located.
 - ii) Accessibility of the site in respect to streets and transportation facilities.
 - iii) Availability of public support services which are usual and pertinent to the protection of the general health, safety and welfare of the public potentially impacted by the proposed facility.
 - iv) Ability to adequately buffer and screen the facility from adjacent uses or development.
- 3) Some essential public facilities should be considered for siting in certain residential neighborhoods, based upon:
 - i) Documentable evidence or criteria that such a facility is better suited to a residential neighborhood.
 - ii) The appropriateness of the site respective to the specific facility's impacts on community character and its compatibility with the residential environment and neighborhood.

GOAL 3:

Essential public facilities should pose a minimum level of impact on a community and should be required to mitigate all negative impacts from construction and operation.

a) Impact Analysis

During the site selection process, the sponsoring agency shall perform an impact analysis of the facility through the appropriate environmental review process, which, at a minimum, shall address the following:

- 1) Land use compatibility
- 2) Existing and adjacent land use and development in adjacent and surrounding areas
- 3) Existing comprehensive plan designation and zoning of surrounding areas
- 4) Present and proposed population density of surrounding area
- 5) Potential effects on critical areas and historic, archaeological and cultural sites
- 6) Potential effects on neighboring jurisdictions, including Kitsap County and the municipalities within.
- 7) Potential secondary and tertiary effects of the facility
- 8) Effect on the likelihood of associated development being induced by the siting of such a facility

b) Siting of essential public facilities must be consistent with:

- 1) The Greater East Wenatchee Area comprehensive plan land use map and other required or optional plan elements.
- 2) Lands identified for public purposes in the land use element.
- 3) The capital facilities element and budget.
- 4) The utilities elements.
- 5) The transportation element.
- 6) The housing element.
- 7) Regional public health, safety, and general welfare considerations.

GOAL 4:

Siting criteria for essential public facilities should address the overall public need of the state balanced with the community's standards and goals.

Siting criteria must:

- a) Provide site, building and design standards which assure facilities are compatible with surrounding development patterns.
- b) Reflect the facility needs in support of 20-year population projections.
- c) Include flexibility to consider advanced technologies.
- d) Acknowledge state or federal siting requirements.
- e) Balance the need for the facility against the external impacts generated by its siting location and the availability of alternative sites with lesser impacts.
- f) Establish a process to obtain "fair-share" appropriations or payments, if applicable, for compensation to the city and/or county to avoid a disproportionate financial burden from the operation of the facility.

Pangborn Memorial Airport.

The following goal and policies recognize airports as essential public facilities under the Growth Management Act and are intended to preserve Pangborn Memorial Airport. The airport is located outside the East Wenatchee urban growth boundary; however land uses within the UGA have the potential to impact and are impacted by airport operations. These policies ensure that the airport can change with the community to meet the needs of the region.

GOAL:

Provide state and federal system airports with reasonable protection from airspace obstructions, incompatible land uses and nuisance complaints that could restrict operations.

Policies

- LU -1 Ensure that public or private development around existing airports allows the continued use of that facility as an airport. Land within aircraft approach and departure zones will be protected from inappropriate development.
- LU -2 Preserve the right of airport owners and operators to continue present operations and allow for future air transportation and airport facility needs. It is also important to consider the present and future use of private property and the rights of private property owners.
- LU -3 Douglas County will notify the airport operator, state and federal aviation agencies, at the time of initial application, of any proposed actions or projects, which would lead to development near an airport that is not compatible with the airport's operations. The airport operator shall notify Douglas County, and potentially affected citizens, of any proposed operational changes which would have a significant impact on existing land uses.
- LU -4 Land use proposals, structures, or objects that would interfere with the safe operation of aircraft will be examined for compatibility as defined in CFR Title 14, FAR Part 77 and FAA Terminal Instrument Procedures (TERPS) Chapter

12, and WA 31. The objective is to permit land uses which allow safe aircraft operations as defined in the documents referenced above.

- LU -5 Enact overlay zoning to protect the airspace around state and federal system airports from airspace obstructions and incompatible land uses within the approach, transitional, horizontal and conical surface zones, where such areas have been established by the FAA.

Capital Facility Planning Relationship to Land Use – Goal and Policy

In accordance with the Growth Management Act, the Land Use Chapter must be coordinated with and consistent with the Capital Facilities Chapter. The purpose of the Capital Facilities Chapter is to ensure that the planning for services and infrastructure matches the demand for those facilities to serve the land uses that are projected to occur in the urban area.

GOAL:

Coordinate land use planning and capital facility planning with a schedule of capital improvements to meet adopted level of service standards necessary to provide services and infrastructure to support development.

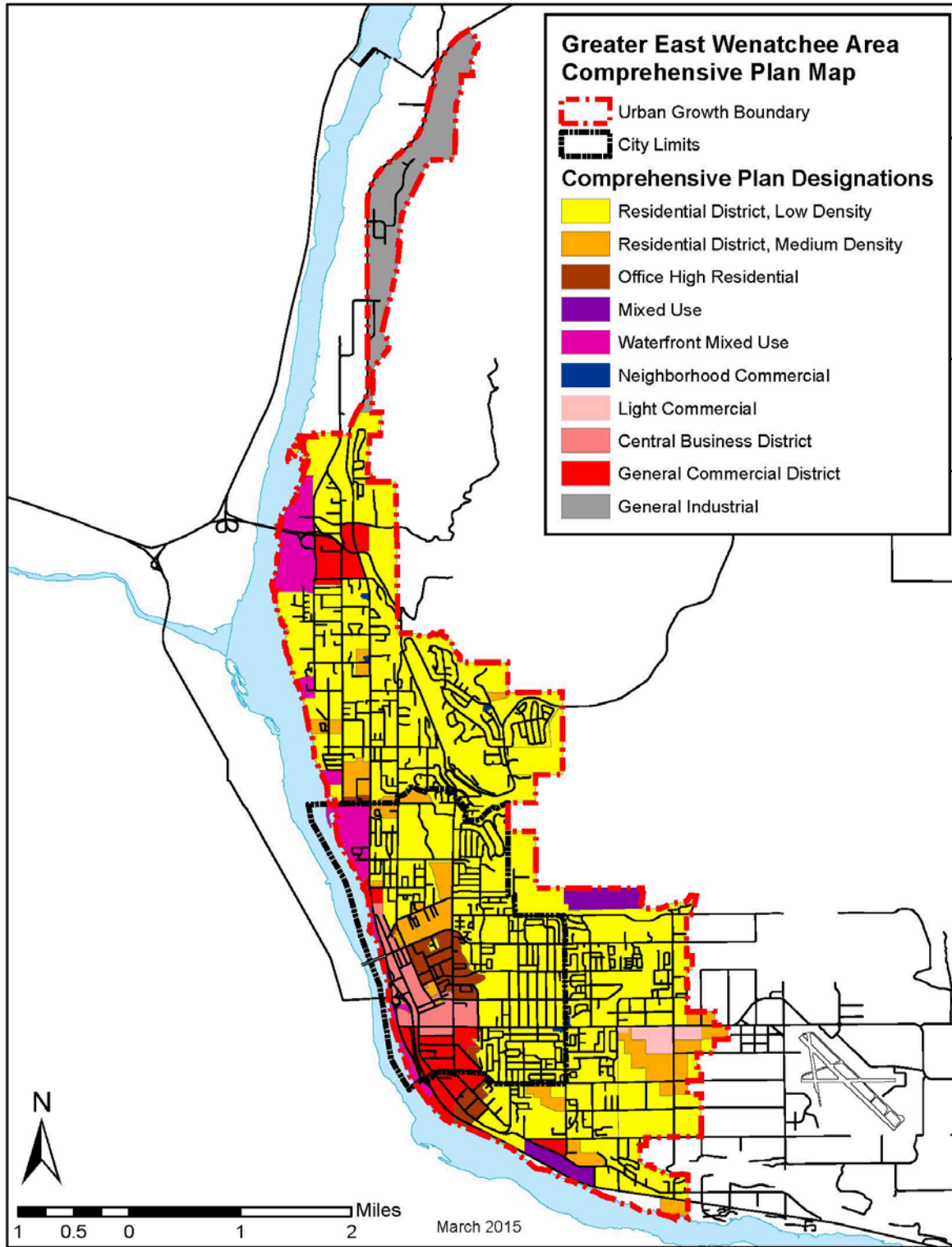
Policies:

1. As the development occurs, public facilities and services should be provided at reasonable costs, in places and at levels commensurate with planned development intensity and environmental protection, and built to be adequate to serve development without decreasing current service levels below locally established minimum standards
2. If the probable funding for capital improvements falls short of meeting the need for facilities that are determined to be necessary for development, the city and county must reassess the land use element and other elements of the comprehensive plan. The analysis should be scheduled at five-year intervals and should determine if a combination of existing and funded facilities are adequate to maintain or exceed adopted level of service standards.

COMPREHENSIVE PLAN LAND USE MAP

The Land Use Map illustrates the intended future land use pattern in the Greater East Wenatchee Urban Area. The map is the result of analysis of the previously discussed growth and development concept, existing land use patterns, development trends and desirable growth and development goals.

Comprehensive Plan Land Use Map



PANGBORN MEMORIAL AIRPORT

Pangborn Memorial Airport serves the counties of Chelan and Douglas, and portions of Okanogan and Grant counties, with a service area extending north to the Canadian border. The Airport provides both general aviation and commercial aviation service. Pangborn is the Wenatchee Valley area's gateway to the domestic and international aviation system.

Formerly known as Pangborn Field, Pangborn Memorial Airport is dedicated to the famous aviator, Clyde Pangborn, who landed at Fancher Field in 1931, to complete the first nonstop transpacific flight. The Airport's relationship to the national economy and access to air transportation is essential for local residents and the local economy by facilitating faster access to other regions and markets. Pangborn Memorial Airport is designated as an Essential Public Facility.

In April 2004 the airport, in conjunction with the Port Districts of Chelan and Douglas Counties, prepared an updated Airport Master Plan. This master plan identifies and plans for the needs of the airport and air service operations for the next 20 years. As the airport continues to grow in its importance to Douglas County and the region; it also grows in its impacts to the surrounding lands. The airport is currently in the process of updating their master plan.

The Master Plan recommended that the main runway (Runway 12/30), be extended to improve safety and better serve the airport traffic. This improvement was ~~implemented~~ completed in ~~2006~~2016, resulting in the current runway length of 5,700~~7,000~~ feet. The Master Plan also recommended the relocation of Grant Road. That road realignment has been completed, ~~which would give a Runway 12/30 length of 6,300 feet.~~

~~That project has been funded and is intended to be completed in the next few years.~~

Pangborn Memorial Airport provides a critical link to the North Central Washington Region, state and national transportation system. It provides for the efficient movement of people, goods and services and serves as a commercial, cargo and general aviation airport. The airport is classified as a primary commercial airport within the National Plan of Integrated Airport Systems and as a commercial airport within the Washington State Aviation System Plan. .

Land Use Compatibility

Over the last several decades, airports within the state and across the nation have faced increasing problems with the encroachment of incompatible development. Incompatible development can impact the operating capability of the airport as well as endanger the lives of people in the air and on the ground. As the airport continues to grow in its importance to Douglas County and the region, steps need to be taken to ensure that land use conflicts are minimized to the greatest extent possible.

The airport is located ~~approximately less than~~ one mile from the East Wenatchee UGA boundary. Existing land uses adjacent to the airport are predominantly large-

lot agricultural with industrial designated lands located to the north, south, and east west of the airport. ~~The proposed amendment to the UGA would expand the UGA in an easterly direction towards the airport cutting the distance separation to within 2000 feet at its nearest point and to 4,600 feet at the farthest point. The expansion does extend into a~~ A small area part of the UGA is located within of Compatibility Zone 3 for the secondary runway and the FAR Part 77 Surface for both runways. The secondary runway is currently closed. Regulations are in place to protect airport operations from incompatible land use.

To ensure that the function and value of the airport is maintained for future generations, several tools have been identified. These tools should be used together with the Airport Master Plan. Additionally, careful consideration should be given to topographical constraints and the natural environment.

Height

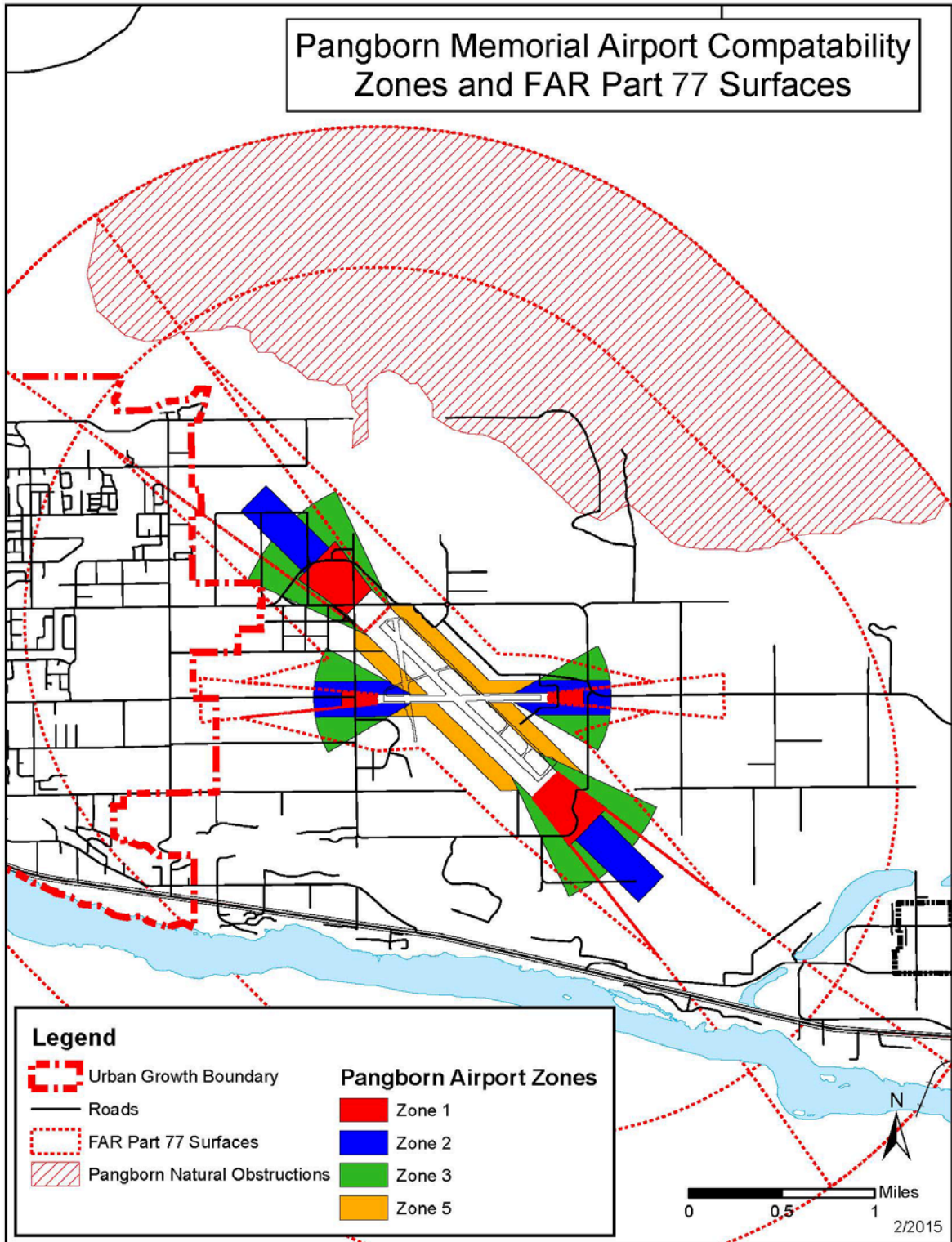
To protect the operating airspace above and surrounding the airport, the State of Washington adopted RCW 14.12 Airport Zoning, which gave local jurisdictions the authority to regulate air space hazards. Air space hazards may endanger the lives and property of users of the airport and of occupants of land in its vicinity. Obstructions may also reduce the size of the area available for the landing, taking-off and maneuvering of aircraft, thus tending to impair the utility of the airport and the public investment.

The Federal Aviation Administration (FAA) has established Federal Aviation Regulations (FAR) Parts 77 Imaginary Surfaces. Development activity that encroaches into the Part 77 surfaces may pose a hazard to navigation and reduce the size of the area available for landing, taking-off, and maneuvering of aircraft, thereby increasing the potential for an accident. If development activity is allowed that does pose a hazard to navigation, then airport operation will be adversely affected. Figure 1 shows the FAR Parts 77 Imaginary Surfaces.

Safety

- The Airport Compatibility Zones were developed using information sources recommended by the WSDOT Aviation Division. The Airport Compatibility Zones do not encroach into the urban growth boundary.

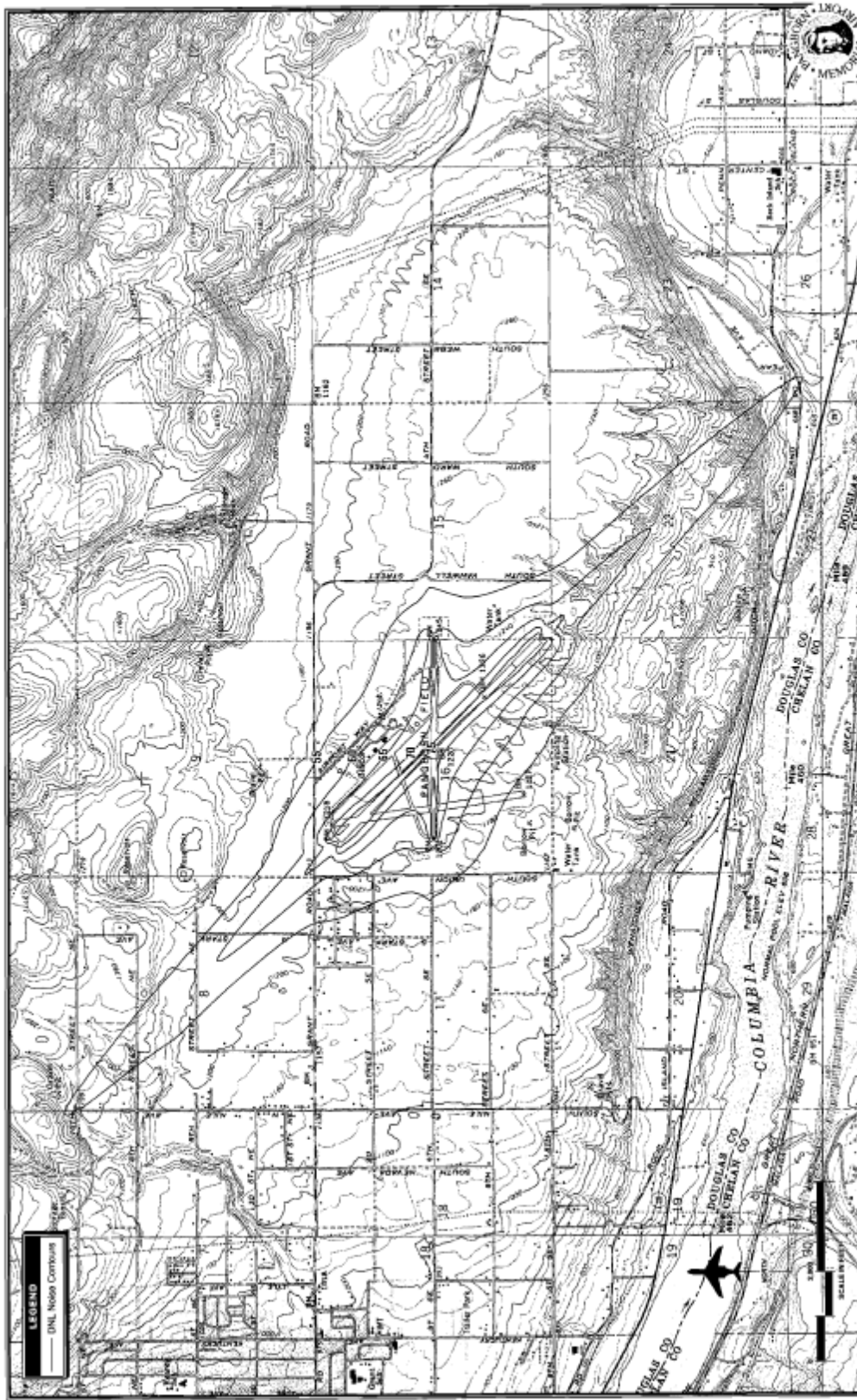
Figure 1 Pangborn Memorial Airport Compatibility Protection Zones and FAR Part 77 Surfaces



Noise

Noise is the single most significant “effect” from an airport and airport operations. The best way to ensure compatibility is to reduce the number of people exposed to noise generated by airport operations and to minimize the level of exposure. Figure 2 identifies the noise contours that are expected by the planned level of airport operations. In the areas most affected by noise, 65 dnl or higher, additional precautions should be taken to minimize this impact.

Figure 2 Pangborn Airport Noise Contours



CHAPTER 8 TRANSPORTATION

INTRODUCTION

The Transportation Element addresses the motorized and non-motorized transportation needs of the Greater East Wenatchee Area. It represents the community's policy regarding projected transportation needs (current and future), location and condition of the existing traffic circulation system; the cause, scope and nature of transportation problems, level of service standards, street classifications and associated transportation problems the Area must address regarding growth in the next 20 years. As specified in the Growth Management Act, new developments will be prohibited unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. Such improvements and strategies must be in place or financially planned for within 6 years of development use.

The type and availability of transportation resources are major factors in the development of land use patterns, while conversely, the way land is used greatly influences the need and location for new transportation. The relationship between transportation and land use is one of continuous interaction and their planning must be coordinated. The current land use plan, the future land use map and the transportation element are highly dependent on each other and need to be carefully coordinated.

The Wenatchee Valley has a long history of multi-jurisdictional coordination in transportation planning. Since 2001 that relationship has been formalized in the creation of a metropolitan planning organization, the Chelan Douglas Transportation Council (CDTC) – formerly known as the Wenatchee Valley Transportation Council. The CDTC is the region's Regional Transportation Planning Organization (RTPO) as well as being the Metropolitan Planning Organization. Members of the CDTC include the cities of East Wenatchee, Wenatchee, Leavenworth, Cashmere, Entiat, Rock Island, Chelan, Bridgeport, Mansfield, and Waterville, Douglas County, Chelan County, the Port of Douglas County, the Port of Chelan County, Link Transit, and Washington State Department of Transportation (WSDOT).

A major component of transportation planning for the Greater East Wenatchee Area ~~has resulted in the Confluence 2025 Plan~~ is the Transportation Council's *Transportation 2040 – The Regional Transportation Plan for Chelan and Douglas Counties* (Transportation 2040) and other documents that have been adopted by reference in this comprehensive plan. This effort brought together ~~As members of the Transportation Council,~~ all of the major governmental agencies in the region ~~to~~ jointly plan for transportation improvements that affect the region. Coordination with adjacent jurisdictions on transportation issues is essential to an efficient regional transportation system.

The Transportation Element addresses all roads located within the planning area including those which are the responsibility of the Washington State Department of

Transportation, Douglas County, the City of East Wenatchee and any private roads currently located or planned to serve future development. This element provides information on existing roadway functional classifications and the level of service standard established for each. [This Transportation Element is based upon and consistent with the Transportation 2040 priorities and recommendations.](#)

EXISTING TRANSPORTATION SYSTEM

Roadways - Functional classification system

Classification of streets, roads and highways in the State of Washington is based upon guidelines prepared by the Federal Highway Administration (FHWA) and administered by the Washington State Department of Transportation.

Location

A primary determination of the applicable portions of these Standards that must be used is based on the location of the proposed road or street construction or improvement. In most cases, the following will govern whether rural, urban or city standards will apply.

Rural

A rural location is defined as that area not within a federally designated urban or urbanized area or a designated Urban Growth Area as established by Douglas County under the Growth Management Act.

Urban

An urban location is defined as that area within a federally designated urban or urbanized area or a designated Urban Growth Area as established by Douglas County under the Growth Management Act.

Function

Public Streets/Roads

Public streets/roads are those that are continuously open to general public travel and have been accepted by the City or County into that jurisdiction's transportation system. Roads and streets that are dedicated to the public shall become City/County streets/roads upon completion of the construction to the appropriate jurisdiction's Standards, acceptance of the completed construction by the jurisdiction, and approval of the final plat or other instrument as appropriate by the jurisdiction. All others must be put on the transportation system by means of the road establishment process as specified in RCW 36.81 and be constructed to applicable Standards for public roads.

Private Streets/Roads

Private streets/roads are all streets or roads not designated as public and not open to general public travel.

Functional Classification - General

Rural Classifications

All county roads in rural areas are classified as Rural Local Access, Rural Collector (Major and Minor), Rural Minor Arterial or Rural Major Arterial. New roads and

streets and any modifications to existing connector or frontage roads that may be required as a condition of development approval shall meet the minimum design requirements for rural roads as specified in these Standards. Different standards will apply depending upon the forecasted traffic volumes and functional classification.

Urban Classification

All streets or roads in urban areas are classified as Urban Local Access, Urban Collector, Urban Minor Arterial or Urban Principal Arterial. New roads and streets and any modifications to existing connector or frontage roads that may be required as a condition of development approval shall meet the minimum design requirements for urban roads as specified in these Standards, provided however, local access roads outside of Urban Growth Areas yet within a Federal Urbanized Area may use a rural standard. Different standards will apply depending upon the functional classification.

Functional Classification – Descriptions

Principal Arterial ~~(Urban & Rural)~~ – Principal arterials permit traffic flow through and between cities and towns and between major elements of the urban areas. They are of great importance in the regional transportation system as they interconnect major traffic generators, such as central business districts and regional shopping centers, to other major activity centers and carry a high proportion of the total area travel on a minimum of roadway mileage. Principal arterials frequently carry important intra-urban as well as inter-city bus routes.

Many principal arterials are fully or partially access controlled facilities emphasizing the through movement of traffic. Within the category are (1) interstates (2) other freeways and expressways and (3) other principal arterials. Spacing of principal arterials may vary from less than one mile in highly developed central business areas to five miles or more in sparsely developed urban fringes and rural areas. Principal arterials generally comprise 5-10 percent of the urban system ~~and 2-4 percent of the rural road miles.~~

Minor Arterial ~~(Urban & Rural)~~ – Minor arterials collect and distribute traffic from principal arterials to lesser-classified streets, or allow for traffic to directly access their destination. In urban areas, they serve secondary traffic generators such as community business centers, neighborhood shopping centers, multiple residence areas, and traffic from neighborhood to neighborhood within a community. Urban bus routes generally follow these facilities. Access to land use activities is generally prohibited. Such facilities are usually spaced under two miles apart in urban fringes and in core areas can be spaced 1/8 to 1/2 mile apart. ~~In sparsely populated areas of our rural counties, minor arterials may be widely disbursed or non-existent. Rural minor arterials, in conjunction with rural principal arterials, are spaced at such intervals that all developed areas of the state are within a reasonable distance of an arterial highway. Rural minor arterials are expected to provide for relatively high overall travel speeds with minimal interference to through movement. Rural minor arterials generally comprise 4-8 percent of the system; whereas, in urban areas they generally comprise 10-15 percent.~~

Collectors (Urban) – Urban collectors provide for land access and traffic circulation within residential neighborhoods and commercial and industrial areas. They distribute traffic movements from such areas to the arterial system. Half-mile spacing is common in more developed areas. Collectors do not handle long through trips and are not continuous for any great length. They generally account for 5-10 percent of the total street system.

~~Collectors (Rural) – Rural collector roads are classified as major collectors and minor collectors. These routes generally serve travel of primarily intra-county rather than statewide importance and constitute those routes on which (regardless of traffic volume) predominant travel distances are shorter than on arterial routes. Consequently, more moderate speeds may be typical. Rural collectors, both major and minor, generally constitute 20-25 percent of the rural road miles.~~

~~Rural major collectors provide service to any county seat not on an arterial route; to larger towns not directly served by an arterial; and to other traffic generators of equivalent intra-county importance, such as consolidated schools, shipping points, parks, important agricultural areas, etc. Major collectors link these places with nearby larger towns or cities or with routes of higher classification and serve the more important intra-county travel corridors.~~

~~Rural minor collectors should be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. Furthermore, minor collectors provide service to the remaining smaller communities and also link the locally important traffic generators with their rural hinterland.~~

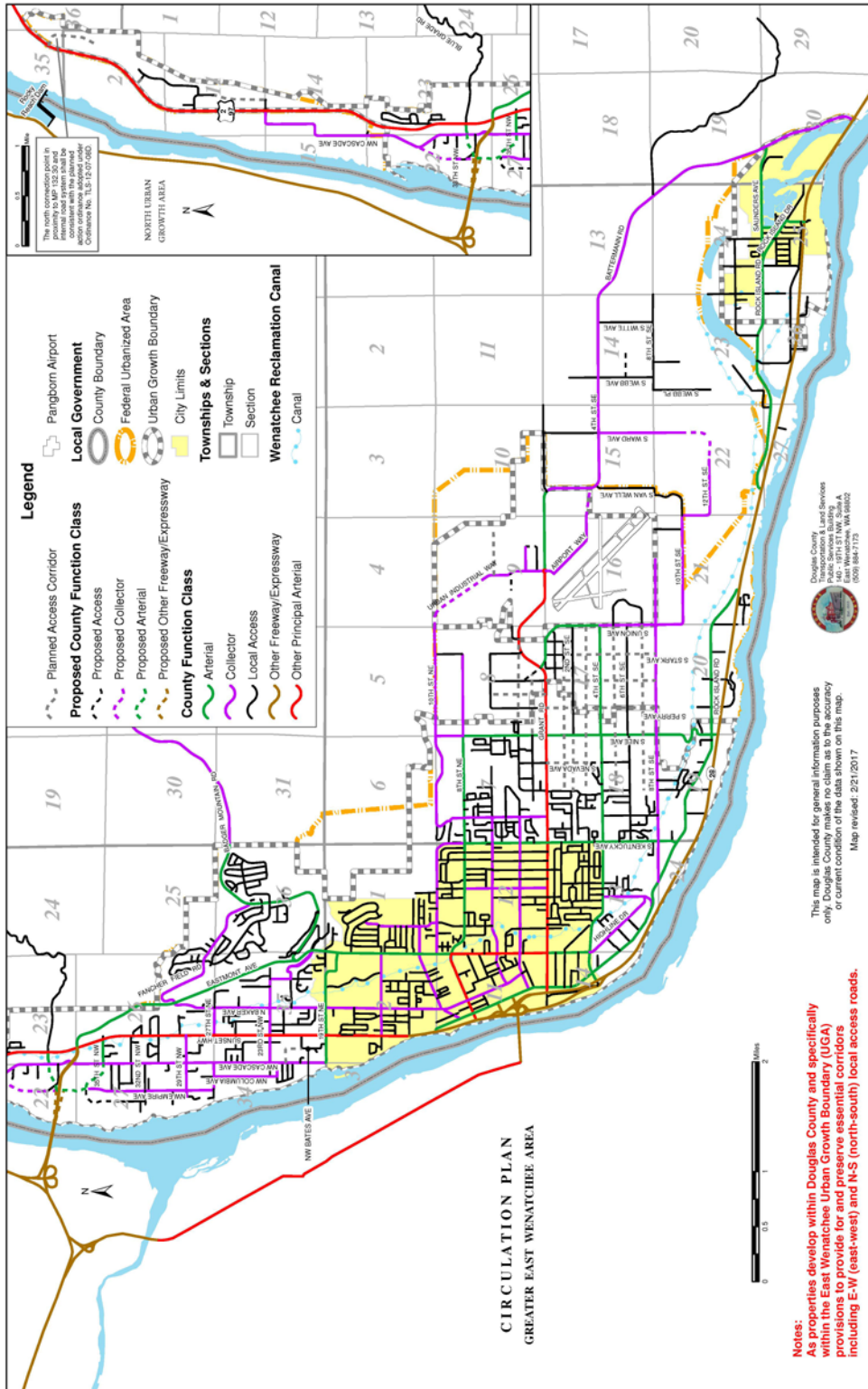
Local Roads and Streets (Rural & Urban) – All public roads and streets, not otherwise classified as an arterial or collector, comprise the local access system. These roadways primarily serve local needs for access to adjacent lands, travel over relatively short distances, and connections to collectors or other higher systems. Local urban streets offer the lowest level of mobility and usually contain no bus routes. Service to through traffic movement is deliberately discouraged. Local streets usually account for 65-80 percent of the urban system. ~~In rural areas, the local roads generally comprise 65-75 percent of the road miles.~~

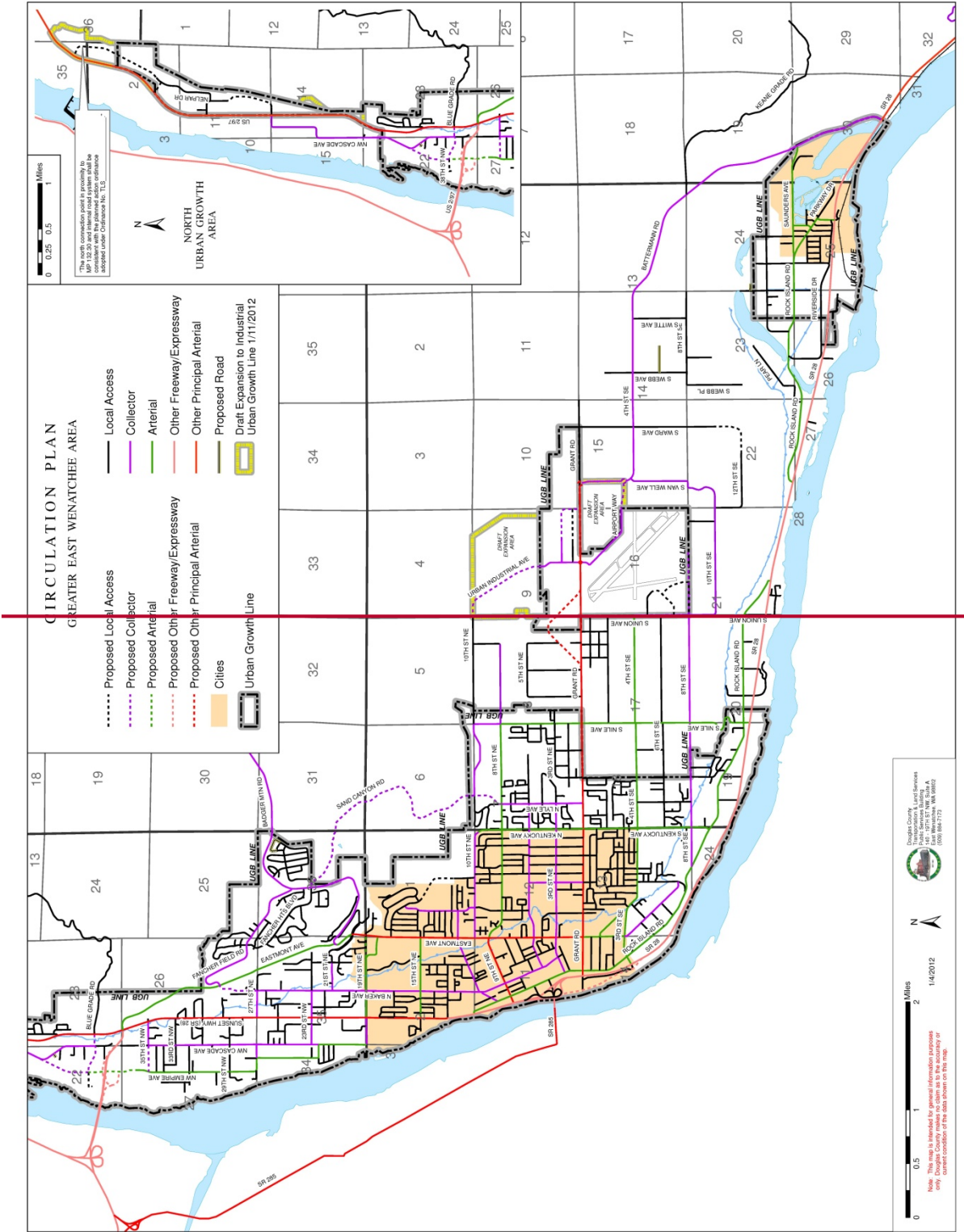
The table below lists the number of miles for each classification and the percentage of the total miles within the East Wenatchee Urban Area for each classification. This includes streets owned and maintained by the city, Douglas County, and WSDOT. There are 10 signalized intersections within the East Wenatchee Urban Area.

<i>Classification</i>	<i>Miles</i>	<i>% of Total</i>
Local Access	35.91	64%
Collector	8.04	14%
Minor Arterial	7.82	14%
Principal Arterial	4.03	7%
Total	55.8	

See Figure 8.0 for a Circulation Plan map showing the classification of streets and roads within the East Wenatchee Urban Area. The map also illustrates proposed street alignments.

Figure 8.0 Functional Classification and Circulation Map





Public Transit

The Chelan-Douglas Public Transportation Benefit Area (PTBA), known as Link, is a municipal corporation that began providing public transportation services in late 1991. Link operates throughout Chelan County and most of Douglas County. The Greater East Wenatchee Area is within Link's service area. Currently, 18 routes provide service connecting the region to the East Wenatchee area. Six routes operate directly in the East Wenatchee area providing service to most areas hourly from 6:30 a.m. to 8:00 p.m., Monday through Saturday. Link also provides ADA paratransit services to all areas within $\frac{3}{4}$ mile of Link's fixed routed service, as well as vanpool and ridematch services. All Link buses are equipped (seasonally) with bicycle racks allowing transit users to carry bicycles on busses to complete travel trips.

Nonmotorized Transportation

Existing pedestrian facilities in the planning area consist of sidewalks and pedestrian ways associated with roadways. Pedestrian facilities such as sidewalks are largely concentrated in the urbanized areas primarily within the Central Business Core and within newer residential subdivisions.

Designated bicycle routes are also located within the urban area, however they are not clearly marked. Link administers the BikeLink program, which is designed to encourage joint use of bicycle and transit facilities. Cyclists may mount their bicycles on racks on the front of Link buses that operate on intercommunity routes.

Air Transportation

Air transportation is available to East Wenatchee Area residents at the nearby Pangborn Memorial Airport. Pangborn Memorial Airport serves the counties of Chelan and Douglas, and portions of Okanogan and Grant counties, with a service area extending north to the Canadian border.

The airport master plan update, completed in 2004, forecasts that the airport is expected to experience an increase in total based aircraft, annual air operations and annual enplaned passengers, as well as an increase in turbine-powered aircraft throughout the 20 year planning period. Annual enplanements are forecasted to double. Annual operations, such as commercial, general aviation, and military are forecasted to increase from 48,800 to 86,400 per year. Additionally the number of Instrument Approaches is expected to increase from 709 to 1210 per year.

To accommodate the forecasted growth, improvements have been completed including a new landing system to improve landing reliability and an increase in runway length to accommodate changes to commercial and general aviation operations. The relocation of Grant Road ~~would~~ permits the airport to utilize its full-length runway.

Passenger Rail and Rail Freight Facilities

Passenger rail service is provided by AMTRAK. The train station is located on Kittitas Street in downtown Wenatchee. AMTRAK provides passenger transit services to destinations east and west. Eastern destinations are via the Montana/St. Paul line, which ends in Chicago, Illinois.

Rail freight service for Wenatchee and the surrounding areas is provided 24 hours per day by Burlington Northern/Santa Fe Rail Road (BNSFRR). The rail freight yard is located between Columbia and Worthen Streets in downtown Wenatchee. Wenatchee is on the BNRR mainline between Everett and Spokane, Washington and is also the location of train crew shift changes. Approximately 20 trains pass through Wenatchee daily. Not all trains stop to load and unload; the number of trains that stop depend, in large part, upon service demand and the destination of goods. Cars are pulled daily for loading of freight that includes lumber, wood chips, aluminum, and apples.

Rail lines run along the Columbia River and cross the river into Chelan County at Rock Island.

TRANSPORTATION --- GOALS AND POLICIES

GOAL:

- 1. Provide a balanced transportation system that meets the needs of the community by accommodating the movement of people, goods, and services at an optimum level of safety, economy and efficiency.**
- 2. To provide an effective transportation network with adequate capacity to meet the adopted Level of Service (LOS) Standard and the travel demand for the area.**
- 3. Ensure adequate and safe access to property via a system of public and private roads.**
- 4. Ensure that adequate transportation systems are provided to support growth.**

POLICIES

- T-1 Allow major land use changes only when those proposals are consistent with the transportation system plan.
- T-2 Coordinate the planning, construction, and operation of transportation facilities and programs with members of the Metropolitan Planning Organization as well as local utility providers.
- T-3 Develop and maintain a comprehensive transportation system plan, showing roadway classifications, roadway extensions, future facility locations and right-of-way needs.
- T-4 Permanent cul-de-sacs shall only be permitted in situations where it can be demonstrated that the design provides an acceptable level of network circulation and the prohibition of cul-de-sacs creates an unreasonable economic burden.
- T-5 Transportation facility connectivity may necessitate the continuation of road systems to foster the long-range transportation objectives of the county and city. As development occurs, require the extension of dead-end streets which improve access and circulation.

- T-6 As public and private development occurs, ensure that transportation systems improvements have adequate streets, sidewalks and walkways; and are consistent with the transportation and adopted system design.
- T-7 Ensure that current and future developments provide proper, adequate and safe access to the transportation system and facilities.
- Provision for adequate parking must be included for all development
 - Natural and artificial landscaping should be considered in the design of system facilities
 - Traffic calming techniques should be required when there are conflicts between transportation modes.
- T-8 Facilitate mobility for all residents within the Greater East Wenatchee Area; including the elderly and persons with disabilities by providing accessible transportation facilities.
- T-9 Establish urban streetscape design criteria and natural landscape features that are oriented toward pedestrian use and protecting residential neighborhoods from arterial street functions.
- T-10 Encourage the development of a bicycle/walkway system for the City and the East Wenatchee area to allow for non-motorized travel; including linkages to transit routes.
- T-11 Preserve right-of-ways for the future creation of non-motorized travel lanes and trails.
- T-12 Wherever possible, develop pedestrian and bicycle facilities separate from the vehicle travel lanes.
- T-13 Provide safe, well-marked walkways and trails with universal access features between neighborhoods, commercial and employment centers, parks, schools and community facilities.
- T-14 Develop and implement a sidewalk capital improvement and monitoring program to assist with the completion of pedestrian walkway linkages, and inter-modal linkages.
- T-15 Provide incentives to the public to reduce traffic by encouraging the use of flextime and ride sharing, assisting and providing incentives to employers and developers of property, and encouraging the development of transportation information centers at all public places and major employment centers.
- T-16 Design transportation facilities within the Greater East Wenatchee Area that minimize adverse environmental impacts resulting from both their construction and use.
- T-17 Economic and residential growth decisions should be tied to the ability of the existing transportation system to accommodate the increased demand, or new

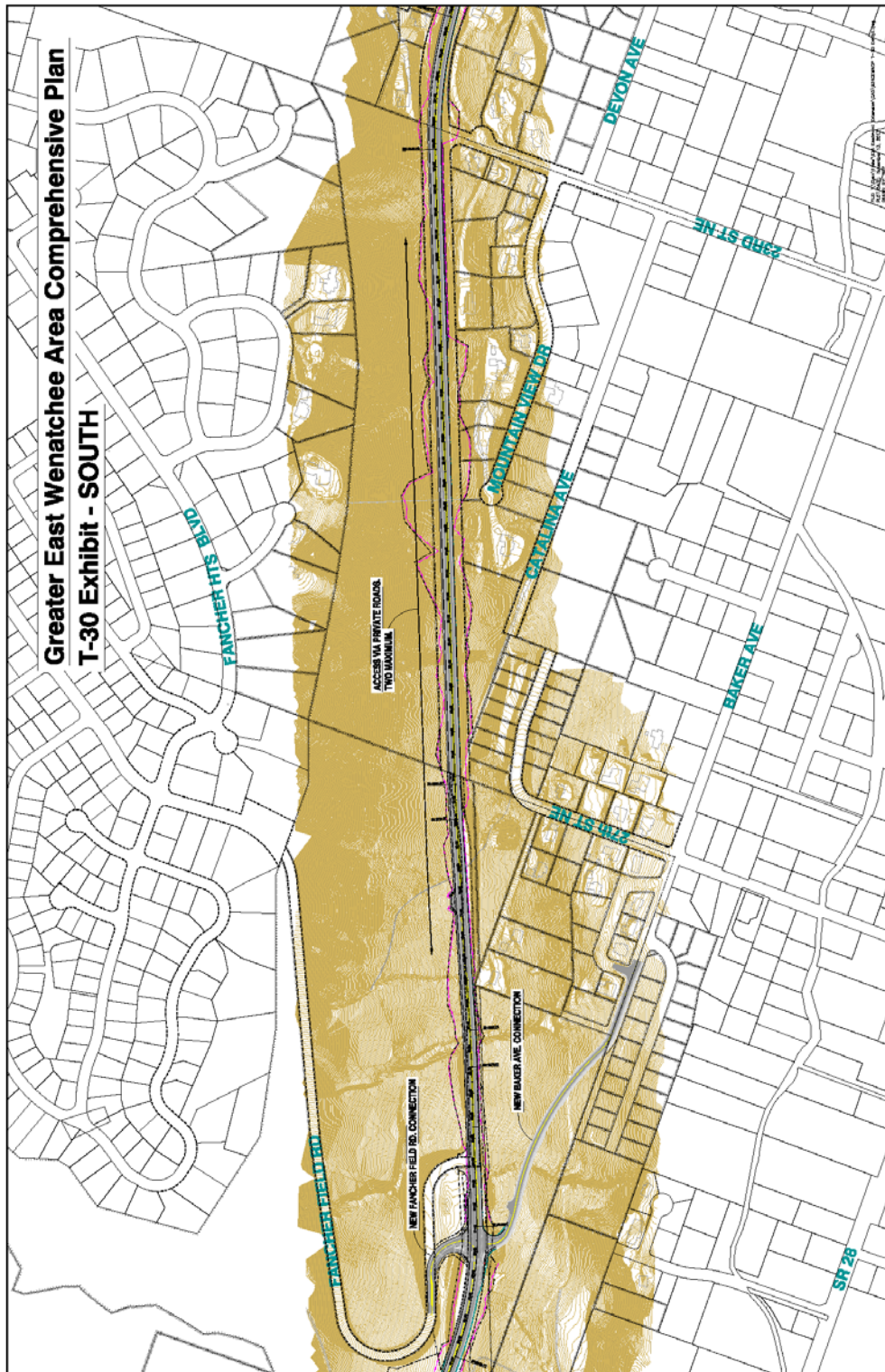
- transportation facilities should be provided concurrently with the proposed development.
- T-18 Allow land use changes only when proposals are consistent with the adopted transportation level of service standards of the comprehensive plan.
 - T-19 Control the location and spacing of driveways and encourage the development of shared driveways.
 - T-20 Provide suitable ratios of off-street and on-street parking based on land use needs and the design character of each district of the Area.
 - T-21 Maintain a listing of prioritized road improvement needs based on the six year TIP of the capital facilities element.
 - T-22 Review the adopted levels of service standards on a regular basis for coordination with the capital facilities element and land use element.
 - T-23 Institute financing measures for major circulation elements that fairly distribute the cost between private property owners and the public sector.
 - T-24 All road construction projects shall meet or exceed the minimum requirements for stormwater runoff.
 - T-25 Adopt an official right-of-way map identifying the location of existing right-of-way as well as future right-of-way needs based on the transportation element.
 - T-26 Encourage public transportation-compatible infill development on bypassed vacant parcels in developed areas adjacent to bus routes and stops.
 - T-27 All transit related decisions such as roadway access, projects, and pedestrian linkages shall be consistent with the current adopted LINK service area policies.
 - T-28 Coordinate with LINK to provide public transportation, which is affordable, safe, convenient, clean, comfortable, accessible, well maintained and reliable.
 - T-29 The surface of a road shall not be disturbed for a period of 5 years for a new or overlaid road and 2.5 years for a seal coated road.
 - T-30 Eastmont Avenue between Badger Mountain Road and the US 2/97 – SR 28 intersection is designated a controlled access road. Circulation systems for residential and commercial development shall provide for connectivity to adjoining uses and minimize and coordinate points of access to the Eastmont Avenue corridor See Figures 8.1 and 8.2):
 - A. North of the Eastmont Avenue Bridge, access serving parcels east of Eastmont Avenue shall be limited to total of two access points; one located in the vicinity of Engineer Station 11+00(LT) to 13+00(LT) and a second access (existing private road) located in the vicinity of Engineer Station 38-00(LT) to 39+00(LT). The existing private road access shall be improved to serve as one of the two approved access points;

- B. South of the Eastmont Avenue Bridge, a total of one new access serving parcels west of Eastmont Avenue may be permitted in the vicinity of Engineer Station 58+00(RT) to 60+00(RT).
- C. Access to parcels east of Eastmont Avenue, between Fancher Field Road and Badger Mountain Road may be permitted via private roads. Private roads shall be designed in accordance with the Road Standards and provide for connectivity to adjoining parcels so as to minimize the number of connections to Eastmont Avenue. A maximum of two private road access points shall be permitted.

Ingress/egress to new developments, including short plats, subdivisions, mixed-use, multi-family, and/or non residential projects shall be provided by the project sponsor, at no-cost to the city or county, in accordance with the following provisions.

- 1. Access to this segment of Eastmont shall be from collectors and local access streets. No new driveway connections onto this segment of Eastmont Avenue shall be permitted.
- 2. Collectors and local access roads shall be designed to meet or exceed adopted road standards, including but not limited to:
 - a. Road geometric design;
 - b. Curb, gutter and sidewalk;
 - c. Site distance;
 - d. Intersection spacing;
 - e. Illumination; and
 - f. Signalization
- 3. Collector and local access roads shall be located and designed to facilitate shared or joint use by neighboring properties and to align with opposing roads and turning movements.
- 4. Access to Eastmont Avenue shall be prohibited within 900 feet of the intersection of US 2/97 and State Route 28.

Figure 8.2



- T-31 The city and county should develop a circulation plan and street classification system that reflects each roadway's role in the regional and local transportation network. Roadway standards should be based on the local classification systems.
- T-32 In consideration of their regional significance, arterial and collector road classifications require connectivity to accommodate existing and future growth. Examples include without exception:
- the Empire Avenue connection to the Cascade interchange,
 - the 12th Street SE to Ward Avenue,
 - the Eastmont Extension to SR2/97,
 - and the future north south connector from the Airport industrial area to SR2/97.
- T-33 In consideration of the importance of the Apple Capital Loop Trail, as demonstrated in the "More Than a Trail" survey, it is vital to ensure connectivity to the trail from the city and county road systems.
- T-34 Development shall provide improvements adjacent to their development in accordance with adopted design standards and approved traffic studies. Where deficiencies are present, these issues would have to be addressed prior to development occurring in order to protect the public's health, safety and general welfare consistent with the policies of the comprehensive plan, standard engineering principals, and adopted standards. Improvements necessary to maintain adopted levels of service shall be in place at the time of development, or a financial commitment agreed to by the city or county and the applicant must be in place to complete the improvements or strategies within six years.
- T-35 Access to SR2/97 from the Baker Flats Industrial Urban Growth Area should be limited to maintain adopted levels of service and a safe highway corridor while providing efficient access points for industrial users with internal road networks. Expansion and development of the Baker Flats Industrial Area shall be accommodated by the access points identified during environmental review by Douglas County and as approved by Douglas County or the City of East Wenatchee, and the Washington State Department of Transportation.
- T-36 The city will plan for, design and construct all new transportation projects to provide appropriate accommodation for pedestrians, bicyclists, transit users, and persons of all abilities. Complete Streets principles will be incorporated into city and county plans, rules, regulations and programs as appropriate.
- T-37 Expansion of the UGA south or east of Canyon Hills subdivision must consider removing the existing vehicular access from Badger Mountain Road to Sand Canyon Road with a new access connecting to Wheatridge Drive. Additionally, all internal roads within this area must be constructed in a manner that facilitates extension and connection of the internal road to the south, ultimately connecting to 10th St. NE between N. Lyle Avenue and N. Nile Avenue.

- T-38 Expansion of the UGA to the east towards the Pangborn Memorial Airport along the Grant Road corridor must incorporate development of an east-west and north-south urban style roadway network to facilitate access and connectivity.
- T-39 Proposed new circulation routes have been identified in the circulation plan. The specific location of these routes may be altered by the city or county to accomplish the intended circulation functions. As development occurs in the area of the new proposed circulation corridors, development must proportionately address transportation system impacts and improvements needed.
- T-40 Encourage physical activity by providing alternative modes of transportation with more pedestrian and bicycle friendly street standards.
- T-41 Improve and maintain pedestrian connections between residential, employment, commercial, educational, and recreation centers.
- T-42 Provide a comprehensive and interconnected network of bikeways linking residential areas with employment, educational, commercial, and recreation centers.

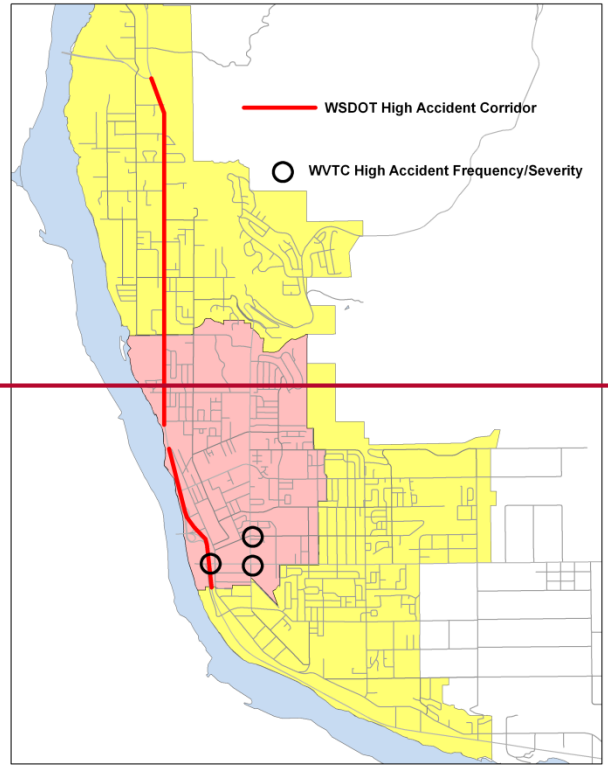
TRANSPORTATION SYSTEM ANALYSIS

This section provides a summary of the transportation system analysis that was conducted for the ~~Confluence 2025~~ Transportation 2040 Plan written for the ~~Wenatchee Valley Chelan Douglas~~ Transportation Council. The ~~Confluence 2025~~ Transportation 2040 Plan is the regional ~~strategic~~ transportation plan. The plan was developed to analyze the Wenatchee Valley Transportation System on a regional level, evaluate the transportation needs, and identify regional priority projects to address the most critical problems. The City of East Wenatchee and Douglas County are members of the ~~Wenatchee Valley Chelan Douglas~~ Transportation Council and work with the other members to realize this regional transportation plan.

Safety

~~Roadway safety is a combination of street design and driver behavior. The Wenatchee Valley Transportation Council conducted an analysis of collision locations using WSDOT's CLAS (Collision Location and Analysis System) database to identify safety problem areas for the Confluence 2025 Plan. The results of this analysis are shown below in Fig. 8.3.~~

Fig. 8.3 Safety Analysis



—Source: Confluence 2025

Level of Service (LOS)

LOS is a quantitative measure describing the roadway, transportation facility and transit system’s ability to carry traffic. ~~This Transportation element includes regionally coordinated arterial and transit route LOS standards. Specific actions are required to be identified in order to bring the transportation network into compliance with the defined LOS standards. Future transportation system expansion or demand management strategies are included in the Transportation Element to meet current and future needs.~~

~~‘Confluence 2025 Transportation 2040’~~ establishes several performance standards measures and performance targets for the regional transportation system. ~~The standards relate to intersection mobility, travel time on regional mobility corridors and non-motorized transportation.~~ Any roadway or facility that does not meet ~~each of the three~~ standards is considered “deficient”. As noted below, these performance measures are applied to federal aid roadways which include only collectors and arterials.

<u>PERFORMANCE CATEGORY</u>	<u>PERFORMANCE MEASURES</u>	<u>PERFORMANCE TARGETS</u>
<u>ROADWAY CONDITION</u> <u>Measured on federal-aid roadways</u>	<u>Pavement Structural Condition (PSC) Rating Scale</u>	<u>100% of regional system in “Good” or “Fair” condition</u>
<u>SAFETY</u>	<u>Number of crashes resulting in fatalities and</u>	<u>Zero fatalities</u>

<u>Measured on federal-aid roadways for all modes of transportation</u>	<u>serious and disabling injuries</u>	
	<u>Rate of crashes resulting in fatalities and serious and disabling injuries</u>	<u>Continuous decline in rate of serious and disabling injuries</u>
DRIVING <u>(Vehicle Mobility)</u> <u>Measured on federal-aid roadways</u>	<u>Intersection Level-of-Service (LOS)</u>	<u>LOS "D" Rural Areas, Small Cities, US 2, US 97 & SR 28</u>
		<u>LOS "E" Urban Corridors</u>
	<u>Ratio of Peak Hour Vehicles to Roadway Lane Capacity (V/C Ratio)</u>	<u>LOS "E-Averaged" in Wenatchee Central Business District</u>
		<u>Roadway V/C Ratio < 1.0</u>
WALKING <u>(Pedestrian Mobility & Comfort)</u> <u>Measured on federal-aid roadways inside Urban Growth Areas</u>	<u>Continuous sidewalk on both sides of roadway</u>	<u>Continuous progress toward 100% ADA compliant pedestrian accommodation</u>
	<u>Sidewalks buffered minimum 4' from edge of vehicle travel lane on Principle Arterials</u>	<u>Exemption for "Limited Access" sections of state highways</u>
CYCLING <u>(Bicycle Mobility & Comfort)</u> <u>Measured inside UGAs on public roads designated as "Bikeways" in an adopted Bicycle Master Plan</u>	<u>Presence of bikeway facility consistent with adopted Bicycle Master Plan</u>	<u>Continuous progress toward full implementation of planned bicycle accommodation</u>
TRANSIT	<u>Number of passenger trips per year</u>	<u>Continuous increase in trips above rate of population growth</u>
AIR QUALITY	<u>Estimated metric tons of Greenhouse Gas emissions based on region wide Vehicle Miles Traveled (VMT)</u>	<u>Continuous decrease in per capita Greenhouse Gas emissions</u>

Source: Table 2-2: Transportation 2040

Roadway Condition

Transportation mobility is dependent on the condition of the system's streets, bridges, bicycle lanes, and sidewalks. The successful maintenance of existing public transportation systems promotes mobility, safety, efficiency, and infrastructure preservation. Managing and protecting public infrastructure investments can significantly reduce the need for new and/or replacement of these facilities in the future.

The map below shows the condition level assigned to various streets based upon a survey that was conducted by the Transportation Council. Roadway or pavement condition within the East Wenatchee UGA is generally fair to good.

Figure 8.3 Roadway Condition



Source: Excerpt from Figure 2-1: Transportation 2040

Driving or Vehicle Mobility

Vehicle mobility is measure in the Level of Service (LOS) established at intersections as well as corridor delay. LOS is a qualitative term describing the operating conditions a driver will experience while driving on a particular street or highway during a specific time interval. It ranges from LOS A (little or no delay) to LOS F (long delays, congestion).

The methods used to calculate the levels of service are described in the Highway Capacity Manual. The measure of effectiveness for signalized intersections is control delay, which is defined as the sum of the initial deceleration delay, queue move up delay, stopped delay and final acceleration delay.

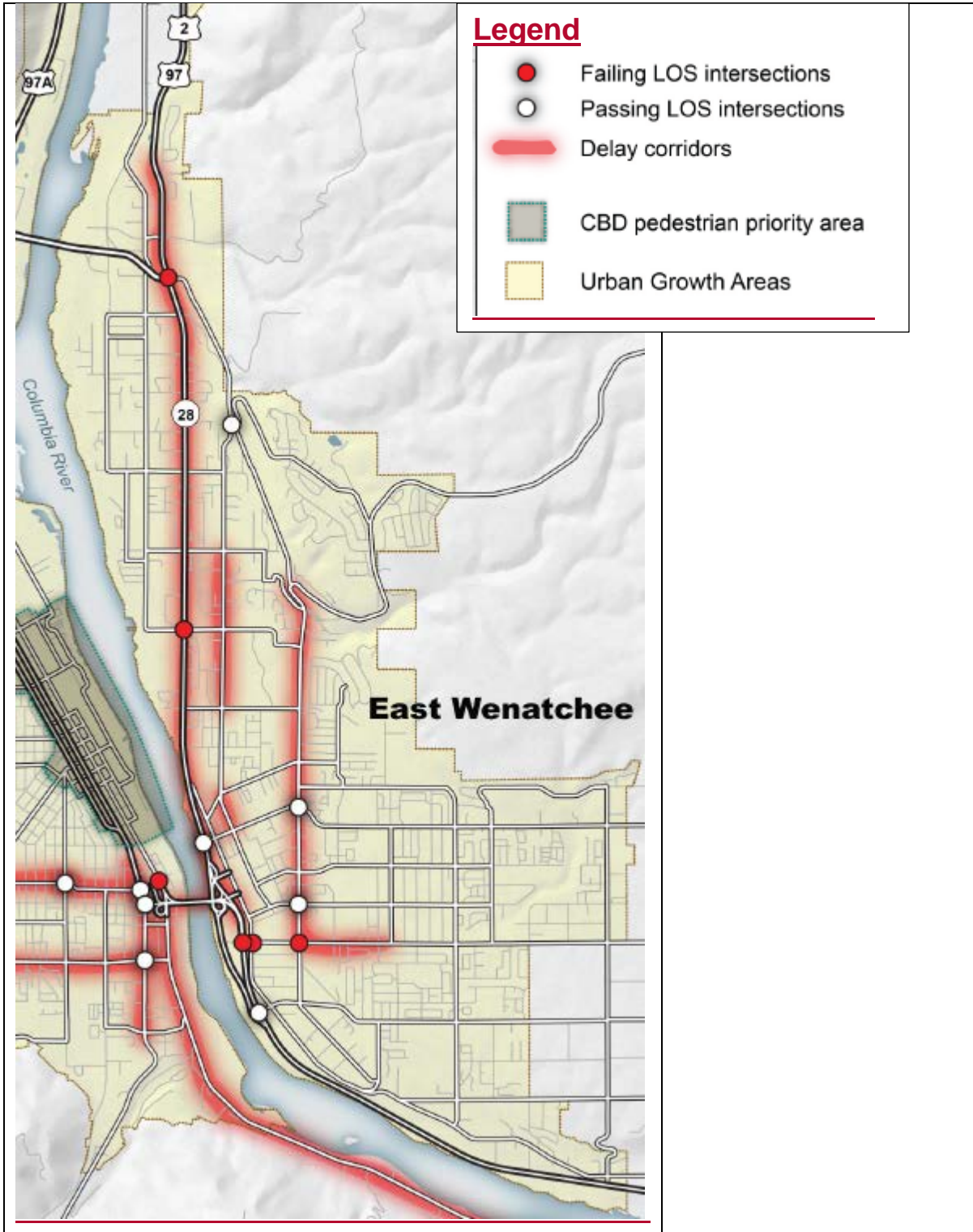
For unsignalized intersections, level of service is based on an estimate of average stopped delay for each movement or approach group.

The table below describes the various levels.

<u>LOS</u>	<u>Signalized Delay per Vehicle (sec/veh)</u>	<u>Unsignalized Delay per Vehicle (sec/veh)</u>
<u>A</u>	<u>0-10</u>	<u>0-10</u>
<u>B</u>	<u>>10-20</u>	<u>>10-15</u>
<u>C</u>	<u>>20-35</u>	<u>>15-25</u>
<u>D</u>	<u>>35-55</u>	<u>>25-35</u>
<u>E</u>	<u>>55-80</u>	<u>>35-50</u>
<u>F</u>	<u>>80</u>	<u>>50</u>

Transportation 2040 has adopted a standard of **LOS E** or better as acceptable at all functionally classified intersections for East Wenatchee Urban Area. The map below shows the intersections that are currently failing the LOS established for this area.

Figure 8.4 Vehicle Mobility Deficiencies



Source: Excerpt from Figure 2-3: Transportation 2040

There are five failing intersections in the East Wenatchee Urban Area:

- Three are on Grant Road at SR 28, at Valley Mall Parkway/Rock Island Road, and at Eastmont/Highline Drive,
- SR 28 at 19th St. NE, and
- SR 28 at the junction with HWY 2/97

Delay corridors include:

- SR 28,
- Baker Ave. between 15th St. NE and 23rd NE, and between 9th NE and 11th NE
- Eastmont Avenue between Grant Road and Badger Mountain Road
- Grant Road between Eastmont Avenue and James Avenue.

Non-Motorized Performance Measures

The non-motorized performance measures were developed to identify locations where sidewalks and bicycle routes should be located according to the standards that all roadways classified as collectors or arterials should have sidewalks and all bicycle routes identified on approved plans should be in place.

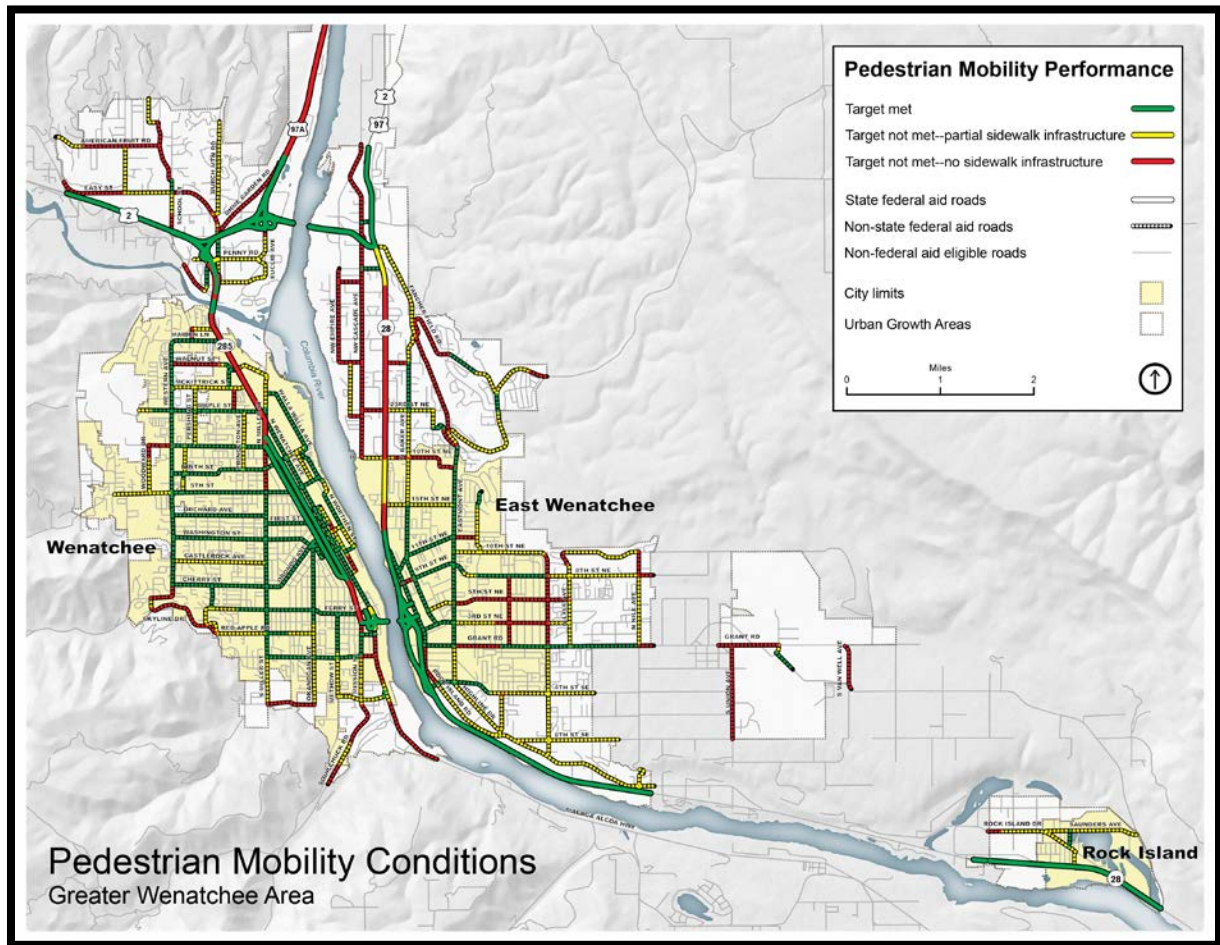
Walking

Transportation 2040 includes a “Walking” performance category for the regional street system. Walking or Pedestrian Mobility and comfort is measured by the presence of continuous sidewalks on both sides of the street.

A comprehensive inventory of sidewalk facilities on local access streets has not been performed on an urban-wide basis. Policies in the Housing Chapter and Transportation Chapter of the comprehensive plan indicate that such a project should be initiated to develop a sidewalk capital improvement program.

The map below shows the areas that meet the performance standard and those that do not.

Figure 8.5 Pedestrian Mobility Performance



Source: Transportation 2040

Bicycling

The Wenatchee Valley Transportation Council adopted the ***Greater Wenatchee Bicycle Master Plan*** on May 9, 2013. That document is adopted by reference to supplement this chapter of the comprehensive plan. Transportation 2040 includes a “Cycling” performance category for the regional street system. The performance measure in this category include the presence of bikeway facilities consistent with the Bicycle Master Plan. As bike lane strategies and designs evolve, alternatives to the conventional one-way bike have developed. The Bicycle Master Plan includes an assortment of recommendations for bicycle facilities.

The city and county regularly evaluate the provision of bicycle lanes during the design of all public streets.

LOS Standard 1: Intersection Mobility

The assessment of intersection performance was measured by calculating the LOS at the intersection. The methodology used is the Highway capacity Manual rating for

intersection LOS. This is based on the amount of delay experienced by vehicles entering the intersection and is measured during the afternoon peak period. The threshold was set at **LOS D**, which reflects the highest acceptable level of congestion. Any intersection with an LOS of E or F was determined to be deficient.

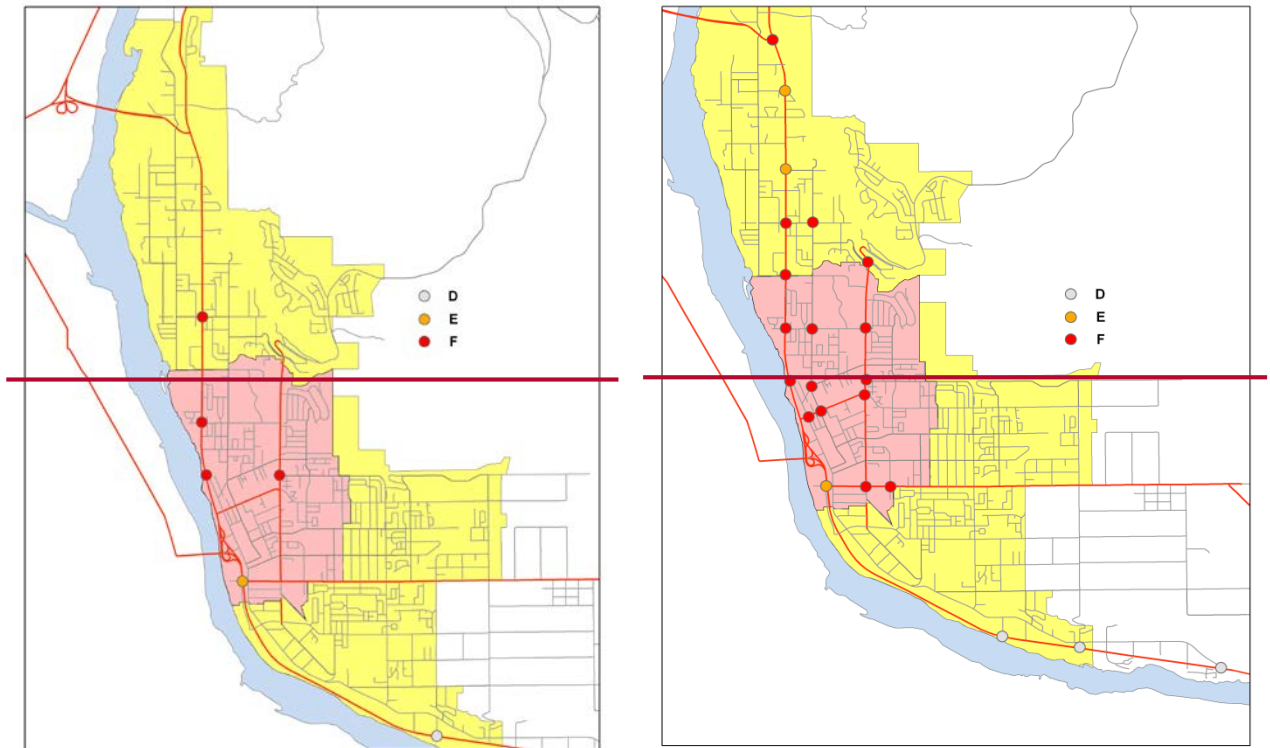
Table 8.1 Intersection LOS and Delay

LOS	Signalized delay per Vehicle (sec/veh)	Unsignalized Delay per Vehicle (sec/veh)
A	0-10	0-10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	>80	>50

The existing traffic volumes and forecasts for the short-term (2010) and long-term (2025) were used for this performance measure. The deficient intersection locations for 2010 and 2025 are shown below.

Fig 8.4 Intersection Deficiencies 2010

2025



Source: Confluence 2025

LOS Standard 2: Travel Time on Regional Mobility Corridors

The travel time performance measure was developed to identify locations where congestion is causing drivers to spend excessive time traveling through high-use corridors. Performance is measured by comparing forecasted travel times to the

maximum acceptable times in Mobility corridors. Thresholds are set at times equivalent to LOS D for road segments in the Highway Capacity Manual.

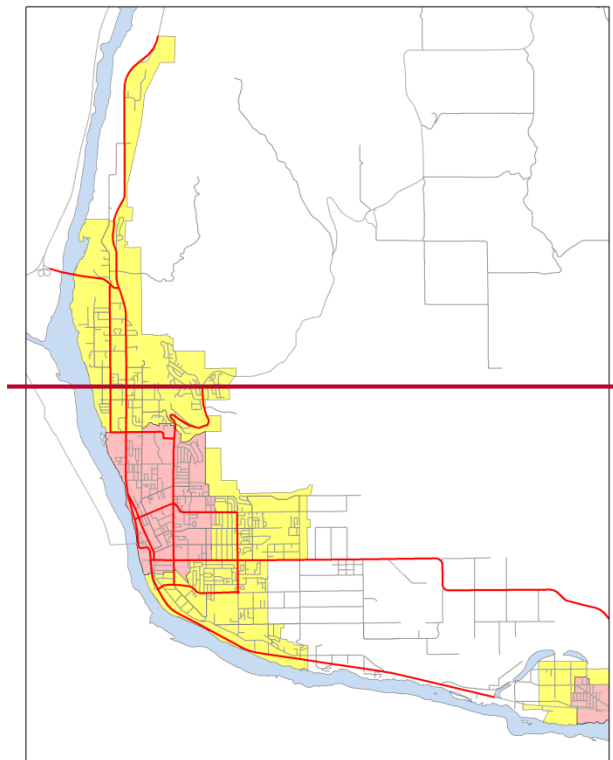
Table 8.2 Regional Mobility Travel Times

Corridor Name and Limits	Length In miles	Threshold Time	Existing Travel Time	
			Southbound/ Eastbound	Northbound/ Westbound
Sunset Highway	16	48	23	22
Eastmont Avenue	2	10	5	5
Grant Rd.	10	32	14	14
East Wenatchee Loop	4	18	9	9
Fancher Hgts: Badger Mtn. Rd	2	13	6	6
Cascade Avenue/19th	3	11	5	5
Valley Mall Parkway	2	7	-	4

Source: Confluence 2025

Mobility corridor performance was measured by comparing forecasted travel times to the maximum acceptable times in mobility corridors. The Wenatchee Valley Transportation Council reviewed the regional roadway system for the Confluence 2025 plan, identifying corridors based on commonly traveled routes. The “mobility corridors” are shown on Fig. 8.5.

Fig. 8.5 Mobility Corridors



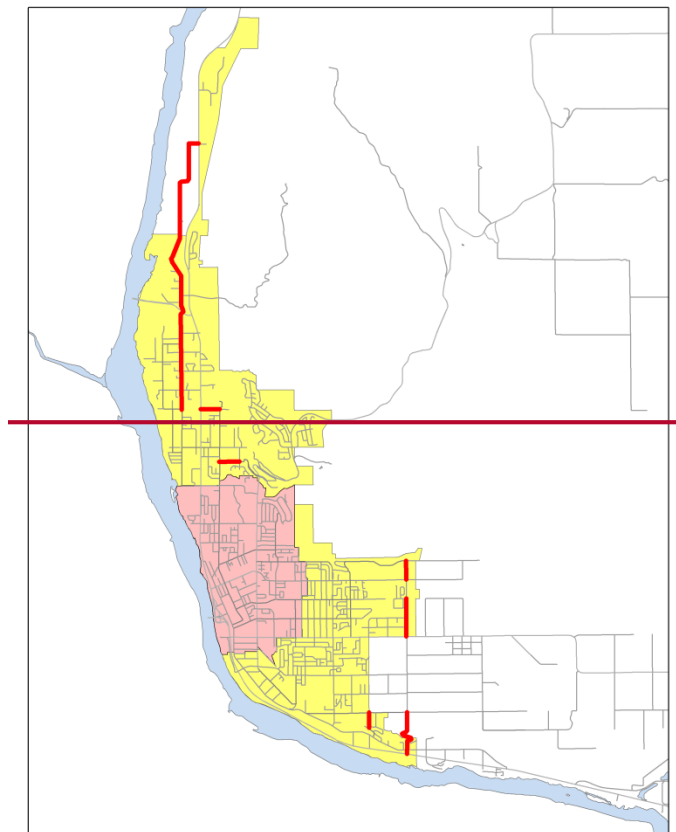
Source: Confluence 2025

Using the traffic model, existing travel times were determined for each corridor. The threshold was then set at a time equivalent to LOS D. Two corridors were forecast to be deficient in the Greater East Wenatchee Area are the Sunset Highway Corridor and Orondo Street, in Wenatchee to Grant Road, via the George Sellar Bridge.

Roadway Condition

Roadway condition measurement in Confluence 2025 is based on a methodology created for the 1997 Wenatchee Area Transportation Study (WATS), with some adjustments and updates. A score is based on three factors, each of which is weighted equally: geometric rating, width rating and structural adequacy. Deficient segments are those areas that have the lowest combined scores.

Fig. 8.6 Roadway Condition Deficiencies



Source: Confluence 2025

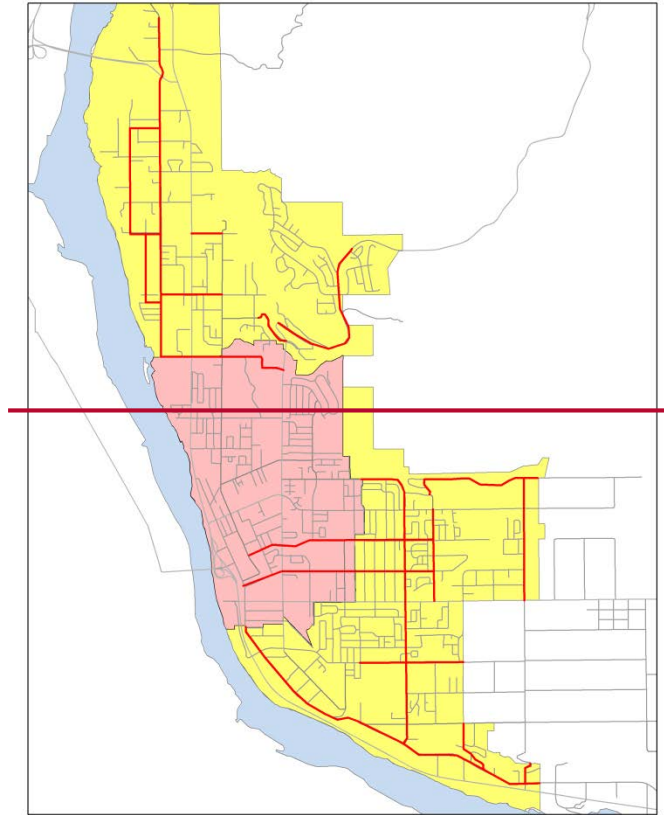
Sidewalks and Bike Lanes

The non-motorized performance measure was developed to identify locations where sidewalks and bicycle routes should be located according to the standards that all roadways classified as collectors or arterials should have sidewalks, and all bicycle routes identified on approved plans should be in place.

The Wenatchee Valley Transportation Council adopted the Greater Wenatchee Bicycle Master Plan on May 9, 2013. That document will be adopted by reference to supplement this chapter of the comprehensive plan.

For sidewalks, roadways classified as collectors or arterials have been inspected for sidewalks. A lack of sidewalks is determined to be a deficiency, with the exception of certain sections of state highways where sidewalks are not recommended and alternative pedestrian facilities are provided.

Fig. 8.7 Sidewalk Deficiencies



Source: Confluence 2025

Transportation System Management

Transportation System Management is applied to a wide range of transportation system improvements that have low or no capital cost but address impediments to efficient operation of the transportation system. Transportation system management measures include:

- Access Management
- Sub-Area Planning
- Integrating Multimodal Transportation and Land Use
- Intelligent Transportation Systems (ITS)

Demand Management

Most solutions to traffic congestion involve increasing system capacity. However, in some cases, reducing demand can relieve capacity shortfalls. Since capacity shortfalls generally occur during peak morning and evening commute hours, management strategies that focus on reducing trips can be particularly effective. Strategies include; car/vanpooling programs, variable work hours, telecommuting,

incentives for transit use, bicycling and walking. If transportation demand management strategies such as these can be expanded, transportation system demand can be reduced.

Concurrency Management

The Growth Management Act defines a concurrency management system (CMS) as follows:

“Local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below the standard adopted in the Transportation Element of the Comprehensive Plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development.

Concurrent with development implies that public infrastructure improvements and strategies that are required to service land development be in place, or financially planned for, within six years of development use.”

For the purposes of compliance with the Growth Management Act, “concurrency” means that the transportation facilities needed to meet LOS will be in place within six years of completion of the development that triggered the need for the improvements.

PROJECT RECOMMENDATIONS AND FINANCIAL ANALYSIS

State law requires that each city and county annually prepare and adopt a comprehensive transportation improvement program (TIP) for six calendar years. Communities planning under the Growth Management Act are required to show that the transportation program is consistent with the comprehensive plan. The TIP is a planning document for local agencies to identify projects and estimate the costs to help the city and county develop a funding strategy to pay for the improvements. The TIP lists the projects providing a brief description, potential funding sources, and a schedule for the phases of the project from design through construction. The road projects are listed in priority order.

Classification of streets, roads and highways in the State of Washington is based upon guidelines prepared by the Federal Highway Administration (FHWA) and administered by the Washington State Department of Transportation. Federal funds can only be spent on roads that are classified as principal arterial, minor arterial, or collector. All other roads are classified as local access and other funding sources, typically local revenue, must be used for those roads. Any road construction project that is to be considered for federal funding or Transportation Improvement Board (TIB) funding must be listed on the TIP. To be eligible for allocation of half-cent gas tax monies, projects must be listed on the TIP.

Once adopted, the TIP must be sent to the Secretary of Transportation and to the Wenatchee Valley Transportation Council (WVTC). The WVTC is the metropolitan transportation planning agency for the greater Wenatchee metropolitan area and is the administrative agency for the North Central Regional Transportation Planning

Organization (NCRTPPO). The WVTC develops a Regional TIP based upon the adopted city and county TIPs. Eventually projects that are eligible reach the State Transportation Improvement Program (STIP).

The jurisdiction must hold at least one public hearing before final adoption of the six year TIP by the City Council or County Commissioners.

Adoption by Reference. The following documents are adopted by this reference.

Douglas County and City of East Wenatchee **Annual Six-Year Transportation Improvement Programs**. Since TIPs are reviewed and adopted on an annual basis, the City and County TIPs are adopted by this reference into the Comprehensive Plan. Although the TIP is technically part of the Capital Facilities Plan (CF Plan), GMA requires that transportation be addressed through the Transportation Element of the Comprehensive Plan. For a list of current projects, please see the most recently adopted TIPs for the City and County.

Confluence ~~2025~~ **Transportation 2040 - A Strategic Regional Transportation Plan for the Wenatchee Valley Chelan and Douglas Counties**, prepared by the Wenatchee Valley Chelan Douglas Transportation Council.

Greater Wenatchee Bicycle Master Plan, prepared by the Wenatchee Valley Transportation Council.

Wenatchee Valley Urbanized Area - Freight Study, prepared by the Wenatchee Valley Transportation Council.

CHAPTER 10

ECONOMIC DEVELOPMENT

PURPOSE

The State Legislature adopted the Growth Management Act (GMA) to guide the development and adoption of local comprehensive plans and development regulations. The GMA includes economic development as one of its thirteen goals which states:

Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities. (RCW 36.70A.020(5))

The health of a community is directly related to its economic vitality. To insure a sustainable economy, communities need to stimulate economic development, but these activities must be balanced with the need to protect the physical environment. Economic development strategies must encourage the efficient use of land, the availability of urban services, and the financing strategies necessary to pay for infrastructure. The challenge to every community is to plan for their future and then provide the zoning and regulatory environment to ensure that appropriate development can occur. Good planning recognizes that while the public sector can shape and influence development, it is the private sector that generates community growth.

ECONOMIC BASE

The East Wenatchee Urban Area is the major residential and employment sector in Douglas County and a major regional retail destination. The East Wenatchee Urban Area benefits from a favorable climate, an attractive setting, available land, a relatively good ground transportation network, inexpensive utilities, and access to a commercial airport. These are attributes that draw people and business to the area.

The Greater East Wenatchee Area has historically acted as a bedroom-community of Wenatchee. To insure a vital community, the East Wenatchee is area needs to become a diversified, full-service, and self-contained community providing jobs and housing. However, in doing so, it is important to remember that East Wenatchee and its urban area is part of the larger Wenatchee Valley economy, and therefore, this transformation will depend in large part on the market forces at work within the greater region. To achieve this transformation, the East Wenatchee Area must diversify its employment base by adding more professional and managerial jobs, and

by increasing the overall number of jobs in order to improve the balance between jobs and households in the community.

As a member of the greater community of North Central Washington, the East Wenatchee Urban Area is influenced by many of the same trends that affect Douglas County, Chelan County, and Okanogan County. Historically, the economic base of this community and the North Central Washington region was primarily resource based. Recent trends in agricultural production have decreased the reliance on agriculture in the Douglas and Chelan County. This trend is directly related to increased competition from international producers and the burgeoning continuing growth of the fruit industry in Grant County. To replace this important employment sector, we must look towards diversification of the local and regional economy.

Community Visioning Projects

A Community Vision was developed in 2002 as part of an extensive citizen involvement process. The Vision was modified slightly in 2003. The following excerpts from that Vision Statement relate to economic development:

You will see:

- ◆ A versatile and diverse economic base, which promotes desirable employment growth and living wage jobs.
- ◆ The Greater East Wenatchee Area has developed in an orderly and economically feasible manner that makes best use of geographic, demographic, and human resources this development:
 - has created an area rich in destination tourism and recreation;
 - protects and enhances residential neighbourhoods;
 - includes commercial, industrial, agricultural activities; and
 - complements the economic and cultural opportunities in the area.
- ◆ Tourist activities located in appropriate places which may include river corridors and in agricultural areas.
- ◆ Farmland and agricultural activities sustained by allowing agricultural related activities on premises including, for example: fruit stands, wineries and related support services.
- ◆ Commercial and industrial investment is attracted into the area through a cooperative alliance among County, City and special purpose districts.
- ◆ The City of East Wenatchee as the urban center of the Greater East Wenatchee Area with an attractive Central Business District that is user friendly and meets the needs of local residents and pedestrian oriented tourism.
- ◆ Transportation systems that provide easy accessibility to the industrial, commercial, recreational and residential assets of the community including: an all weather airport, bicycle and pedestrian trails and facilities, roads and streets.
- ◆ Guidelines are created and in place which acknowledge and respect private property rights.

This Vision Statement recognizes the changing economy in this region and the need to diversify and to attract other industries. Economic development efforts in the Greater

East Wenatchee Area will have to become more creative, innovative, and broader in scope. The traditional focus on retaining and attracting businesses will not be enough. New efforts, reaching into other economic sectors and using new and innovative strategies, will be necessary. To capitalize on the attractiveness of the region and the varying climate, tourism and recreation have been stressed as an economic sector that could compliment the business community in the area.

In the fall of 2004, East Wenatchee and Douglas County initiated a neighborhood planning process with a series of meetings in the community. The outcome of that ~~at~~ process demonstrated the community's awareness of the trend away from reliance on agriculture and expressed support for the development of a healthy economy which should include tourism and recreation opportunities.

~~In 2004, a new~~The North Central Washington Economic Development District (EDD) was established in 2004. The development of this EDD resulted from the efforts of a group of individuals representing the business community, city, county, and port districts in Douglas County, Chelan County, Okanogan County and the Colville Confederated Tribes.

The Trade Area for the commercial centers of greater East Wenatchee and Wenatchee is a large geographic region which includes Okanogan County and Grant County as well as Chelan and Douglas County. The total Trade Area population in 2012-2016 is estimated at 244,525~~252,970~~ people.

EMPLOYMENT AND DEMOGRAPHIC INFORMATION

One of the most important elements of an economic strategy for any community is having a skilled available work force. The civilian labor force in Douglas County was reported as 22,130 persons in January 2005 according to the Bureau of Labor Statistics. This was up from 16,051 in 1992 and represents a 37.6% increase during that period. As a comparison, population growth in Douglas County from 1992 to 2004 increased by 23%. This indicates that the labor force is increasing at a higher rate than population. Based upon the 2004 population estimates this civilian labor force participation rate is 64.6%. This means that 64.6% of the persons over 16 are employed or actively seeking employment. This matches the civilian labor force participation rate in neighboring Chelan County.

The unemployment rate measures the portion of the population that currently does not have a job and is actively seeking work. Economists have generally regarded a 4-5% unemployment rate as one that reflects a fully employed workforce characterized by moderate wage growth that is matching gains in labor productivity. In light of the recent recession, some economists think that this "natural" rate of employment now lies in the 5-6% range.

During 2015, the number of employed persons in Chelan & Douglas Counties combined was 59,203, increasing from 43,883, or by 35% since 1990. Also during 2015, the unemployment rate in:

- Chelan & Douglas Counties combined was 5.9%, decreasing from 8.1% in 1990.

- Washington State was 5.7%, increasing from 5.1% in 1990.
- The U.S. was 5.3%, decreasing from 5.6% in 1990.

The average unemployment rate in ~~May of 2004~~2015 for Douglas County was ~~5.76.3%~~ and for Chelan County it was ~~6.36.5%~~ compared to the state average of ~~6.35.3%~~. This rate is not seasonally adjusted and uses nonfarm employment.

~~Unemployment rates in areas with heavy agricultural influences, as is the case in Chelan and Douglas Counties are somewhat misleading. However, even with the agricultural influence, these counties compare well with the state average.~~

The 2000 Census showed that 57% of the working residents of Douglas County commuted to jobs outside their county of residence. This compares to 11.6% of Chelan County residents who commuted outside their county of residence. As mentioned previously, the East Wenatchee Area has historically served as a bedroom-community to Wenatchee. That trend is reflected in the commuter rate for Douglas County. To offset that trend, it will be necessary for the East Wenatchee Area to improve their market share of employment opportunities.

Median household income measures all sources of income - wage & salary, investments & rents, proprietors' income, pensions, transfer payments and other sources for a household. The median household income is the value at which 50% of households in Chelan and Douglas Counties are below and 50% are above. Households are different from families, since they may contain unrelated people living together or single inhabitants in a dwelling. This value serves as an important gauge of the success of any economy.

During 2015, the median household income using nominal dollar values in:

- Douglas County \$53,636 and Chelan County \$56,890
- Chelan & Douglas Counties combined was \$56,319, increasing from \$40,302, or by 40% since 2005.
- Washington State was \$64,129, increasing from \$49,262, or by 30% since 2005.
- The U.S. was \$55,775, increasing from \$46,242, or by 21% since 2005.

Douglas County household income is 84% of the state average. Chelan County is 89% of the state average. Growth in median income has experienced a slightly higher increase for the two counties as compared to the state.

~~The 2000 average annual wage in Douglas County was \$20,990 and \$23,875 in Chelan County compared to a state average of \$37,070~~

In nearly all regional economies, wage and salary earnings form the largest component of personal income. Income levels serve as the prime barometer of economic well-being. To reflect the declining buying power of the dollar when annual inflation is taken into account, a time series adjusted for inflation using the West U.S., class size B/C consumer price index can also be found in the "Download Data" section.

This indicator measures overall average annual wage for residents of Chelan & Douglas Counties, both individually and combined. It is presented as both a nominal dollar value (where no attempt is made to adjust for inflation) and as a constant 2015 dollar value. Washington State is offered as a benchmark.

The 2015 average annual wage in Douglas County was \$33,989 and \$36,765 in Chelan County compared to a state average of \$56,642. Douglas County compares to the state at 60% of the state and Chelan County compares as 65% of the state.

During 2015 in **Chelan & Douglas Counties combined**, the overall average annual wage in:

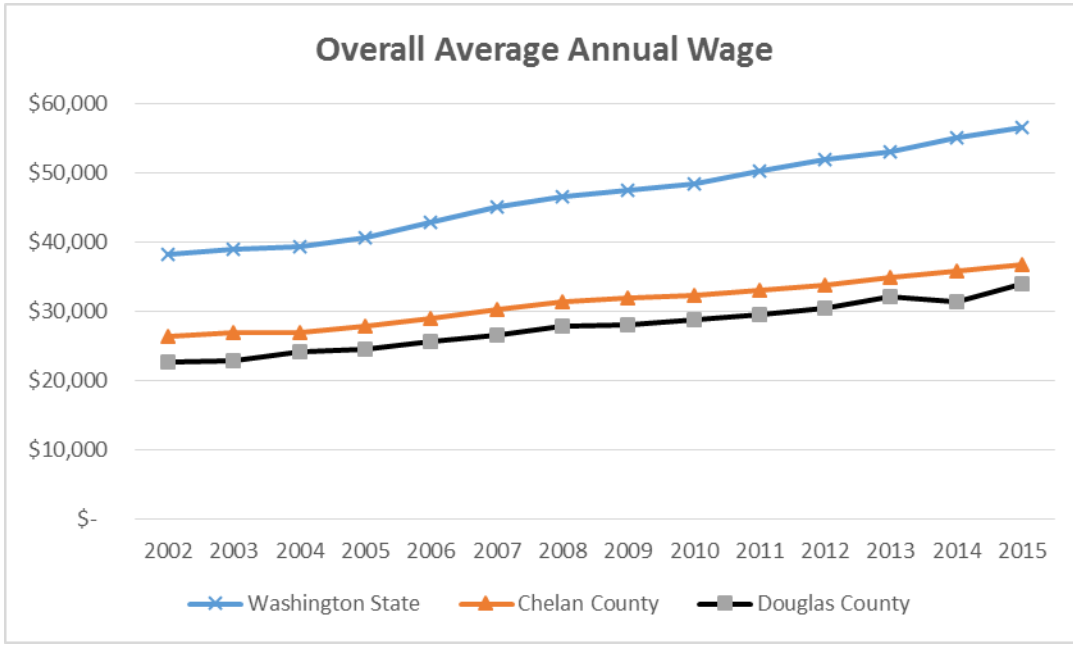
- Constant 2015 dollar values were \$36,185, increasing from \$33,727, or by 7% since 2005.
- Nominal dollar values were also \$36,185, increasing from \$25,634, or by 41% since 2005.

By comparison in **Washington State** during 2015, the overall average annual wage in:

- Constant 2014 dollar values were \$56,650, increasing from \$50,316, or by 13% since 2005.
- Nominal dollar values were also \$56,650, increasing from \$38,242, or by 48% since 2005.

~~– In addition to the average annual wage it is important to consider the median household income. OFM estimates the median household income in Douglas County to be \$41,705 and \$39,737 in Chelan County which is 81% and 77% of the state average respectively.~~

The following graph illustrates the trends in overall average wages for Douglas County, Chelan County, and Washington State between 2002 and 2015. The gap between the annual wages in Douglas County and Washington State has widened substantially over that period.



Source 2008-2012 ACS

According to the 2000 U.S. Census both Douglas and Chelan County show similar characteristics for Employment by Industry Group. There is a higher percentage of employment in the Agriculture/Forestry industries in Douglas County with 12% of the population employed in that sector compared to 9% in Chelan County. The largest employment sector for both counties is Education/Health and Social Services with over 20% of Douglas County employed in that sector compared to over 21% in Chelan County. There is a slightly higher percentage of Retail Trade employment in Douglas County at 13% compared to 11% in Chelan County.

The Washington State Employment Security tracks the trends in employment by industry. The following table shows the percentage of persons employed in various industries in East Wenatchee and Douglas County in ~~2000~~2007.

Table 12.1 Employment by Industry

Industry	East Wenatchee	Douglas County
Agriculture, Forestry & Fishing	6.3%	15.9%
Construction	9.8%	7.7%
Manufacturing	5.1%	5.2%
Wholesale Trade	3.8%	4.9%
Retail Trade	14.4%	12.4%
Transportation, warehousing, and utilities	5.4%	5.9%
Information	0.6%	0.5%
Finance, Insurance, Real Estate	4.2%	4.8%

Professional, scientific, management, administrative, and waste management services	6.8%	5.9%
Education, health and social services	25.1%	20.6%
Arts, entertainment, recreation, accommodation and food services	9.0%	8.7%
Other Services	5.5%	4.1%
Public Administration	3.8%	3.4%
Total		

Census ACS 2007-11

One trend that the EED identified in the Comprehensive Economic Development Strategy was the trend towards “non-employer” businesses. Their analysis identified that 16% of the jobs in North Central Washington are self-employed persons. These people are working in construction, retail trade, real estate, health care and other service industries. This is a growing industry in North Central Washington.

Between 2015 and 2007 the following trends occurred with regards to the shares of employment by occupation of the population ages 16 and up in Douglas County:

- Management, Business, Science, and Arts was 24.9%, **increasing** from 24.5% in 2007.
- Service was 16.3%, **decreasing** from 17.9% in 2007.
- Sales and Office was 21.9%, **decreasing** from 25.3% in 2007.
- Natural Resources, Construction, & Maintenance was 22.2%, **increasing** from 19.5% in 2007.
- Production, Transportation, & Material Moving was 14.7%, **increasing** from 12.8% in 2007.

Shares of Employment By Occupation of the Population 16 and Up						
Occupation	East Wenatchee		Douglas County		Washington State	
	2010	2015	2010	2015	2010	2015
Management, Business, Science & Arts	24%	21%	23%	25%	39%	40%
Service	22%	20%	18%	16%	18%	17%
Sales and office	27%	24%	25%	22%	23%	22%
Nat Resouces, Construction, Maintenance	15%	18%	20%	22%	10%	10%
Production, Transportation	12%	17%	13%	15%	11%	12%

Source: 2008-2012 ACS

RETAIL SALES

The East Wenatchee Area is the major retail center in Douglas County. There has been significant growth in the retail industry since 1995. Retail sales increases are reflected in the amount of retail sales and use taxes that are distributed to each jurisdiction. Since 1995 the retail sales and use taxes distributed to Douglas County has increased by 117% and by 33% to the City of East Wenatchee. Douglas County attracted a large automobile dealership the area and the City has seen considerable development of retail centers including the development of more than 260,000 square feet of additional retail sales area with the expansion of the Wenatchee Valley Mall, a new Fred Meyer store and smaller mini-mall developments.

The table below shows the change in retail sales and use tax distribution between 1995 and 2004 for Douglas County and the City of East Wenatchee.

Table 12.2 Retail sales and use tax distribution

Distribution of Sales/Use Taxes by City and County 1995-2004				
Year	Douglas County		East Wenatchee	
	Total	% Change	Total	% Change
1995	886,624		1,196,828	
1996	1,029,736	16%	1,208,542	1%
1997	1,094,384	6%	1,174,227	-3%
1998	1,082,944	-1%	1,291,322	10%
1999	1,097,168	1%	1,288,662	0%
2000	1,183,560	8%	1,411,290	10%
2001	1,240,394	5%	1,373,326	-3%
2002	1,510,845	22%	1,579,964	15%
2003	1,762,027	17%	1,546,306	-2%
2004	1,924,902	9%	1,587,919	3%
1995 to 2004		117%		33%

In addition to the increase in retail sales, the East Wenatchee Area has seen expansion of existing health care services for the eastside Wenatchee Valley Clinic complex and has attracted four new dental clinics. The area has also seen significant expansion of financial institutions with new and expanded banking options.

OPPORTUNITIES

With the close proximity of the Pangborn Memorial Airport and new sewer service to the industrial center surrounding the airport, there are additional opportunities for growth in those areas.

The new East Wenatchee Events Management Board has provided an opportunity for more direct efforts to stimulate tourism and visitorship to the area. In concert with the Wenatchee Valley Chamber of Commerce and the Convention and Visitor's Bureau, these entities are working to capitalize on the recreational and cultural activities that this region has to offer.

ECONOMIC DEVELOPMENT AND CAPITAL IMPROVEMENT PROJECTS:

Economic development policies encourage collaboration between the public and private sector to ensure the long-term economic health of the community. A healthy economy provides jobs for local residents and a stable income base to help pay for education, parks, transportation, law and justice facilities, and other services necessary to foster and sustain a good quality of life for local residents. Projects initiated by public agencies that support economic development are an important component of good governance. Many of the funding sources that local governments use to pay for such improvements require that they be listed in the community's comprehensive plan.

The following list is intended to provide a framework for economic development and capital improvement projects intended to improve the viability of the community. These projects anticipated public investment. Opportunities will be sought to include private investments as well as partnerships with other agencies. ~~that could include public investment:~~

1. Street improvement projects that increase the functionality, life of the facility, and capacity serving the commercial areas or providing a linkage between the commercial and residential areas.
2. Improvements to Grant Road as the major connection to Pangborn Memorial Airport.
3. Projects that market the community to attract or retain businesses.
4. Projects that promote tourism.
5. Projects that implement the Vision for the community and the goals and policies in this element of the comprehensive plan.
6. Projects identified in the Rediscover Historic Downtown East Wenatchee plan including those projects listed below.

Construction Projects	
Description	Planning Level Estimate
1) City purchase of property on the southwest corner of Valley Mall Parkway and 9 th St. NE for open space and additional parking. Create a gateway to the downtown area.	
a) Property purchase (based upon comparable sales):	\$244,153 to \$370,399
b) Conversion of service station building <u>and/or property</u> to other use (based upon a similar conversion in Wenatchee):	\$50,000 - \$150,350,000 Depending on use
c) Landscaping improvement:	\$25,000
d) Art work or other amenities	unknown
e) Gateway signage:	\$20,000
2) Complete sidewalks along Standerfer Street to provide a better connection to the public parking lot on French Avenue and a linkage between the	\$90,000

Downtown and the Wenatchee Valley Mall (360' sidewalks on one side only @ \$250/ft.):	
3) Improve Hamilton Avenue with curbs, gutters, and sidewalks, with on-street parking and a walking path to the downtown area.	\$400,000
4) Provide green open-space area near the parking lot	\$125,000 + property purchase
5) Improvements to City Parking lot	
a) Install landscaping and retaining wall	\$75,000
b) Provide better lighting: 3 new LED luminaires	\$7,500
c) Reconfigure to increase the number of stalls	\$5,000
d) Provide a dedicated location for solid waste containers	\$7,500
6) Widen the sidewalks along Valley Mall Parkway, where possible, to provide a more appealing walking path	unknown
7) Provide more on-street parking by reducing the number of travel lanes and converting parallel to diagonal parking.	Completed
8) Provide vehicle loading area on Valley Mall Parkway between Standerfer Ave. and 9 th St.	Completed
9) Install full-control, traffic signal at Valley Mall Parkway/9 th St. intersection that is linked to the SR 28/9 th St. signal:	\$375,000
10) Expand the city parking lot to the south	unknown
11) Improve the pedestrian/bicycle access between the Apple Capital Loop Trail and Downtown.	Unknown – solution not identified
a) Narrow driveways that connect to 9 th Street NE between SR 28 and Valley Mall Parkway to improve access control and reduce conflicts with pedestrian and bicycle traffic	unknown
b) Shorten the distance for crossing SR 28 or provide alternative crossings	unknown
c) Explore grade separation across SR 28	unknown
d) Include way-finding signage along the trail to direct users to the downtown	unknown
Enhancement Projects	
12) Provide bicycle parking areas	\$2,600 typical corral
13) Provide street furniture such as planters, waste receptacles, and benches along Valley Mall Parkway: 4 benches, 8 waste receptacles, 14 planters, 3 picnic tables (\$650 per object)	\$18,850
14) Art installations in public spaces – cost per average sized statue	\$10,000 - \$15,000 each
15) Investigate conversion of street luminaires to LED variety and install more lights along Valley Mall Parkway. 26 lights VMPkwy, 2 Hamilton, 2 Standerfer	\$90,000
16) Use lane markings to identify and encourage shared bicycle/vehicle lane use.	Completed

17) Install way-finding signage along 9 th St., Grant Road, and Valley Mall Parkway to direct traffic to the downtown area.	\$15,000
Activities or Actions	
18) Explore designating bus stop as taxi stand in the evenings	
19) Work with existing owners of downtown parking lots to improve their appearance and functionality and encourage their availability for public use.	Staff time
20) Improve coordination and communication between the city and downtown business and property owners. Explore the creation of an association or other standing committee to facilitate involvement of city representatives, business owners, property owners, and residents.	Staff time
21) Work with landowners to install and properly maintain landscaping along street frontages.	Staff time
22) Explore Municipal Code amendments to allow sidewalk café style seating and other uses of the sidewalk and unused right of way.	\$5,000

GOALS AND POLICIES

GOAL: Diversity and strengthen the local economy to ensure a sustainable community for present and future generations.

- ED-1 Identify areas where future economic activity and growth is intended and encouraged to occur.
- ED-2 Support and encourage economic development that will increase personal income by attracting a variety of business opportunities that provide family-wage jobs.
- ED-3 Enhance the economic base of our community through expansion and retention of existing businesses.
- ED-4 The provision of utilities and other supporting urban governmental services to commercial and industrial areas should be coordinated with utility purveyors and service providers and assigned a high priority for extension of service to those areas.
- ED-5 Develop a land use inventory for ongoing monitoring of commercial and industrial development and available land supply that will help with monitoring the local and regional trends to be able to adjust plans, policies and programs to foster economic development.
- ED-6 Develop specific and coordinated strategies for public and private investment in the commercial and industrial areas.
- ED-7 Develop a plan to transform the area along Valley Mall Parkway into a pedestrian oriented downtown which will include professional offices, specialty retail, food service, and entertainment opportunities.
- ED-8 Support the establishment of a variety of uses in the community, including additional lodging facilities, restaurants, and cultural-convention facilities that improve the vitality of the area.

- ED-9 Improve transportation systems that provide access to the commercial areas by expanding multi-modal opportunities for pedestrians and transit facilities as well as adequate parking for employees and customers.
- ED-10 Create a pleasant and attractive identity for the commercial and industrial areas through appropriate signage, art, landscaping, street lighting, and other site design standards.
- ED-11 Improve the visual appeal of the entrances to the urban area with attractive use of landscaping and signage.
- ED-12 Coordinate economic development planning with other local jurisdictions by participating in the North Central Economic Development District and other agencies and organizations that support and foster economic development in the region.
- ED-13 Encourage and support efforts to promote tourism and visitorship to the area on a year-round basis.
- ED-14 Provide opportunities for home-based businesses while preserving the quality of residential areas.
- ED-15 Encourage and support the development of recreational and cultural facilities and/or events that will bring additional visitors and/or increase visitor spending in the East Wenatchee Area.
- ED-16 Pangborn Memorial Airport is an essential public facility serving the needs of the three-county area. The viability of the airport should be protected to enhance its importance to regional economic growth and sustainability.
- ED-17 Ensure an adequate amount of land is designated for commercial uses based on site characteristics, market demand, community need, job creation, and the availability of support facilities and services.
- ED-18 Use public resources in support of economic development.
- Ed-19 Identify financing tools that can be used to leverage public and private investments for financing infrastructure and other improvements that will foster economic development.
- ED-19 Aggressively market the downtown as a place to live, shop, and do business.
- ED-20 Encourage downtown business owners to remodel, rehabilitate, and enhance the exteriors of their buildings and improve the appearance of landscape areas where they are provided.
- ED-21 Achieve a mix of uses in the commercial areas to improve the City's tax and employment base.
- ED-22 Encourage and support development of the waterfront areas with a mix of uses to establish a destination that will attract tourism and local residents by providing housing, shopping and food services, and entertainment opportunities.

GLOSSARY

AFFORDABLE HOUSING: Affordable housing is generally defined as housing where the occupant is paying no more than 30 percent of gross income for housing costs, including utilities, and meets the needs of moderate or low-income households.

AGRICULTURE: Are lands which are not within an urban growth area and are designated as agriculture on the land use map as lands having long term commercial significance for the production of agricultural products, timber, or the extraction of minerals.

ANNEXATION: The act of incorporation of an area into the domain of a city, county, state, or special purpose district.

CAPACITY: The ability to contain, absorb, or receive and hold employment or residential development.

CAPITAL FACILITIES: As a general definition, structures, improvements, pieces of equipment or other major assets, including land, that have a useful life of at least 10 years. Capital facilities are provided by and for public purposes and services. For the purposes of the Capital Facilities Element, capital facilities are fire and rescue facilities, government offices, law enforcement facilities, parks, open space, and recreational facilities, public health facilities, and public schools.

CAPITAL IMPROVEMENT PROGRAM (CIP): A plan for future capital expenditures which identifies each capital project, its anticipated start and completion, and allocates existing funds and known revenue sources over a six-year period.

CENTRAL BUSINESS DISTRICT: The Central Business District (CBD) is the financial and business hub of the community. It is the role of the CBD to be the center of the major community business and should be developed as an aesthetically attractive area of intense use. The CBD should encourage the development of retail shopping facilities and major office complexes along with specialty retail and business support services. Development must enhance people orientation, and provide for the needs, activities and interests of the people.

CLUSTER DEVELOPMENT: A development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for recreation, common open space, and preservation of environmentally critical areas.

COUNTY/CITY PLANNING: The identification by the community of desirable objectives in respect to the physical environment, including social and economic considerations, and the creation of administrative procedures and programs to achieve those objectives. Matters embraced by the subject include land use, transportation, employment, health, growth centers, population, environmental planning, comprehensive planning, zoning ordinances, subdivision regulations, buildings codes, growth management, parks and open space, wildlife habitat, pollution control strategies, and environmental impact statements.

COMPREHENSIVE PLAN: A statutory document which sets forth a government's major policies concerning the desirable future (of the area's people) and physical

development of its area; it states the desirable ends and not necessarily the means for achieving them. A plan almost always includes the three physical elements of land use, circulation, and community facilities. A plan may also contain an urban design element, housing element, a renewal element, an open space element, and a historic preservation element. The entire planning jurisdiction is covered and the different systems represented of the various elements are all coordinated with each other. District and neighborhood plans normally follow the comprehensive plan, amplifying its features on a district-by-district or neighborhood-by-neighborhood basis.

CONCURRENCY: A GMA requirement that the transportation facilities needed to maintain adopted level of service standards for arterials and transit routes are available within six years of development.

CONSISTENCY: A measure of whether any feature of the Plan or regulation is incompatible with any other feature or a plan or a regulation. The GMA requires that the Plan be both internally and externally consistent.

COUNTYWIDE PLANNING POLICIES: As required by GMA, the Douglas County Regional Council adopted a series of policies which embody a vision of the future of Douglas County. These policies are intended to guide the development of the East Wenatchee Urban Area Comprehensive Plan.

DENSITY: The number of families, persons, or housing units per unit of land usually expressed as "per acre".

DEVELOPMENT STANDARDS: In respect to any development, fixed requirements or standards imposed by regulation or ordinance under environmental planning legislation.

DOWNZONING: A change in the zoning classification of land to a classification which requires less intensive development, such as a change from multi-family to single-family or from commercial to residential. A change which allows more intensive development is upzoning.

DWELLING UNIT: One or more rooms located within a structure, designed, arranged, occupied or intended to be occupied by not more than one family and permitted roomers, and boarders, as living accommodations, independent from any other family. The existence of a food preparation area within the room or rooms shall be evidence of the existence of a dwelling unit.

GREATER EAST WENATCHEE AREA (GEWA): The Greater East Wenatchee Area is defined as the urban growth boundary of the City of East Wenatchee. This area includes the City of East Wenatchee and portions of the unincorporated area of Douglas County.

GROWTH MANAGEMENT ACT (GMA): Refers to the 1990 State Growth Management Act (ESHB 2929) and amended in 1991, requiring urban counties and the cities within them to develop comprehensive plans to deal with growth in Washington State over the next twenty years.

INDUSTRIAL USE: Any use that engages in basic processing, manufacturing, fabrication, assembly, treatment, packaging, as well as incidental storage, sales, and distribution of such materials or products.

INFRASTRUCTURE: The system of essential services, utilities, public and community facilities, e.g. water, sewage, power, roads, schools, health facilities and so on, which are necessary to enable urban development to function.

LAND USE: A term used to indicate the utilization of any piece of land. The way in which land is being used is the land use.

LAND USE CODE: Regulating body of language that implements the policy goals of the Comprehensive Plan. The regulations define locations and building characteristics of development in the Area.

LAND USE ZONING: A technical or physical approach to the segregation of incompatible land uses, such as housing and industrial, through systems of land use and development controls. More recently, some techniques have emphasized reinforcing positive relationships between compatible land uses such as residential and neighborhood commercial. The contemporary approach also emphasizes the closer relationship between transportation and land use to more effectively respond to accessibility, reduction of infrastructure costs, urban design, air, noise, and water pollution, energy conservation, and conservation of resource lands.

LEVEL-OF-SERVICE (LOS): A qualitative rating of how well some unit of transportation supply (e.g., street, intersection, sidewalk, bikeway, transit route) serves it is current or projected demand.

MIXED USE: The presence of more than one category of use in a structure or located on the same parcel, for example, a mixture of residential units, recreational uses, offices, and commercial uses.

MULTI-FAMILY USE: A structure or portion of a structure containing three or more dwelling units.

NEIGHBORHOOD COMMERCIAL: A Neighborhood Commercial Area is designed to serve the immediate needs of the neighborhood and not promote regional traffic. This site should be kept small and should provide convenience goods and services. The overall design should be compatible with the surrounding neighborhood, have limited advertising display, include intensive landscaping and open areas, and have direct access to an arterial. The overall site should be designed as a node or cluster and should not promote strip development.

OPEN SPACE: Land and/or water area with its surface open to the sky or predominantly undeveloped, which is set aside to serve the purposes of providing park and recreation opportunities, conserving valuable resources, and structuring urban development and form.

PEDESTRIAN AMENITIES: Features of the built environment that improve the quality of foot or wheelchair travel, including ground floor retail uses in adjacent buildings, landscaped walkways, limited interference from automobiles, street furniture, etc.

PEDESTRIAN-ORIENTATION: An area where the location and access to buildings, types of uses permitted on the street level, and storefront design are based on the needs of the customers on foot.

PLANNED DEVELOPMENTS (PD): A planning technique that provides increased flexibility for the developer in exchange for a higher quality of development. Usually used for residential or commercial multi-unit parcels. PD's are characterized by a focus on overall project design rather than lot-by-lot zoning, setbacks, and placement. Mixed-use, commercial, industrial, innovative housing types, open space and recreational facilities are often included. The process typically involves two-way communication between the developer and the community concerning design compatibility. Planned developments are used in residential, multi-family, commercial, and industrial areas.

RESIDENTIAL: An area designated on the land use map that allows a range of residential density levels from 1 unit per acre up to 6 units per acre. Residential densities will vary depending on their location, character of the neighborhood, lot sizes, density, available infrastructure, and natural topography.

RURAL LANDS: Are lands which are not within an urban growth area and are not designated as natural resource lands having long term commercial significance for the production of agricultural products, timber, or the extraction of minerals.

STREETSCAPE: The visual character of a street as determined by elements such as structures, access, greenery, open space, view, etc.

TRANSITION (BUFFER): The transition (buffer) areas are used to separate more intensive land uses or categories from less intensive land uses or categories. The transition area can be a combination of intensive landscaping, open space, and parks. and less intensive land use categories between a low intensive and high intensive land uses.

WETLANDS: An area that is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that, under normal circumstances, does support, a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophilic vegetation.

ZONING MAP: The official Land Use Map that classifies all land within the Planning Area in accordance with the comprehensive plan.

APPENDIX A

GREATER EAST WENATCHEE URBAN GROWTH AREAS

EAST WENATCHEE URBAN AREA DESCRIPTION

Beginning at the left shore of the Columbia River at a point which is a southerly extension of the westerly line of Lot 41 of the East Wenatchee Land Company Plat of Section 20, Township 22 N., Range 21 E.W.M., Douglas County, Washington; thence north along said southerly extension to the southwest corner of said Lot 41; thence easterly along the southern line of Lot 41 to the southeast corner of said Lot 41; thence north along the easterly line of Lot 41, Lot 40, Lot 25 and Lot 24 of said East Wenatchee Land Company Plat to the centerline of the Wenatchee Reclamation District Canal; thence westerly along the centerline of the canal to a point which is the southerly extension of the east line of Lot 4 of the Sun Crest Short Plat recorded under AFN 3019982; thence northerly along said southerly extension to the southeast corner of Lot 4 of said short plat; thence northerly along the east line of Lot 4 to the southerly boundary of Lot 2 of said short plat; thence east along the south line of Lot 2 of said short plat and its extension thereof to the west line of Lot 2 East Wenatchee Land Company Plat in Section 19, Township 22 N., Range 21 E.W.M.; thence northerly along said west line to the south line of Section 18, Township 22 N., Range 21 E.W.M.; thence westerly along said section line to the quarter corner common to sections 18 and 19, Township 22 N., Range 21 E.W.M.; thence northerly along the west line of the east ½ of said Section 18 to the south line of Section 7, Township 22 N., Range 21 E.W.M.; thence easterly along said section line to the corner common to Sections 7, 8, 17 and 18, Township 22 N., Range 21 E.W.M.; thence easterly along the south line of Section 8, Township 22 N., Range 21 E.W.M. to a southerly extension of the eastern line of the Lancaster Short Plat recorded under AFN 196211; thence north along the east line of said short plat and its extension to the northeast corner of the Dolan Short Plat recorded under AFN 206563; thence east along the south line of the northwest quarter of said Section 8 to a point that is the southerly extension of the easterly line of Baber's Short Plat recorded under AFN 3023955; thence northerly to the northeast corner of said Baber's Short Plat; thence west along the north line of said short plat to the southeast corner of the northwest quarter of the southwest quarter of the northwest quarter of said Section 8; thence northerly along the easterly line of said subdivision to the south line of Section 5, Township 22 N., Range 21 E.W.M.; thence east along said section line to a point which is a southerly extension of the east line of Parcel B as described under AFN 3068952; thence northerly along said extension and said easterly line to the northeast corner of said Parcel B; thence southwest along the north line of said Parcel B to a point that is 300 feet northerly of the south line of Section 6, Township 22 N., Range 21 E.W.M.; thence westerly parallel to and 300 feet north of the south line of said Section 6 to the east line of a parcel as described under AFN 128798; thence northerly along said easterly line to the northeast corner of a parcel as described under AFN 107666; thence westerly along the north line of said parcel to the east line of Section 1, Township 22 N., Range 20 E.W.M.; thence

northerly along said section line to the northeast corner of the southeast quarter of the southeast quarter of said Section 1; thence west along the north line of said section subdivision to the southeast corner of the northwest quarter of the southeast quarter of said Section 1; thence north along the east line of said section subdivision to the northeast corner of the southwest quarter of the northeast quarter of said Section 1; thence north along the west line of northwest quarter of the northeast quarter of said Section 1 to the south line of Section 36, Township 23 N., Range 20 E.W.M; thence west along the south line of said Section 36 to the southeast corner of the southwest quarter of the southeast quarter of said Section 36; thence north along the east line of said section subdivision to the northeast corner of the said section subdivision; thence west along the north line of said section subdivision to the easterly right of way line of Badger Mountain Road; thence northwesterly along said right of way line to its intersection with the west line of the southeast quarter of Section 36; thence north along the west line of the southeast quarter of said Section 36 to the southwest corner of the northeast quarter of said Section 36; thence easterly along the south line of the northeast quarter of said section 36 to the southwest corner of the parcel as described in AFN 103173; thence northerly along the westerly and northerly lines of said parcel to the east section line of said Section 36; thence northerly along said section line to the southeast corner of Section 25, Township 23 N., Range 20 E.W.M.; thence westerly along the south line of the southeast quarter of said Section 25 to the southeast corner of the southwest quarter of said Section 25; thence northerly along the east line of the southwest quarter of said Section 25 to the south line of the north half of the southwest quarter of said Section 25; thence along the south line of said section subdivision to the west line of said Section 25; thence north along the west line of said Section 25 to the centerline of Canyon B; thence northwesterly along the centerline of Canyon B to the south line of Parcel G as described in Book M239 of Deeds, Page 517; thence westerly along said south line to the east line of the west half of Section 26, Township 23 N., Range 20 E.W.M.; thence north along said east line to the southeast corner of the southwest quarter of Section 23, Township 23 N, Range 20 E.W.M.; thence northerly along the east line of said section subdivision to the northeast corner thereof; thence westerly along the north line of said section subdivision to the southwest corner of the southeast quarter of the northwest quarter of said Section 23; thence north along the west line of said section subdivision to the south line of Tract A as shown on Blue Rock Estates Phase 1 as recorded under AFN 308870; thence easterly, northerly and westerly around said Tract A to the east line of said Blue Rock Estates subdivision; thence northerly along the east line of Phase 1 and the east line of Phase 2 as recorded under AFN 317348 to the south line of a parcel as described in Book M457 of Deeds, Page 501; thence easterly and northerly along said parcel to the south line of Section 14, Township 23 N., Range 20 E.W.M.; thence west along said section line to the centerline of the Transmission Line Easement, AFN 160434; thence continuing in a north/northeasterly direction along the centerline of said easement to the south line of the north half of the southeast half of Section 2, Township 23 N., Range 20 E.W.M.; thence east along said south line to the east line of the southeast quarter of said Section 2, thence

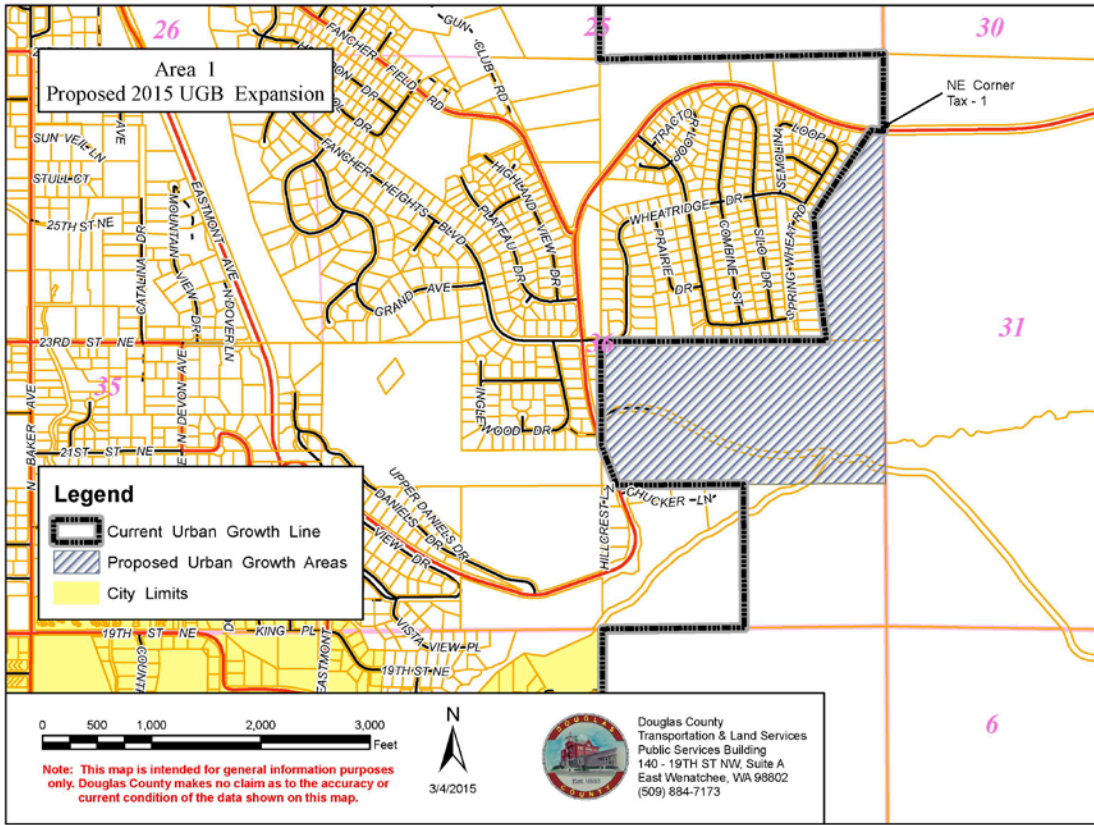
north along the east line of said Section 2 to the south line of a parcel as described under AFN 159187; thence westerly along said south line to the east right of way line of Old Sunset Highway as granted in Book 52 of Deeds, Page 257; thence southerly along said right of way to the south line of the north half of the south half of said Section 2; thence westerly along said line to the easterly right of way of line of SR 2/97; thence southerly along said right of way line through Sections 11, 14 and a portion of 23 to the southwest corner of Lot 46, Blue Rock Estates Phase 2 as recorded under AFN 317348; thence southwesterly to a point that is the intersection of the west right of way of SR 2/97 and the south line of a parcel as described as Tract 2 under AFN 3009806; thence westerly along said south line and its westerly extension to the east line of Section 22, Township 23 N. Range 20 E.W.M.; thence northerly along said east section line to the centerline of that certain vacated road lying between lots 16 and 17 of East Wenatchee Land Company Plat, part of Sec's 22 and 23, T 23 N., R. 20 E.W.M.; thence west along said centerline to the southeast corner of Lot 15 of said East Wenatchee Land Company Plat; thence continuing west along the south line of said lot 15 and its westerly extension to the left shore of the Columbia River; thence southerly down the left shore of the Columbia River to the **Point of Beginning**.

Together with the following:

Area 1

A portion of Section 36, Township 23 North, Range 20 East, Willamette Meridian (T23N, R20E, W. M.), Douglas County, Washington being more particularly described as follows:

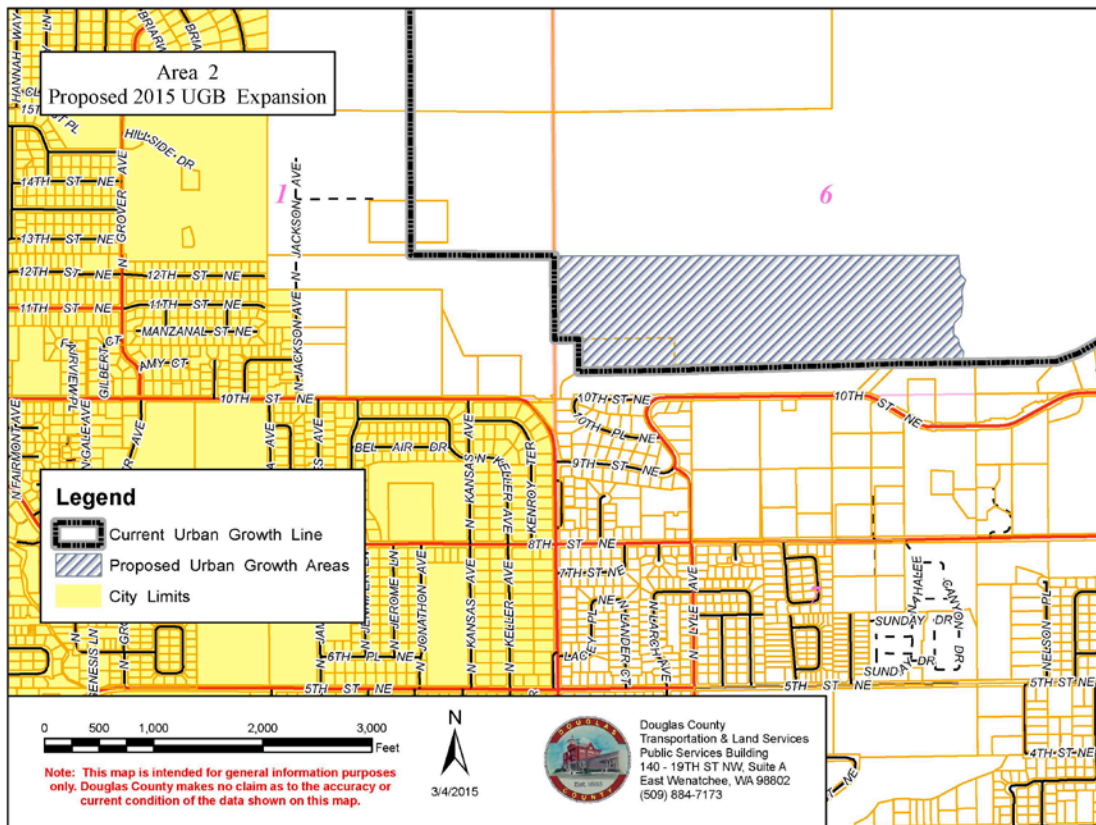
Beginning at the northeast corner of the parcel as described in AFN 103173 (Tax-1), thence southerly on the common section line to said Section 36 and Section 31, T23N, R21E, W. M. to the south sixteenth (S1/16) of said sections; thence westerly on the south sixteenth line of Section 36 to the northeast corner of the southwest quarter of the southeast quarter (SW1/4 SE1/4) of Section 36 and intersecting the current Urban Growth Line; thence west along the north line of said section subdivision to the easterly right of way line of Badger Mountain Road; thence northwesterly along said right of way line to its intersection with the west line of the southeast quarter of Section 36; thence north along the west line of the southeast quarter of said Section 36 to the southwest corner of the northeast quarter of said Section 36; thence easterly along the south line of the northeast quarter of said section 36 to the southwest corner of the parcel as described in AFN 103173 (Tax-1); thence northerly and easterly along the westerly and northerly lines of said parcel to the point of beginning.



Area 2

A portion of Section 6, Township 22 North, Range 21 East, Willamette Meridian (T22N, R21E, W. M.), Douglas County, Washington being more particularly described as follows:

Beginning at the northwest corner of the southwest quarter of the southwest quarter (SW1/4 SW1/4) of Section 6; thence easterly approximately 3,700 feet on the sixteenth line to the intersection with a large drainage; thence southerly following the bottom of the drainage to a point that is 300 feet northerly of the south line of said Section 6; thence westerly parallel to and 300 feet north of the south line of section 6 to the east line of a parcel described under AFN 128798; thence northerly along said easterly line to the northeast corner of a parcel described under AFN 107666; thence westerly along the north line of said parcel to the west line of Section 6; thence northerly along said west line of Section 6 to the point of Beginning.



Area 3

Portions of Sections 8, 17 and 18, Township 22 North, Range 21 East, Willamette Meridian (T22N, R21E, W. M.), Douglas County, Washington being more particularly described as follows:

Beginning at the northwest corner of the Craig's short plat recorded under AFN 216246; thence easterly along the north line of said short plat and its easterly extension approximately 1310 feet to the northeast corner of the southwest quarter of the southeast quarter of the southwest quarter (SW1/4 SE1/4 SW1/4) of Section 8; thence south along the east line of said southwest quarter of the southeast quarter of the southwest quarter (SW1/4 SE1/4 SW1/4) of Section 8 to the north right of way line of Grant Road; thence easterly along the north right of way line of Grant Road to its intersection with the northerly extension of the east line of Lot 4, Nile Orchard Tracts, as recorded under AFN 86540; thence south along the northerly extension of the east line of Lot 4 to the northeast corner of said Lot 4; thence south along the east line of Lot 4 to the southeast corner of Lot 4; thence west along the south line of Lot 4 to the southwest corner of Lot 4 and the northeast corner of Lot 14, Nile Orchard Tracts; thence south along the east line of Lot 14 and its southerly extension to the south right of way line of 2ND Street SE; thence westerly along the south right of way line 2ND Street SE to a point 192 feet west of the northeast corner of Lot 18, Nile Orchard Tracts; thence south and parallel to the

east line of said Lot 18 to the north line of Lot 31, Nile Orchard Tracts; thence easterly along the north line of Lot 31 to the northeast corner of Lot 31; thence south along the east line of Lot 31 and its southerly extension to the south right of way line of 4TH Street SE; thence westerly along the south right of way line of 4TH Street SE to the northeast corner of Lot 33, Nile Orchard Tracts; thence south along the east line of Lot 33 to the northwest corner of Lot 47, Nile Orchard Tracts; thence easterly along the north line of Lot 47 to the northeast corner of Lot 47; thence south along the east lot lines of Lots 47, 50 and 63 and there southerly extensions to the south right of way line of 8TH Street SE as shown on the Plat of Highlander Estates recorded under AFN 3168808; thence westerly along the south right of way line of 8TH Street SE and its westerly extension to the northwest corner of Lot 2, East Wenatchee Land Company Plat in Section 19, T22N, R21E, W. M. and intersecting the current Urban Growth Line; thence north along the northerly extension of the west line of said Lot 2 to the south line of Section 18, Township 22 N., Range 21 E.W.M.; thence westerly along said section line to the quarter corner common to Sections 18 and 19, T22N, R21E, W.M.; thence northerly along the west line of the east half (E1/2) of said Section 18 to the south line of Section 7, T22N, R21E, W.M.; thence easterly along said section line to the corner common to Sections 7, 8, 17 and 18, T22N, R21E, W.M.; thence easterly along the south line of Section 8, T22N, R21E, W.M. to a southerly extension of the west line of the Craig short plat recorded under AFN 216246; thence north along said southerly extension to the southwest corner of said Craig short plat; thence northerly along the west line of said Craig short plat to the point of beginning.

